

**Consultation Response from KC,
Highways Development Management****2026/90938 land at, Hanging Stone Road, Berry Brow, Huddersfield, HD4 7QU****Erection of detached dwelling (within the curtilage of a Listed Building)****Date Responded: 7 May 2026****Responding Officer: Sheila Henley****Responding Ref: 3-50/35****Recommendation: No objection subject to conditions**

Ref to Drawings: 1476-GGD-DR-PL-1001 Proposed Site / Block Layout; 90-003 – ACCESS; ATTP 25021/VIS/003 Visibility Splays; and ATTP 25021/SPA/001 Rev B Swept Path Analysis.

Residents of the proposed three bedroomed dwelling with integral garage, driveway and modified access is likely to be dependent on motorised travel given the location, and absence of footways, slopes and an awkward junction and crossing at Woodhead Road / Hanging Stone Road. Yet, there are bus stops being within 400m on Woodhead Road with regular bus services.

To support sustainable travel, an electric vehicle charging point and cycle parking could be incorporated into the intended garage.

The proposal modifies the existing access from Hanging Stone Road by widening, recessing, and gating on removing planting and realigning the boundary with a new retaining wall. It would be surfaced in gravel.

The access size would be ample to provide convenient and safe access shared between vehicles and pedestrians.

The boundary set back would provide greater visibility on exit in each direction and confirmed within the submitted Highways Note at Appendix C, Drawing 25021/VIS/003.

Visibility splays on exit are based on a November 2025 survey of speeds along Hanging Stone Road in the vicinity of the site access rather than those for a 30mph speed limit given the road is subject to speed reducing measures. The subsequent calculation derived 85th percentile wet weather speeds of 21.79mph for vehicles travelling northwest bound and 22.49mph for vehicle travelling southeast bound equivalent to a requirement for 2.4m x 28m visibility splays at the site access, in both directions. The splays are acceptable and less than the 2.4 x 43m required in each direction for a 30mph speed limit.

Additionally, the recessing would enable vehicles to pull off the road quickly in advance of the gate avoiding drivers needing to wait on the carriageway.

Satisfactory forward gear entry and exit is illustrated by a swept path analysis for a large car on Drawing 25021/SPA/001 Rev B at Appendix D of the Highways Note.

The gravel surface will need to be set back from the carriageway by at least 2m to prevent debris tracking onto the carriageway by a more structured finish, such as by ramp or other approved feature or alternative material. Refer to para 3.37 of the Kirklees Street Design Guide SPD.

The proposed modification to the access will require separate permissions from Highways after grant of planning consent, including any highway structural approvals for the retaining walls.

Internally, from the gates there are to be a gravelled shared surface driveway, a bin collection point, turning point and exterior on-plot parking space, before continuing to the dwelling with a garage.

Dimensions are adequate for shared pedestrian and vehicle use as well as fire and rescue appliance access. The garage would be of a suitable internal size of greater than 6 x 3m to count towards car parking and provide storage of cycles and other items.

The amount of car parking for at least three spaces would slightly exceed the advice from the KHDG SPD for three bedroomed units of two spaces but offers flexibility including provision for visitor parking in support of policy LP22.

As drawn, the proposal does not raise significant issues for road safety or network functionality to meet policy LP21.

Accordingly, no objection is raised subject to a request for planning conditions and advisories:

Conditions:

- a) Means of Access: Prior to first occupation, the means of vehicular access to and from the site shall only be as shown on the approved plan ref 90-003 – ACCESS and similarly retained thereafter for the lifetime of the proposed development.

To ensure the free and safe use of the highway.

- b) Vehicle and Pedestrian Spaces to be Laid Out - No dwelling shall be occupied until all areas and associated features shown on the approved plans to be used by vehicles and pedestrians, including driveway, paths and parking areas have been laid out, surfaced and drained, such that loose materials and surface water do not discharge or transfer onto the adjacent highway, and shall thereafter be retained and maintained for the lifetime of the development.

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

Advisories:

- i. Access modification: The granting of planning permission does not authorise the conducting of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Highways Design Engineer 01484 414700 about obtaining this permission and approval of the construction specification.

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.

- ii. Structures: It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the Highways Structures section for works near or abutting highway and any retaining structures. Contact Highways Structures Section on 01484 414700 who can advise further on this matter.