

**Consultation Response from KC,
Highways Development Management****2026/91097 Land rear of, Abbey Road, Shepley, Huddersfield, HD8 8EP****Outline application for residential development of up to 2 dwellings with access (to, but not within, the site) and highways improvements comprising widening of lane at junction with Abbey Road****Date Responded: 22 June 2026****Responding Officer: Sheila Henley****Responding Ref: K12-47/1****Recommendation: No Objection subject to
conditions and advisory**

Plan References: Highways Access Plan AMA_21825_SK001; Ground Floor Plan Proposed 0344_ABB_102C

The proposed erection of two dwellings and widening of the Abbey Road junction was subject of refused planning application 2023/60/90794/E and dismissed appeal PINs ref: APP/Z4718/W/23/3331810 on grounds relating to the greenbelt. The Highway aspects being acceptable. This remains the case.

The site is within 400m of bus stops with frequent Monday to Saturday bus services and there are local amenities and facilities.

To further encourage sustainable travel under policy LP20 and Active Travel objectives, cycle parking should be provided to each unit in an enclosed and secure facility that can be conveniently reached, such as within a garage or shed connected by a path.

An electric vehicle charging point will be required for each unit to aid sustainable travel and reduce emissions and meet design policy LP24. Usually, this is expected to be positioned within a garage, if provided.

Details for approval of position and the form of cycle parking and evcp's will be necessary at reserve matters stage.

Access to the site is to be taken from the existing unadopted track / private drive that is served from Abbey Road with entry splay at the footway and visibility splays of 2.4 x 43m in each direction. Localised widening of the Abbey Road access junction and private drive is to occur for c25m to overcome the current substandard width by removing the hedges on tis either side. Its width would increase to 5.5m at its widest from c3.0m.

The widening would allow accommodation of movements associated with the proposed additional dwellings, passage of two-way vehicles and continued shared used between pedestrians and vehicles. Its layout would be more in keeping with private drive / public road interface arrangements as set out in the Kirklees Street Design Guide SPD too. Additionally, it would ensure visibility splays of 2.4 x 43m in each direction in keeping with the 30mph speed limit.

Works at the highway interface will require alterations to the dropped kerb under a s184 highway licence. Refer: <https://www.kirklees.gov.uk/beta/transport-roads-and-parking/dropped-kerbs.aspx>

From the junction with Abbey Road, the track would narrow to its current width at c3.1m and turn northwards to an existing opening where illustrated, there is to be a new section of private drive with a turning point leading to each plot with nose to tail driveway parking for up to three cars and paths to the main entrances of the intended dwellings.

The indicative layout would be in keeping with advice for adequate and flexible layouts and parking arrangements under policies LP21 and LP22. Further details for approval would be necessary at reserve matters stage to confirm the layout and the amount of parking. Nonetheless, driveway spaces are a little narrow by current recommendations at 2.5m given increase in size of cars and to allow the convenient access and opening of vehicle doors given that these spaces are shown to be against walls and neighbour. 3.0m is more the norm where there is a separate path to the dwelling. 5.0m lengths are adequate per vehicle unless any garage is to be provided where longer lengths apply unless garage doors are retractable.

Any garages would require to be sized at 6.0 x 3.0m internally for a single and 6.0 x 5.0m for a double to count towards parking and provide storage for cycles and other items.

Surface materials for pedestrian and vehicle use should be of a permeable type to prevent run-off or a surface water drainage scheme provided. Details for approval would be required at reserve matter stage.

The number of on-plot parking spaces would meet the advice in the KHDG SPD of three spaces for units of four bedrooms or more. For two or three bedrooms two spaces would be expected. A visitor parking space should be considered to meet the advice for one per four units.

There is space for cycle parking and bin storage which should be separate.

It is noted that a bin collection point and dry riser are to be provided near the Abbey Road junction to facilitate waste collection and fire and rescue vehicle access. This is due to the distance between the proposed dwellings, and the public road being more than 45m. Bin pull distances would exceed the recommended distance and may require further consideration.

The proposal does not raise significant issues for road safety or network functionality to meet policy LP21.

Overall, the proposal is considered acceptable from a highways perspective. Accordingly, no objection is raised subject to a request for planning conditions and advisory:

Conditions:

- a) Access Widening: Before any of the development is occupied the works associated with widening the unadopted road leading to the site from Abbey Road shown on Drawing Highways Access Plan AMA_21825_SK001 hereby approved shall be laid out, hard surfaced sealed and drained in accordance with a specification submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety and to allow for safe pedestrian access to and from the site.

- b) Dry riser inlet: The dwelling shall not be occupied until a dry riser with a remote inlet is provided. This shall be sited c12m east of the Abbey Road junction. Thereafter a dry riser with a remote inlet shall be retained for the dwelling sited at the site access adjacent to Abbey Road.

Reason: To ensure appropriate and safe access arrangements are in place at the site in the interests of the health, wellbeing, and safety of future occupiers of the development.

- c) Standard Outline Condition: Prior to the commencement of the development hereby permitted full details in the form of scaled plans and / or written specifications shall be submitted to and approved in writing by the Local Planning Authority to illustrate:
- i. Site and plot access arrangements
 - ii. Parking provision in accordance with standard advice for cars (plot and visitors), cycles and evcp's.
 - iii. Turning areas.
 - iv. Bin storage
 - v. Cycle storage, if relevant
 - vi. Dry riser
 - vii. Bin collection point
 - viii. Surfacing
 - ix. Surface water drainage, if relevant.

Reason: To ensure adequate development of the site in the interests of the health, wellbeing, and safety of future occupiers of the development.

Advisory:

- i. Vehicle crossing: The granting of planning permission does not authorise the conducting of works within the highway, The changes to the access within the adopted highway fronting the property will need to be constructed under a section 184 agreement of the 1980 Highways Act (vehicle crossings over footways and verges). You are required to consult the Highways Asset Management Team at vehicle.crossing@kirklees.gov.uk with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution.