

**Consultation Response from KC,
Highways Development Management****2025/90938 adj, 2, Dam Head, Holmbridge, Holmfirth, HD9 2PB****Outline application for erection of one dwelling (all matters reserved)****Date Responded: 18/06/2025****Responding Officer: CNB****Responding Ref: K3-27/23**

This is an outline application with all matters reserved for the erection of a detached dwelling with parking and a new access off Dam Head. Dam Head is an unadopted private unsurfaced access track of approximately 4.5m width with no footways or street lighting. Dam Head is also known as Spring Lane on the adjacent application (21/90800). Dam Head joins the adopted highway network approximately 55m from the application site at a junction with Dobb Lane, a 30mph two-way single carriageway local link road of approximately 7.2m width with a footway on one side and street lighting present.

The proposal site is approximately 270m from stops on a medium frequency bus route and approximately 275m to a convenience store and pub and 360m to the closest school.

It should be noted that as an unadopted and unfinished private road, the access along Dam Head may be unsuitable for a Kirklees refuse vehicle and so we would recommend that the applicant contacts the Kirklees Cleansing department at the earliest opportunity to discuss refuse collection requirements, and this may include a legal waiver against claims of damage to the unsurfaced road by council refuse collection vehicles.

The application site underwent submissions for a single dwelling as both 21/93125 (for two dwellings) and 23/93784 (for a single dwelling) and both applications were refused with the 2023 application also being dismissed at appeal. Previous applications included access within the outline, but with this application it has been reserved. The current application has moved the dwelling closer to Dam Head and as such has removed driveway parking from the proposals.

No trip generation details were included within the application, however as it is for a single detached dwelling we don't consider that the proposals would generate sufficient vehicle trips as to have a severe impact on the operation or efficiency of the local highway network. It should be noted that there is currently a planning application within the system for 17 dwellings on an adjacent site (21/90800) that is proposing to use of the access along Dam Head and the junction with Dobb Lane and this would cause a large intensification of use of the access track and junction. The increased use of Dam Head as an access may have an impact on the residents on street parking on Dam Head, due to the layout of the existing dwellings and the highway there is very little space for residents parking in this area.

The access to the site is new and will incorporate the creation of a passing place on the south side of Dam Head that is approximately 22m long. This area should be clearly marked on a drawing as a passing place and should be offered up for adoption if the remainder of Dam Head/Spring Lane is to be adopted as part of 21/90800, this would allow TRO protection for the passing place. If it is not to be adopted then the passing place will need a marking sign to indicate it is a passing place and not to be used for parking.

Application 21/90800 has added residents parking spaces for existing Spring Lane residents to the north of Dam Head opposite the proposed passing place widening.

With this we consider that the outline application with all matters reserved is acceptable in principle on

highways grounds.

The following details are for information and guidance only for when the application reached the reserved matters stage.

Access

The access will be off an unadopted road and therefore will not require a legal agreement with the Local Highway Authority.

Parking

There are no parking details provided within the outline application and at reserved matters stage these should be to local standards, with up to 3 bedroom dwellings requiring 2 off-street parking spaces and 4+ bedroom dwellings requiring 3 off-street parking spaces. The parking spaces should be a minimum of 2.4m x 4.8m and for a garage to be accepted as a single parking space it should have internal dimensions of 3m x 6m. As the dwelling has been moved closer to Dam Head there now appears to be insufficient space for driveway parking and so we would expect the final dwelling design to incorporate sufficient integral garaging space for the proposed size of the dwelling. The parking should be clearly marked on a drawing so that it can be protected within the planning process for the lifetime of the development.

Any driveway areas will need to be either drained or be finished with a permeable surface to national guidance. www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens

Waste Storage and Collection

A bin store should be clearly shown on a drawing along with a collection presentation point that should be easily accessible to a cleansing operative but not where it would cause an obstruction to the parking or turning areas, access along Dam Head/Spring Lane or the adopted highway/footway for road safety reasons. Details of waste storage and collection for new developments can be found here <https://www.kirklees.gov.uk/beta/planning-applications/guidance-and-advice-notes.aspx>.