

Kirklees Council Planning Department  
Civic Centre 3  
Market Street  
Huddersfield  
HD1 1WG

18 November 2025

Application Number	2025/92776
CA Reference	K1024
Proposal	Outline application, with all matters reserved, for residential development with associated open space, landscaping, drainage infrastructure, and associated works
Location	Land at Eastfield, Shepley, Huddersfield, HD8 8HB
Allocated Site	N/A

To whom it may concern,

Thank you for consulting with the West Yorkshire Combined Authority on the above application.

[The West Yorkshire Plan](#) delineates the following five missions that underpin the work we do to improve lives and communities across our region:

- An inclusive economy with well paid jobs,
- Great places and healthy communities,
- A strong transport system,
- Making lives greener, and
- A region where everyone can flourish.

The Combined Authority collaborates with the public, private, and charity sectors to support the delivery of strategic developments across West Yorkshire that contribute to accomplishing these missions by 2040.

Transport accounts for 37% of our region's carbon emissions, of which 97% derives from road traffic. To meet our ambitious environmental targets of net zero by 2038 and improved air quality, new development must create places that allow for and encourage modal shift to the more active and sustainable modes of transport than the private car.

These regional ambitions are reflected in Kirklees Local Plan policies:

- LP19: Strategic Transport Infrastructure

- “Achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail, and public transport”
- LP20: Sustainable Travel
  - “New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car”
- LP21: Highways and Access
  - “Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users”

With regard to public transport accessibility, development proposals should be within 400 metres of a bus stop. The closest stops to this site are 45017221 and 45026150, which are a walking distance of between 320 and 600 metres from the closest and furthest units respectively.

If the council are minded to approve this development, we would request that the aforementioned stops are upgraded with the following infrastructure:

<b>The Black Bull</b> (45017221)	Shelter RTI display	£12,000
<b>Lea Drive</b> (45026150)	Bus stop shelter	£20,000
	Shelter RTI display	£12,000

There is flexibility around walking distances to bus stops, particularly as the attractiveness of public transport involves not just the walk to the stop, but the quality of service available from it. However, these stops are served by routes D2 and D3, which operate twelve services towards Denby Dale and thirteen services towards Huddersfield at irregular intervals throughout the day; there is no service on Sundays.

The hourly route X1 between Holmfirth and Wakefield does pass through Shepley via Lane Head Road and Marsh Lane, with the closest stops from which it can be accessed at a walking distance of up to approximately 850 metres from the furthest dwellings on the site.

Shepley railway station is a walking distance of approximately 830 metres from the site access, resulting in a maximum walking distance of approximately 1,150 metres from the furthest dwelling shown on the illustrative masterplan. It receives an hourly service between Huddersfield and Sheffield including stops at Barnsley and Meadowhall.

Whilst this rail access would help to mitigate the limited bus provision for longer-distance journeys to larger population centres, it is unlikely that it would be a suitable alternative for shorter-distance trips to local services.



West  
Yorkshire  
Combined  
Authority

Tracy  
Brabin  
Mayor of  
West Yorkshire

To encourage the occupants of new developments to create sustainable travel habits, we would recommend that funding is sought from the developer through the Section 106 agreement for the Residential MCard (RMC) scheme. This provides discounted public transport tickets to residents that the developer is required to promote to residents through the Travel Plan implementation process.

Given the site's distance to Shepley railway station, the most suitable ticket option is the Countywide Bus and Rail Zones 1 to 5 – offered at the discounted price of £1,191.74 each. This equates to £131,091.40 at the assumed capacity of 110 units. The usual allocation is one per household, but, if insufficient funding is provided, they will be given on a first-come, first-served basis.

Finally, the Combined Authority wants all homes to be as accessible and inclusive as possible. Our ten [dementia-ready housing criteria](#) can be applied to all homes at nil or minimal cost and help people have a better quality of life. We would encourage developers to make these small design changes to help our housing stock accommodate the growing number of people living with dementia so that they can stay in their own homes for longer.

I trust that these comments will be useful in your appraisal of this application. Please do not hesitate to contact us if you wish to discuss these comments further.

Yours sincerely,

**Spatial Planning and Strategic Sites Team**

**West Yorkshire Combined Authority**

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[landuseplanning@westyorks-ca.gov.uk](mailto:landuseplanning@westyorks-ca.gov.uk)