

Shelley Woodhouse Lane, Huddersfield

Highways Supporting Statement

July 2025

AMA Project Number: 23007/IJT/SD

INTRODUCTION

Andrew Moseley Associates (AMA) has been appointed to prepare a Highways Supporting Statement (HSS) to support an outline planning application for a single residential dwelling on land located to the east of Shelley Woodhouse Lane, Huddersfield. The proposed site layout plan is attached in [Appendix A](#).

This Statement sets out the following elements:

- ▶ Description of Site Location;
- ▶ Details of the Local Highway Network;
- ▶ Collision Data;
- ▶ Sustainable Modes Access;
- ▶ Proposed Development and Access Proposals;
- ▶ Parking;
- ▶ Refuse Collection and Servicing;
- ▶ Traffic Generation and Likely Highways Impact; and
- ▶ Conclusion.

This Statement is also supported by the following Figures and Appendices:

- ▶ [Figure 1](#) – Indicative Site Location Plan;
- ▶ [Appendix A](#) – Proposed Site Layout;
- ▶ [Appendix B](#) – Speed Survey Results; and
- ▶ [Appendix C](#) – Proposed Visibility Splays.

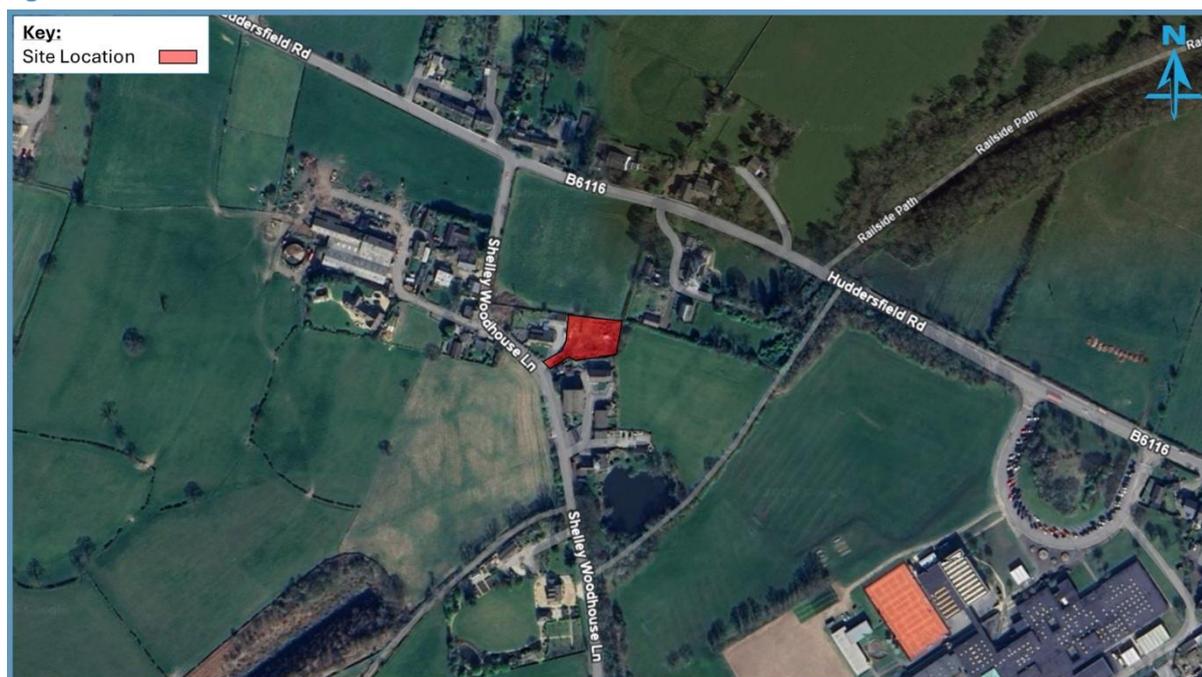
DESCRIPTION OF SITE LOCATION

The site is located in a rural area on land to the east of Shelley Woodhouse Lane, Huddersfield. It lies between the settlements of Skelmanthorpe to the east and Shelley to the west, approximately 10km east of Huddersfield town centre.

To the north and east, the site is bordered by undeveloped grassland, and to the south and west, the site is bordered by residential dwellings that front onto Shelley Woodhouse Lane. An indicative site location plan is provided in [Figure 1](#).

The Local Highways Authority (LHA) and Local Planning Authority (LPA) is Kirklees Council (KC).

Figure 1 Site Location Plan



DETAILS OF THE LOCAL HIGHWAY NETWORK

The site will be accessed via an existing private driveway, shared with 15 Shelley Woodhouse Lane.

Shelley Woodhouse Lane is a single carriageway, two-way rural road and runs in a general north - south alignment. The road is subject to the National Speed Limit (60mph) and features street lighting along residential areas.

To the north, Shelley Woodhouse Lane connects to the B6116 Huddersfield Road via a priority-controlled T-junction, located approximately 160m from the site access. To the south, the road continues through the settlement of Lower Cumberworth and provides onward access to Denby Dale.

The B6116 also offers connectivity to the wider strategic highway network, including the A629 and A636, facilitating access to regional destinations such as Wakefield, Barnsley, and the M1 motorway.

The site is therefore well connected to the surrounding highway network and nearby settlements including Shelley, Skelmanthorpe, Kirkburton, and Denby Dale, as well as Huddersfield town centre.

COLLISION DATA

To assess highway safety in the vicinity of the proposed development, an initial review of Personal Injury Collision (PIC) data has been undertaken using the CrashMap database. The study area includes 200m in either direction from the existing site access which includes the T-junction with Huddersfield Road to the north.

The most recent five-year period of available data, from 2019 to 2023 inclusive, has been considered to ensure the assessment is up to date.

The analysis confirms that no personal injury collisions have been recorded within the study area during the most recent five-year period. Given the absence of any recorded incidents, it is considered that there are no existing highway safety concerns in the vicinity of the site access or the surrounding road network. No further assessment is considered necessary.

SUSTAINABLE MODES ACCESS

The existing provision for sustainable travel is reflective of the rural nature within which the site is located.

Walking Accessibility

Shelley Woodhouse Lane benefits from street lighting along developed frontages. While formal pedestrian footways are limited in the immediate vicinity, there is a short section of footway provided to the south of the site, offering a connection to a nearby cul-de-sac and towards Public Right of Way (PRoW) routes.

Within a 2km of catchment, the majority of Skelmanthorpe is accessible as well as the western extent of Shelley, which provides access to a range of key local destinations, including;

- ▶ Shelley College (c. 850m);
- ▶ Grove Fisheries (c. 1.3km);
- ▶ The Co-op and Amazon Post Locker (c. 1.6km);
- ▶ Skelmanthorpe Health Centre & Pharmacy (c. 1.7km);
- ▶ Skelmanthorpe Community Centre (c. 1.7km); and
- ▶ Premier Convenience Store and DPD Post Locker (c. 1.8km);

Numerous local eateries and businesses can also be accessed within this walking catchment. The proximity of these facilities supports walking as a viable mode of transport for future residents.

There are several PRoWs within proximity to the site, the nearest of which is located approximately 110m south of the site on Shelley Woodhouse Lane; Route: *KIR/195/10* is directly accessible from the roadside. The path runs to the north of Laneside Cottage, marked by a wooden fence.

Approximately 50m further south, Route: *KIR/148/10* is also accessible. This path runs in a general northeast – southwest direction and provides a traffic-free walking route towards Huddersfield Road and Skelmanthorpe village to the north.

Both PRoW routes detailed above form part of the Skelmanthorpe Circular Trail, a well-established local walking route that connects key green spaces and surrounding villages. The trail offers a mix of off-road paths and quiet lanes, encouraging recreational walking and linking to wider public footpath networks in the area.

Cycling Accessibility

Shelley, Skelmanthorpe, Scissett, Denby Dale, Shepley, and Kirkburton can be accessed within a 5km cycling catchment of the proposed site. The local topography features gently rolling terrain, suitable for both commuting and recreational cycling.

In addition, a local section of the Trans Pennine Trail provides an off-road leisure route between Denby Dale and Skelmanthorpe, further enhancing opportunities for active travel. The site is therefore considered well-located to encourage cycling as a sustainable mode of transport.

Public Transport

There are two bus stops situated within a 400m walking catchment of the site, located approximately 190m and 250m north of the site, along Huddersfield Road. The bus stops are provided as simple bus stop flags and hard copy timetabling information. Details of the local bus routes and their frequencies are as shown in [Table 1](#), below.

Table 1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
D1	Huddersfield - Denby Dale	Every 30 minutes (05:25 – 23:08)	Every 30 minutes (06:17 – 23:08)	Every 60 minutes (09:12 – 23:08)
421	Shelley High School - Birdsedge	School Service	-	-

As shown in [Table 1](#), the D1 service operates at a frequency of two buses per hour in each direction from Monday to Saturday, reducing to one bus per hour on Sundays. It provides direct connections to key destinations including Huddersfield Bus Station and Denby Dale Train Station, offering access to a wider public transport network as part of a long distance or multi-modal journey.

This level of provision demonstrates that the site is well connected to local amenities and public transport infrastructure. As such, future residents will have convenient alternatives to private car travel for day-to-day journeys, supporting the promotion of sustainable transport in accordance with both local and national planning policy.

PROPOSED DEVELOPMENT AND ACCESS PROPOSALS

The proposed development consists of one residential dwelling, including access, internal layout, and associated parking to be accessed from Shelley Woodhouse Lane to the west of the site boundary. A copy of the proposed site layout is in [Appendix A](#).

Vehicular Access

Vehicular access to the proposed development will be taken from the existing private driveway shared with 15 Shelley Woodhouse Lane.

Shelley Woodhouse Lane is subject to the National Speed Limit of 60mph. However, due to the alignment of the road creating a chicane, the presence of houses along the road, and constrained visibility, vehicle speeds are observed to be significantly lower.

To support the case for reduced visibility requirements, a seven-day speed survey was undertaken from Monday 30th June to Sunday 6th July 2025 near the existing access. The survey recorded 85th percentile speeds of 23.6mph northbound and 23.5mph southbound. A summary of the survey is attached in [Appendix B](#).

While MfS standards are not typically applied to roads with a 60mph speed limit, the recorded speeds support the use of MfS visibility guidance in this case. Based on the highest recorded 85th percentile speed, the required stopping sight distance (SSD) is approximately 34m. Visibility splays of 2.4m x 34m have therefore been demonstrated in both directions from the proposed site access and are considered appropriate in the context of the observed speeds.

To the south, the visibility splay is achievable but will require trimming of existing vegetation to ensure the splay is maintained. To the north, visibility is currently obstructed by a wall, however, this is within the developer's land ownership and will be adjusted to achieve the required splay. The proposed visibility splays are shown in [Appendix C](#).

The access arrangements are therefore considered to be safe and suitable and are supported by clear evidence.

PARKING

Parking for the proposed dwelling will be provided in accordance with Kirklees Council's Highway Design Guide. The standards are as follows:

- ▶ 1 – bedroom dwellings – 1 parking space
- ▶ 2 – bedroom dwellings – 2 parking spaces
- ▶ 3 – bedroom dwellings – 2 parking spaces
- ▶ 4 – bedroom dwellings – 3 parking spaces
- ▶ 5 – bedroom dwellings – 3 parking spaces
- ▶ Visitor parking – 1 space per 4 dwellings.

The proposed dwelling will also be provided with facilities for electric vehicle charging and secure cycle storage.

REFUSE COLLECTION AND SERVICING

Refuse collection will be carried out from the roadside by a standard KC refuse vehicle, consistent with the existing arrangements for neighbouring properties on Shelley Woodhouse Lane. A bin collection point will

be provided as part of the development, located within the required 25m maximum drag distance for residents in accordance with KC guidance.

TRAFFIC GENERATION AND LIKELY HIGHWAYS IMPACT

For the purpose of the trip generation assessment, a robust trip rate of 0.8 has been assumed. Based on one residential dwelling, the site is predicted to generate one new trip to the local road network in the AM and PM peak hours respectively.

It is considered that this level of vehicle movement would not result in any significant or severe impacts on the local highway network and in reality, would be imperceptible.

CONCLUSION

It is considered that the information contained in this Statement provides sufficient detail to demonstrate that the impact of the proposals will not be detrimental to the local highway network.

The proposed development is not expected to generate significant level of vehicle movements and will therefore not result in a severe impact in highway capacity terms. There should therefore be no transport-based objections to the proposals.

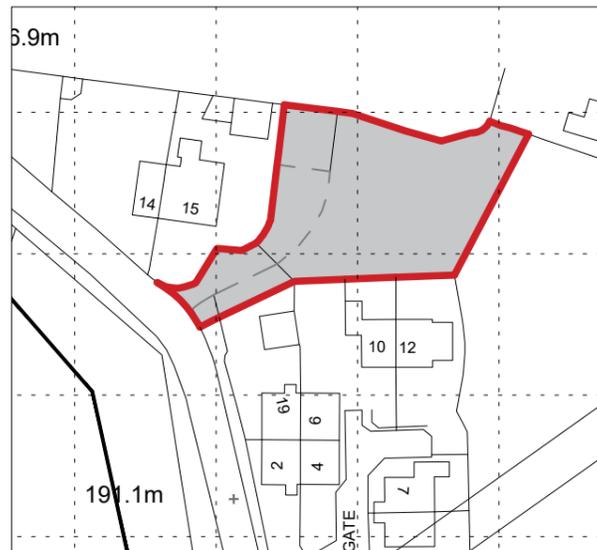
APPENDICES

Appendix A Proposed Site Layout

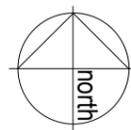
Appendix B Speed Survey Summary

Appendix C Proposed Visibility Splays

Appendix A
Proposed Site Layout



LOCATION PLAN
1:2500@A3



GROUND FLOOR PLAN
Proposed
1:500@A3

Notes:
Unless indicated, this drawing is for information only.
Do not scale, use figured dimensions only.
All dimensions to be checked on site

0 Drwg. original size: A3

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Project: Land off Shelley Woodhouse Lane
Shelley, Huddersfield

Drawing Title: Sketch Site Plan

Scale: 1:500@A3

Drwg. Created: 28.08.24

Drwg. No: 0478_WOOD_SK01

Status: Draft
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Revision:

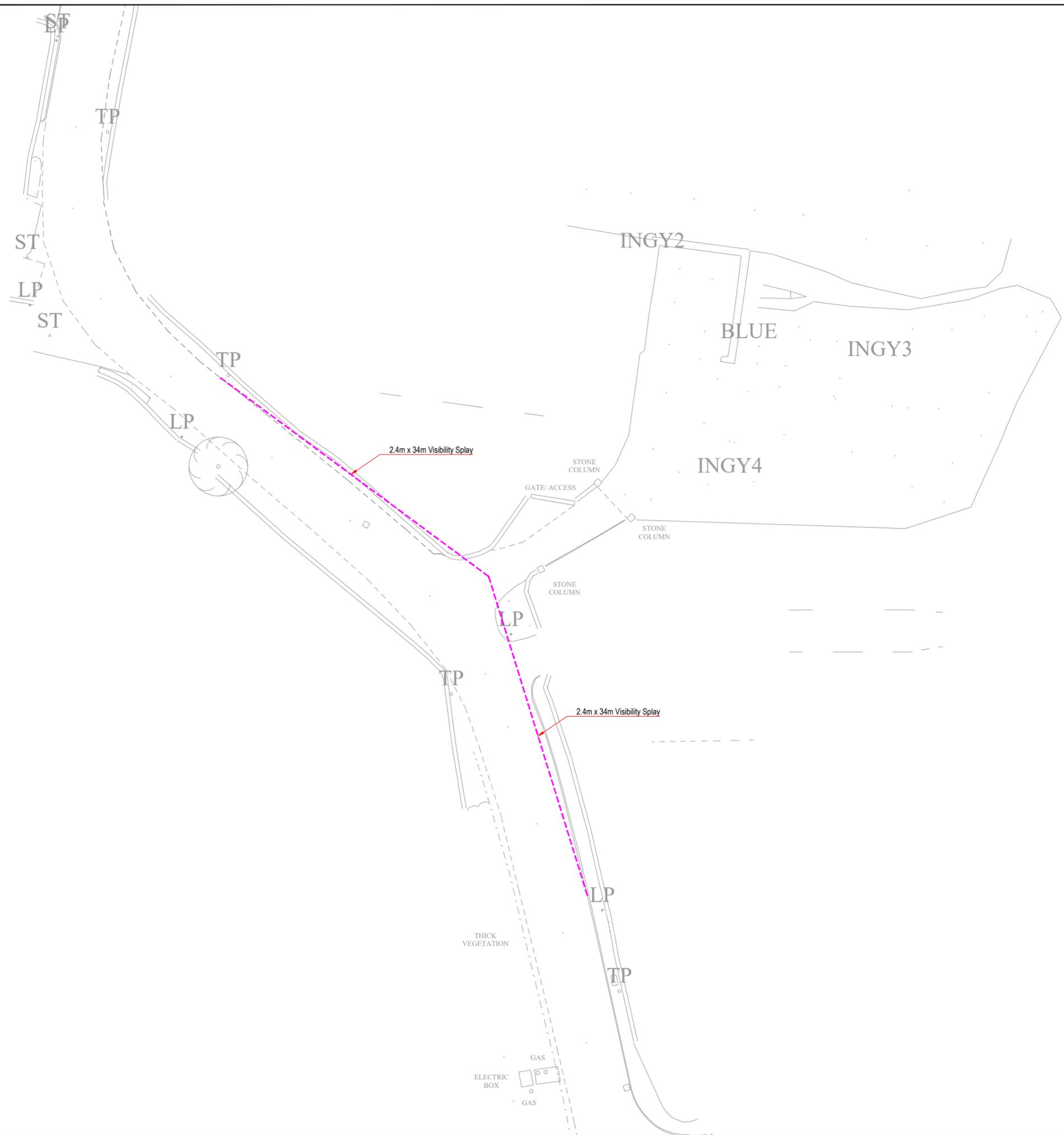
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Appendix B
Speed Survey Summary



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Shelley Woodhouse Ln - 53.594128, -1.671671	North	30	Monday, 30 June 2025	Sunday, 06 July 2025	9204	1407	1315	30	0.3	0	0.0	0	0.0	20.6	23.6
		South	30	Monday, 30 June 2025	Sunday, 06 July 2025	9029	1374	1290	11	0.1	0	0.0	0	0.0	20.4	23.5
		Both Directions	30	Monday, 30 June 2025	Sunday, 06 July 2025	18233	2781	2605	41	0.2	0	0.0	0	0.0	20.5	23.5

Appendix C
Proposed Visibility Splays



P02	Revised Issue	30.07.25	IJT
P01	Preliminary Issue	05.06.25	OHJ
 ANDREW MOSELEY ASSOCIATES		Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk	
Project: 15 SHELLEY WOODHOUSE LANE, HUDDERSFIELD			
Client: BRITOLGY			
Drawing: PROPOSED VISIBILITY SPLAYS			
Drawn By: IJT	Date: 30.07.2025		
Checked: ATM	Scale: 1:500	Paper: A3	
Drawing No. AMA-23007-SK-001 1.1			Rev. P02