

**Consultation Response from KC,
Highways Development Management**

2026/91280 Hardingley Farm, Copley Lane, Shelley, Huddersfield, HD8 8LZ

Partial demolition of existing buildings and extensions, erection of extension and reconfiguration of two existing dwellings, erection of 2 detached garages, conversion and change of use of agricultural barn to form 1 dwelling, erection of 2 dwellings, reconfiguration of existing internal roads and installation of new internal roads with parking and landscaping

Date Responded: 15/09/2023

Responding Officer: CNB

Responding Ref: K12-47/17

This application is for the partial demolition of existing buildings and the erection of extensions and reconfiguration of two existing dwellings with new detached garages, the conversion and change of use of an agricultural building to a dwelling, the erection of 2 new dwellings with internal roads, parking and landscaping at an existing farm with an access on to Copley Lane. Copley Lane is a 30mph two-way single carriageway rural distributor road of approximately 6.85m width with no footways but with some street lighting.

There are no records of any PICs along Copley Lane between its junctions with Long Royd Lane and Long Moor Lane.

PROW footpath KIR/152/10 runs along the access to the site and adjacent to the south of the site and this should remain unchanged and unobstructed during construction and for the lifetime of the development. The PROW links to the Trans Pennine Trail along Copley Lane at the access to the site.

The site is approximately 1.5km to stops on a medium frequency bus route, although a third of this route has no pedestrian facilities and limited street lighting, or 1.1km via PROWs, although the surfacing may not be suitable for all-weather use. It is approximately 1.7km to the closest convenience store and approximately 1.9km to the closest primary school. The DfT Connectivity Tool gives an overall (excluding driving) score of 38 and places it in a Local Authority (Kirklees) band G. This indicates that the site has a low sustainability, and we would expect the development to be car dominated.

The access to the site is existing, however we would expect an intensification of use with the proposals, although the use of the access for heavy farm vehicles would cease. There appears to be some private street-lighting along the driveway.

Visibility splays of 2.4m x 43m were clearly indicated on drawing No 25110-0301-P02, however the splay to the left is over an existing boundary wall and this would need lowering to a maximum height of 0.9m to ensure the visibility splay is not obstructed. The visibility splay is within the red line boundary and so we are happy to condition this and suggested wording is provided.

The access is approximately 5m wide for the first 6.5m where there appears to be a slight narrowing due to stone gateposts. This should allow for cars to be able to pull clear of the highway before they may need to stop to let a second vehicle exit the site and this would be acceptable.

A passing place exists on the driveway approximately 30m from the junction with Copley Lane and this would be acceptable and should be retained for the lifetime of the development.

The development proposals are for 5 dwellings and as such there would be no requirement for the internal roads to be submitted for adoption under a s38 agreement. As the PROW KIR/152/10 runs through part of the site we would recommend that you consult with them to ensure that no unacceptable changes are made to the PROW

The internal layout drawings indicate that all the dwellings are to be 4 or more-bedroom dwellings, and these would require 3 off street parking spaces each based on local parking standards. These are that dwellings of 4 or more bedrooms require a minimum of 3 off-street parking spaces of minimum dimensions 2.4m x 4.8m (unless they are against walls or fences in which case a greater width is required to allow occupants to be able to access and egress the vehicles easily), with internal

dimensions for a garage being 3m x 6m for a single garage. Any spaces or garages that do not meet these dimensions will not be counted as a parking space against standards.

An inspection of the site layout drawing 25110-0301-P02 indicates that there is sufficient driveway space marked to park 2 cars at plot 1, 2 cars at plot 2 (although care must be taken not to obstruct the PROW), 4 cars at plot 3, 3 cars at plot 4 and 3 cars at plot 5. Plans 2610-0304-P02 (plots 1-3), 25110-0302-P03 (plot 4) and 2511-0303-P01 (plot 5) show internal garage sizes.

The garage in plot 1 has internal dimensions below those required in local guidance (3m x 6m) with scaled dimensions of 2.6m x 5.6m. This would not be classed as a parking space and so plot 1 would be below local standards for parking and an additional space will need to be indicated.

The garage in plot 2 scales to 6m x 5.7m and is suitable for a double garage. This makes the parking at plot 2 acceptable.

The garage in plot 3 scales to 6m x 5m and would only be suitable as a single parking space with storage. This makes the parking at plot 3 acceptable.

The garage in plot 4 scales to 6m x 5.3m and would be suitable as 1 parking space plus storage. This makes the parking at plot 3 acceptable.

The garage in plot 5 scales to 6m x 3.5m which would be suitable as 1 parking space. This makes the parking at plot 5 acceptable.

Standards also request that there is 1 visitor parking space per 4 dwellings and so we would also like to see this marked clearly on the drawing.

These additional car parking requirement for plot 1 and visitor parking look like they can be easily provided and so we would be happy to have these conditioned with suggested wording provided.

A Kirklees waste collection vehicle would not be expected to access the site and a waste collection presentation point is indicated on drawing 25110-0301-P02 close to the rear of the adopted highway, and this would be a suitable place for collection, although the residents carry distances from the bin storage points to the collection point will be above the recommended distance.

With this we consider that the application is acceptable on highways grounds with the following conditions and footnotes.

Conditions

Prior to the development being brought into use, the sightlines of 2.4m x 43m along Copley Lane as shown on drawing No 25110-0301-P02 shall be cleared of all obstructions to visibility exceeding 0.9 m in height and these shall be retained free of any such obstruction throughout the lifetime of the development.

Reason: To ensure adequate visibility in the interests of highway safety

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout of parking has been submitted to and approved in writing by the Local Planning Authority. Before any building is occupied the development

shall be completed in accordance with the details shown on the approved plans and retained thereafter.

Reason: To ensure a suitable access and layout in the interests of highway safety

Prior to occupation of the development hereby approved, all areas shown on the approved plans to be used by vehicles and pedestrians, including roads, footways/paths, cycle tracks, loading, servicing and parking areas shall be laid out, surfaced and drained such that loose materials and surface water does not discharge or transfer onto the highway, and shall thereafter be retained and maintained for the lifetime of the development.

Reason: In the interests of highway safety and amenity, and to achieve a satisfactory layout in accordance with Policies LP20, LP21 and LP24 of the Kirklees Local Plan and the National Planning Policy Framework.

Footnotes

Public footpath KIR/152/10 is the access to and adjacent to the development site and must not be interfered with or obstructed, prior to, during or after development works

The Council's public rights of way unit may be contacted by telephone 01484 221000 and ask for Sharon Huddleston or via the email address publicrightsofway@kirklees.gov.uk

Any works within the adopted highway fronting the property will need to be constructed under the correct legal agreement of the 1980 Highways Act. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) 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.