Consultation Response from KC, Highways Development Management
2024/92977 land off, Lane Head Road, Shepley, Huddersfield, HD8 8BW
Erection of one detached dwelling with access off Cross Lane and three dwellings with access off Lane Head Road with associated alterations
Date Responded: 16/05/2025 Responding Officer: CNB Responding Ref: K12-38/14

This application is for the erection of 2 detached and 2 semi-detached dwellings with access off Cross Lane (for 1 dwelling, Plot 1) and Lane Head Road (for three dwellings, Plots 2, 3 and 4).

Cross Lane is a 30mph two-way, single carriageway local distributor road of approximately 7.5m width with a footway on the side of the site and street lighting present. Cross Lane is used to access residential properties located on it and also for vehicular traffic heading from A635 Holmfirth Road to northbound on A629 Lane Head Road to avoid using the busy Sovereign junction (A635/A629).

A629 Lane Head Road is a 30mph two-way single carriageway Primary A-class road of approximately 8m width with a footway opposite, a grass verge on the side of the access road and street lighting present. Approximately 100m to the north of the access junction the A629 Lane Head Road becomes 40mph. There are double white centrelines present with cross hatching and right turn lanes along this section of Lane Head Road. The road hosts a medium frequency bus route.

In the previous 5 years there have been 6 injury accident collisions registered on A629 Lane Head Road within approximately 100m of the proposed access, three recorded as slight and three recorded as serious. We would need to see an assessment of the collisions providing that indicates whether the proposal site would have a propensity to increase the number of similar collisions. These exclude any recorded collisions around the Sovereign junction.

The site is approximately 366m from bus stops on a medium frequency route from the dwellings accessing Lane Head Road and approximately 330m from the dwelling accessed from Cross Lane.

Both sites are approximately 400m from the closest convenience store with the closest school being just over 1km away.

Plot 1
This is a single detached dwelling of 4 bedrooms with an integral double garage and two driveway parking spaces.

The access on to Cross lane is via Highfield Court, an unadopted residential access that currently serves approximately 12 dwellings. The access is existing and would experience only a very small intensification of use. There are no records of injury accident collisions at the access and so we must assume that it is currently operating safely and we have no concerns that the inclusion of one additional dwelling would cause the propensity for collisions to occur to increase.

It is noted that the driveway parking would require vehicles to reverse into the access to the dwellings at Highfield Court which could be a highway safety concern and so we would like to see the layout redesigned to include a turning area within the driveway. This should be conditioned.

With this we would have no objection to the single dwelling proposed for plot 1.

Plots 2, 3 and 4
These are one detached (plot 2) and two semi-detached (plots 3 and 4) dwellings each of 4 bedrooms. Plots 2 and 3 have double integral garages and plot 4 has a single integral garage with two driveway parking spaces per dwelling. No additional visitor parking spaces were proposed.

The access to the dwellings is proposed to be from a private driveway of approximately 125m long that currently provides vehicular access to No 168 Lane Head Road. The private driveway appears to be paved for the first 50m from Lane Head Road and beyond that appears as a loose covered track. There are gates across the driveway that restrict access to the dwellings at Highfield Court from accessing the track and using it to reach Lane Head Road.

Kirklees policy is to only support up to 5 dwellings off a private road and so we would not like to see the road opened up to use by the existing dwellings at Highfield Court, we would consider that this intensification of use would not be suitable for this type of access.

The application was accompanied by drawing No 2072-00-02 Rev B. This drawing shows visibility splays along Lane Head Road of 2.4m x 100m to the right and 45m to the left. No speed survey data was provided to show that these visibility splay distances are acceptable, although we would expect the 100m to the right will be suitable. The posted road speed on Lane Head Road is 30mph at the location of the access junction, however, approximately 100m to the north of the junction the posted speed is 40mph and the expectation is that 85th percentile speeds may be greater than the posted 30mph and so DMRB visibility splay y-lengths should be done based on 40mph to the left (y-length of 120m).

The internal layout of the site appears to show a turning head for waste collection vehicles, it should be noted that a Kirklees waste collection vehicle will likely not access a private driveway unless it is fully surfaced and made up to adoptable standards, details of the improvements to the access would need providing. Also a swept path analysis to show that an 11.85m Kirklees waste collection vehicle can safely turn within the proposed turning head should also be provided. The indication in the submitted site layout drawing (2072-00-02 Rev B) is that the turning head has insufficient space to the west to allow a safe completion of a turning movement. This is because we would require a barrier between the proposal site and the dwellings at Highfield Court to stop vehicles from Highfield Court from using the proposed site access to reach A629 Lane Head Road.

The access should also show a swept path analysis that indicates an 11.85m Kirklees refuse truck can safely and easily turn to and from the site and A629 Lane Head Road, this should also indicate that this manoeuvre is possible with another car exiting the site at the junction without causing an obstruction on Lane Head Road as this would be viewed as a highway safety concern.

The proposed access road should be a minimum of 5.5m wide for its first 10m and thereafter a minimum of 4.5m wide as a private driveway. These dimensions should be clearly indicated on a drawing. If the private driveway is less than 4.5m wide (the minimum dimension that would also two cars to safely pass with care), then suitable passing places will need to be included within the application and should be included on the access drawing.

The development proposals are for three four-bedroom dwellings (one detached and two semi-detached) and to fit with local standards these would require a minimum of three off street parking spaces each. Drawing No 2072-00-02 Rev B indicates each dwelling has two driveway parking spaces, while the internal layout drawings (2072-00-04 Rev A for Plot 2 and 2072-00-05 Rev A for Plots 3 and 4) indicate both plots 2 and 3 have a double integral garage while plot 4 has a single integral garage. These are suitable to conform to local parking standards.

Waste bin storage and collection points are indicated on drawing No 2072-00-02 Rev B and as storage location these are acceptable. Until we can fully assess the access to the site by a Kirklees refuse

collection vehicle, we cannot confirm that the locations would be acceptable as collection presentation points. If waste vehicle access is not available to the site, then we would like to see alternate arrangements proposed with a bin collection point adjacent to the adopted highway at the end of the access drive so collection can be made from the kerb side on A629 Lane Head Road.

With this we do not feel that there is sufficient information to fully assess the impacts of the proposals of plots 2, 3 and 4 on the local highway network and highway safety and as such we cannot support the current application and object on these grounds.