

**Consultation Response from KC,
Highways Development Management****2025/91479 Rear of, 20, Halifax Road, Staincliffe, Batley, WF17 7BH****Outline application for residential development (3 dwellings)****Date Responded: 27/10/2025****Responding Officer: CNB****Responding Ref: K14-10NE/23**

This application is for outline permission with access and layout with all other matters reserved for a residential development of three dwellings within the garden of an existing dwelling with an existing access on to A638 Halifax Road, a 30mph two-way single carriageway main distributor road of approximately 10.5m width with a hatched central reserve, footways on both sides and street lighting present.

The site benefitted from a previous planning approval (19/92150) for two dwellings with improvements to the access and visibility. The current proposals incorporate the same driveway layout, however the improvements to the access in the form of a re-lining along the kerb to achieve a safe and adequate visibility splay have been removed.

Access

No visibility splays have been submitted with the application, and these should be a minimum of 2.4m x 43m for a 30mph road. With the previous approval the visibility splays were only achievable after a speed survey had provided an 85th percentile speed to re-calculate the splay y-lengths and still required a “build-out” in order to achieve them.

Without an indication that the safe visibility splays can be achieved we cannot currently support the proposed access to the site. If a build out was required this should take the form of a re-kerbing of the footway to push out the x-length on the visibility splay to allow a sufficient y-length to be achieved, the re-marking of the central hatching will also be required as the movement out in the path of vehicular movement will cause additional wear on the existing hatched markings and so a suitable lane width will be required to avoid this additional maintenance responsibility.

The access would also need a swept path analysis to indicate that a delivery vehicle can easily and safely access the site and be able to turn within the site so that both entry and exit can be carried out in forward gear.

An independent stage 1 Road Safety Audit (RSA) was submitted for the initial approval and due to the changes in the access, a new updated Stage 1 RSA will be required. This should be carried out to guidance provided within GG119 and will require a brief and CVs of the audit team approving prior to the audit taking place. This will need to be done prior to determination in case any additional safety works outside the red-line boundary are required by the RSA.

Both visibility splays and RSA were requested and supplied for the previous approval and so the applicant should have known that these would have been a requirement. The Design and Access Statement says, in Paragraph 4.01, “Access will be provided as approved in 2019”, however the submitted drawing 25328-D02 Rev A does not contain the additional details submitted in approved Drawing No 1911101 from the 2019 approval covering realignment and visibility splays.

Any changes to the access that involves works on the footway or highway will be required to be carried out within a s278 agreement with the council as Local Highway Authority. Interference with the

highway without such permission is an offence which could lead to prosecution.

Internal Layout

The internal layout of the site remains similar to the previous permission with the driveway and turning area being retained. The layout has been amended slightly to allow for access to the revised parking spaces, but this is minor and would be acceptable. A swept path analysis will still need providing to show that all the parking spaces are easily and safely accessible and that vehicles can turn within the site so that they can enter and exit the site in forward gear.

We would not expect the private driveway to be submitted for adoption under a s38 agreement.

It is noted that the existing donor dwelling only has two parking spaces shown, however the property was marketed as a 4-bedroom dwelling and so should have a minimum of three off road parking spaces. This should be clearly marked on the drawing.

Kirklees parking standards also require that for every 4 dwellings a single visitor parking space should be provided. There are what appears to be two visitor parking spaces shown on the drawing, however these are not marked as such and may not be suitable sizes for two tandem spaces and would require a swept path analysis to show that they were safely accessible and that cars parked in them would not obstruct access to the residential parking spaces.

The refuse collection point is to remain as previously submitted and approved in 2019 and this would be acceptable to highways, but we would recommend a consultation with the Kirklees Waste Strategy team to ensure that the collection point is of sufficient size to accommodate the additional dwelling's waste bins as we wouldn't like to see any waste bins from the development left on the footway as this may cause an obstruction and this would be a highway safety concern.

Conclusion

With the lack of information concerning visibility splays and a stage 1 RSA and the shortage of parking spaces for the donor dwelling and issues with visitor parking, we cannot currently support the outline with access and layout application and have to object on these grounds.

Further Information for Reserved Matters Stages

Drawing No 25328-D02 Rev A shows two parking spaces per dwelling and, based on local parking standards, this would only be suitable for dwellings of no more than three bedrooms.