

Consultation Response from KC, Highways Development Management
2026/91969 land off, Fenay Lane, Almondbury, Huddersfield, HD5 8UJ
Erection of 6 dwellings, with associated access, landscaping, infrastructure and works
Date Responded: 11 August 2026 Responding Officer: Sheila Henley Responding Ref: K11-6SW/2

Recommendation: Further Details and Revisions.

Plan ref: (PL)123C - Hard Landscape; 26-255-EW07-P01 - Hard Surfacing; 26-255-EW03-P02 - Vehicle Tracking

Proposal: The proposal is for six four-bedroomed dwellings plus garages with access from Fenay Lane and direct driveways from a private street.

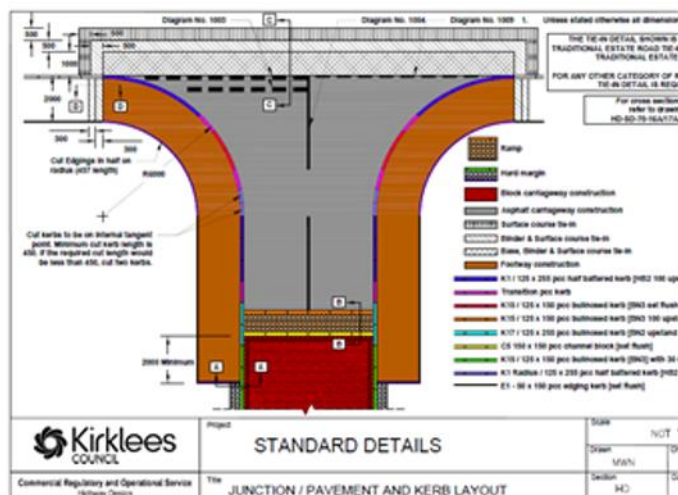
Connectivity: The proposal site scores low at 56-60% on the DfT Connectivity Tool with reliance on the private car evident. The nearest bus stops are more than 400m distant with a high frequency bus route approximately 880m from the site. The closest convenience store is located approximately 820m from the site, with other shops and services within 1km of the site. The closest primary school is approximately 800m from the site.

Cycle parking can be provided in the intended garages to encourage sustainable travel, support policy LP20, offer mode choice and meet Active Travel objectives.

Electric vehicle charging points are required at one per dwelling to support sustainable travel and help reduce emissions to meet policies LP20 and LP24.

Access: The proposal shows the creation of a new all-purpose residential access junction from Fenay Lane with 6.0m approach width, 6.0m radii with 2.0m footway surrounds connecting to the existing footway on removal of the boundary wall. Visibility splays of 2.4 x 43m are to be provided in each direction compliant with a 30mph speed limit.

The junction will need to be amended to accord with the Kirklees specification as shown below despite the swept paths being mostly acceptable other than for the left turn out which is too tight to the kerb line and adjustment will be necessary.



Additionally, there is need to provide Stage 1 Road Safety Audit documentation in accordance with GG119. This comprises a brief, and reports of the road safety audit and designer response. All are required to be agreed with Highways in advance of planning permission being granted since the findings may result in the red line boundary having to change due to road safety remedial measures being required.

Should there be a grant of planning permission, a separate consent under a s278 Highway Agreement will be required from Highways for works to construct the access. These works must be to the Kirklees specification and be undertaken by a contractor accredited to work on public roads to the satisfaction of Highways. Refer: <https://www.kirklees.gov.uk/beta/regeneration-and-development/pdf/highways-guidance-note-private-works-to-existing-hways.pdf>

Streetworks authorisations apply too. Refer: <https://www.kirklees.gov.uk/beta/licensing/apply-for-a-licence-to-excavate-road-or-pavement.aspx>

Road adoption typically applies to the footway and ramp, and this would be subject to a s38 Highway Agreement. Refer: <https://www.kirklees.gov.uk/beta/transport-roads-and-parking/road-adoption.aspx>

A plan showing the extent of road adoption will be required.

Internals: The proposal indicates a private shared surface street with two spurs and turning points to the east and west narrowing from 6.0m to 3.5m to serve each dwelling from driveways in advance of a double garage. There are to be two bin collection points.

Whilst the proposal is not intended as highway maintainable at public expense despite there being more than five dwellings, it should be constructed to an adoptable standard and laid out to accommodate fire and rescue vehicles and waste collection vehicles.

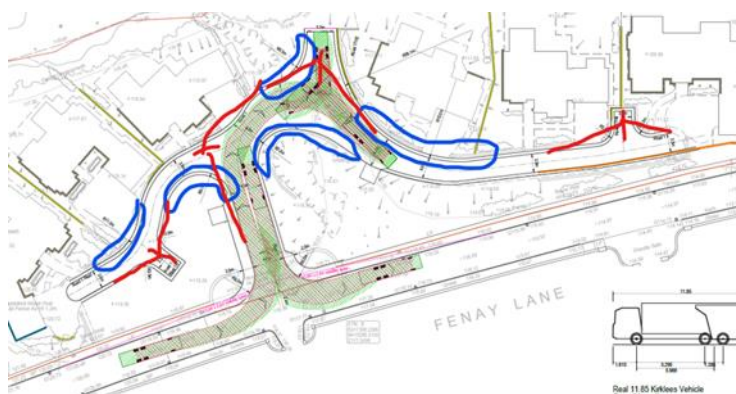
The application will need to comply with Kirklees Design Guide including some of the key issues highlighted below:

Table 1: Summary of Residential Street Types

Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)
Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH
Alignment	Curvilinear	Curvilinear / angular	Angular with alignment shifts
Design speed	25 mph	20 mph	15 mph
Speed restraint feature separation (Maximum)	100m	60m	40m
Forward visibilities	33m	25m	23m
Centreline radius (Minimum)	35m	20m	Based on vehicle tracking
Typical Cross-section	2m footway - verge - carriageway - verge - 2m footway	2m footway - carriageway - 2m footway	hard margin - carriageway - hard margin
Carriageway width	6.75 metres	5.5m	5.5m

Shared surface carriageway must not be steeper than 1:21 or 5% otherwise a Local Residential Street (Type B) with footways on both sides will be required.

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with the KHDG SPD Table 1 with junction visibility 2.4m x 25m (circled red) and forward visibility around the bends of 25 metres (circled blue). Junction visibility splays apply to the turning heads too if the extents of the carriageway are less than 25.0m. There must be no obstructions within these areas i.e. street furniture, parking bays, landscaping etc.



For waste collection, there is space for bin storage. The submitted swept path demonstrate that the vehicle can access and turn within the initial 'Y' section of the street. Yet, the bin pull distances to the collection points exceed 30m for the proposed dwellings at the extremes and should be reviewed and if necessary, the streets widened as circled below for the waste collection vehicle to reach these plots:



Additionally, access for the waste collection vehicle cannot be guaranteed to continue over the lifetime of the development if the street fails to be maintained to an appropriate condition.

The road widths are quite narrow at the extremes for fire and rescue appliances too where typically 3.7m is the norm. It must be demonstrated by a swept path analysis to show that these vehicles can get within 45m of entrances.

Driveway spaces are of adequate dimensions to accommodate at least two cars in a side-by-side arrangement in advance of a garage providing it is to have a retractable door. It is noted that the driveways are to be no steeper than 1 in 12.

Garages are of ample size often exceeding the minimum 6.0 x 5.0m for double garages. At these dimensions, these count towards car parking and the storage of cycles and other items

The proposal indicates four car parking spaces per dwelling on plot to total 24 which is ample to meet the advice in the KHDG SPD of three spaces for four plus bedroomed units. Additionally, the amount would offer flexibility to meet policy LP22.

No visitor parking is shown, and two spaces should be provided to meet the criterium of one bay per four units. Any such provided in laybys parallel to the carriageway must be a minimum of 6.0 x 2.4m. These should be located on the outside of bends and on straights and must not obstruct junction and forward visibility splays. Parallel parking bays adjacent Public Open Space, walls / boundaries or shared surface carriageway must be surrounded by a minimum 1.0m wide hardstanding to enable safe entry and exit of the occupants.

It is advised that each gully should drain a maximum of 180 sqm and gullies are located immediately upstream of all dropped kerb crossing points. Please ensure gully positions are located so that they avoid the tyre tracks of vehicles entering and exiting private driveways. Double gullies will be required at all low points and have separate gully connections to the carrier drain. Gully connections must be a maximum of 12 metres in length.

Construction Access Management Plan is necessary to ensure that safe access for construction and deliveries and suitable parking for contractors can be achieved. This can be conditioned.

Road Safety and Network Functionality: There is one Police recorded personal injury collision in the last five years in the vicinity of the site, but none adjacent the proposed access junction. This does not raise a significant issue. To fully meet policy LP21, a Stage 1 Road Safety Audit is required to confirm the safe layout of the proposed access junction. Additional swept paths are required to confirm the junction and circulation on review of the waste collection and within the site for fire and rescue vehicles.

The likely new traffic movements would not cause a material increase or adverse impact given the small number of dwellings proposed, particularly in the traditional weekday peak hours.

Planning conditions and advisories: Not at this stage.

No Highway materials, construction methods, and technical details have been approved at this stage. The detailed design and highway adoption approval will be subject to a full technical audit on application.

Conclusion: The site is likely to be reliant on car-based travel. As submitted, it addresses on-plot driveway and garage car and cycle parking other than for the installation of evcp's. Access, visitor parking, and circulation need review to confirm adequacy for fire and rescue and waste collection as well as for conformity to adoptable standards for the access junction and street layout. This will require a Stage 1 Road Safety Audit process and further swept path analysis as well as local widening of the streets at the extremes to confirm convenience and safety. The site would benefit from alteration to the access junction to better conform with the KHDG SPD. The extent of adoption should be confirmed. A construction management plan would be necessary in due course.