

**Consultation Response from KC,
Highways Development Management****2025/91638 The Mansion House, Heaton Lodge, Bog Green Lane, Colne Bridge, Huddersfield,
HD5 0RF****Outline application for erection of residential development (3 dwellings)****Date Responded: 2 July 2026****Responding Officer: Sheila Henley****Responding Ref: 4-15SE/4****Recommendation: No objection subject to condition.**

Plan ref: 10c - site & location plans.

Reconsultation, on a reduction in the number of dwellings from five to three with all matters reserved. It is noted that the application form and the design and access statement state five dwellings, three dwellings form the basis of the review.

The site is likely to be reliant on motorised vehicles being some 370m from the public road at Bog Green Lane, and more than 1.5km from a bus stop with regular bus services. The Heaton Lodge to Bog Green Lane cycleway passes to the south which forms part of The Spen Valley Greenway which forms part of NCN Route 66 runs approximately 800m.

To support sustainable travel, policies LP20 and LP22, cycle parking should be provided in an enclosed and secure storage facility such as a shed or garage that can be conveniently reached such as by a path. Details for approval at reserve matters stage will be necessary of the position and form.

An electric vehicle charging point will be required to help lower emissions and meet policy LP20 and LP24. Details for approval would be necessary at reserve matters stage.

Access is to be gained from an unadopted shared surface private lane from the B6118, Bog Green Lane and is expected to form a private drive with turning point and to lead to the three plots where each would have hardstanding for pedestrian and vehicle parking. The private drive junction will require to have provision of sight lines in each direction at c2.4m x 17m.

The private lane is of a good standard and c4.1m width. Such widths are suitable for two cars or a larger vehicle and cyclist / pedestrian to pass each other.

The lane currently serves at least six dwellings; Yorkshire Water's treatment works and a farm and would remain unsuitable for adoption despite the number of property and premises served being greater than five. It is not to an adoptable standard. Yet, it is likely to be suitable for a slight increase in traffic terms associated with three dwellings without undue risk to public safety. As the submitted Access Statement notes, the proposed development of three dwellings is likely to generate up to two vehicle movements during the traditional weekday network peak hours based on trip rates derived from the industry standard TRICS database of trips for different land use

classes. This traffic increase would not be discernible along both the lane and at the junction with Bog Green Lane and would have immaterial impact. Additionally, there is no discernible safety hazard with one personal injury collision recorded in the last five-year period to the north of the current junction of the lane with Bog Green Lane given that visibility is less than 120m more usual for 40mph speed limits particularly to / from the north; although actual speeds from the north are likely to be lower due to the incline. However, no further development would be supported without mitigation to bring the lane and approach closer to an adoptable standard.

The above is assessed separately from the temporary uplift in cars and lorries along the initial east west section of the lane albeit this is of several years' duration. This section serves as a construction access for works associated with the Transpennine railway upgrade leading to a compound for c130 parking spaces and areas for the storage of materials etc. Nonetheless, this volume and traffic type is under greater control to ensure safer and more convenient movement through the provision of traffic signals at the junction Bog Green Lane and supervision along the lane. This is in part due to the visibility splays at the Bog Green Lane being less than the requirements for a 40mph speed limit of 2.4 x 120m given the vertical plane and bend to north on exit as well as the greater number of slower and larger moving vehicles needing more time to exit.

Internally, details of a swept path for a fire and rescue appliance will be necessary to confirm the circulation and forward gear entry and exit of the private drive.

No details are provided of the exterior plot layout. It is likely that hardstanding will be necessary for pedestrian access and the parking and turning of vehicles and this should be sized to cater for pedestrian needs and to meet the amount and size of parking spaces.

Typically, driveway sizes need to be 5.0 x 3.0m unless a driveway to the garage forms the second parking space, then the length should increase to be at least 5.6m from the back edge of the footway, kerb line, or hard margin or 5.0m for a retractable garage door.

3.0m widths are preferred due to increasing size of cars and to gain access to vehicle doors and for opening. Extra widths are preferred against neighbours and boundary features or where these are combined for vehicle and pedestrian use serving main pedestrian entrance to a dwelling. Larger sizes are must for accessible units, like M4 type dwellings.

For any garages internal dimensions are required as below:

- Single: 6.0m long x 3.0m wide
- Double: 6.0m long x 5.0m wide.

This would allow the garage to count toward car parking and provide storage for cycles and other items.

Hardstanding will require to be in a permeable material or surface water drainage provided.

The amount of parking needs to comply with Policy LP22 and correspond to advice in the KHDG SPD which reflects typical provision across the district of:

- Two spaces for two / three bedroomed units
- Three spaces for four bedroomed units
- One visitor space per four units.

It is likely that two spaces per dwelling would be sufficient with at least one visitor parking space within the private drive.

There would be space for bin storage and collection arrangements would need to be confirmed.

Overall, on balance the uplift in movements for three dwellings is unlikely to give rise to a public safety or network functionality issues in comparison with the usage with and without the TRU activity. A suitable access is expected to be able to be formed from the private lane with an appropriate amount of parking for each unit in keeping with policy and technical criteria to meet policy LP21. No further development will be supported without mitigation towards an adoptable standard. Accordingly, no objection is raised subject to a 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. Access arrangements
- ii. Visibility splays
- iii. Site and plot layouts
- iv. Parking provisions for cars, cycles, evcp's
- v. Turning areas
- vi. Surfacing
- vii. Surface water drainage, if relevant
- viii. Bin storage and collection arrangements
- ix. Swept path analysis