

**Consultation Response from KC,  
Highways Development Management**

**2024/92168 Land south of, Leak Hall Barn, off Leak Hall Lane, Denby Dale, Huddersfield, HD8 8QU**

**Outline application for erection of residential development of 13 dwellings**

**Date Responded: 24/01/2025**

**Responding Officer: Ryan Kinder**

**Responding Ref: K17-12-24**

2024/92168 Land south of, Leak Hall Barn, off Leak Hall Lane, Denby Dale

RECOMMENDATION: No objection subject to conditions.

**Development Overview:**

The site takes access off Leak Hall Lane in the village of Denby Dale, the site is located at the end of Leak Hall Lane further on from the junction of Hill Side

**Reference plans/documents:**

- Indicative site Layout – ref 24301-2 dated May 2024.
- Site Access – ref 24301-3 dated Oct 2024.
- Transport Statement – ref 2286 dated July 2024.
- Speed survey results dated 18 March 2025.
- Stage 1 RSA dated April 2026.
- RSA response report dated April 2026.

Further to previous comments noted below, the applicant has provided the following updated information:

Speed surveys and visibility into the site access commensurate with the survey results which is considered acceptable.

A stage 1 Road Safety audit and designers response has been submitted and considered acceptable.

Notwithstanding the previous comments regarding the internal layout, given the application is outline with access only, no further information has been provided regarding the internal layout. For the avoidance of doubt this has not been assessed and more detailed comments including the suitability for adoption and refuse collection arrangements will be considered, should a reserved matters application be submitted.

Overall the proposal is considered acceptable from a highways perspective, please include the following highways conditions:

**Approved Access – Condition**

Means of access to and from the site shall be in accordance with the preliminary access design(s) as shown on the approved plan(s) ref. (24301)- REV D, and fully constructed and made operational prior to first occupation of the development and thereafter retained and maintained for the lifetime of the development.

Reason:- To ensure the free and safe use of the highway, in the interest of highway safety.

#### Approved Access - Informative

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Local Highway Authority is required.

You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the site access(es).

This process will involve entering into a Section 38 or 278 agreement of the Highways Act 1980 or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay occupation of the development.

Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

#### Preliminary street design details – Informative

The discharge of the above condition does not constitute Technical Approval of the estate street works under Section 38 or 278 (or other relevant section) of the Highways Act.

#### Visibility Splays to be provided

Before development commences, any obstruction shall be set back to the rear of the proposed visibility splays as shown on approved plan number (24301)- REV D and shall be cleared of all obstructions to visibility and tarmac surfaced to current standards in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason: To ensure adequate visibility in the interests of highway safety

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Previous comments dated 24/01/2025

#### Vehicular access:

It is proposed to access the site via one existing singular point of access off Leak Hall Lane to serve the development which is adopted up to a point this then forms into a privately owned single width track.

Visibility splays have been demonstrated of 2.4m x 25 to the right out of the development and to left which is within the RLB of the site – not specified. Given the achievable visibility indicated it is important that driven speeds are established on the approach from Leak Hall Lane, this should be undertaken via a 7 day automatic speed survey to give robust information on vehicle speeds.

With regards to visibility to the left an indicative dimension of the achievable visibility should be provided, it is acknowledged that this is a private drive with minimal traffic so the requirements in terms of distance can be relaxed somewhat. It should be noted however that this needs to be maintained in perpetuity, via adoption or maintenance agreement so clarification is sought on this matter.

#### Internal Layout

Clarification is sought on the intention of having the internal layout to be adopted by the Council, the lower part of the site which appears to be a shared surface arrangement must not exceed a gradient of 1:20 to be acceptable for adoption. A long section indicating finished gradients is therefore requested.

A minimum centreline radius of 20m on the internal roads should be provided and demonstrated, suitable forward visibility should be demonstrated and be achievable within the adopted highway and not across third party land.

A plan detailing the intended area for adoption or to remain private is requested, this 'Highways Area Plan' plan will form part of the approved planning documentation, should amendments be required in terms of the areas to be adopted etc if planning is approved then a section 73 application will be required to vary this. An example of the requirements of this plan can be obtained by contacting Highway development management direct.

A stage 1 safety audit in accordance with GG119 and designers response is requested for the proposed development internal layout. A scoping brief will need to be submitted and agreed with the Councils Highway Safety audit team with any amendments required prior to or as a result of its undertaking.

Refuse storage and collection arrangements should be demonstrated and be in accordance with Local Plan Policy LP24 part d(vi). Swept paths for an 11.85m refuse collection vehicle are required and should take into account any on street parking and two way vehicle movements in particular on junctions, any tight bends and taking into consideration for parked cars on street..

Links to the allocated site to the south should be provided, further information on this matter is requested.

No information regarding the permissive footpath along the edge of the site provided, again further information on how this will be dealt with is requested.

#### Parking

It appears an acceptable level of off street parking is provided for each dwelling. However visitor parking should be at a ration of 1 per 4 units, it appears that the proposed visitor parking falls short and should not be on third party land.

HDM raise concerns with the application in its current form and request further information as set out above.