

Consultation Response from KC, Highways Development Management
2026/90774 39, Sycamore Way, Birstall, Batley, WF17 0EE
Erection of single and two storey side and rear extension and alterations to parking
Date Responded: 28 August 2026 Responding Officer: Sheila Henley Responding Ref: 13-3SE/22

Recommendation: No objection subject to advisories.

Plan ref: Proposed Site Plan Rev B.

HDM notes the planning application for the extensions and alterations to parking was approved on 7 August 2026. Informal comments had been provided from HDM to Planning DM prior to the determination of the planning application and the comments below confirm these remarks.

HDM acknowledges that the revised site plan, Rev B, adjusts the ridge height of the roof without further revision to the intended access and parking arrangements now approved as of 7 August 2026. The planned access and parking layout includes extension of the existing dropped kerb, widening of the access, full use of the front garden for car parking surfaced in a permeable material, and an integral garage.

The widening of the access and extension of the dropped crossing of the footway would provide a suitable means of access. The dropped crossing would need to tie with the neighbouring one at no. 37 to avoid trip hazards under a separate permission from Highways. Refer:
<https://www.kirklees.gov.uk/beta/transport-roads-and-parking/dropped-kerbs.aspx>

The dimensions of the exterior on-site parking are suitable for the parking of two cars with porous surface material negating the need for surface water drainage. The garage is significantly less than the typical internal size of 6.0 x 3.0m for a single garage at 4.5 x 2.2m (1.4m wide when door is open). At this size, the intended garage cannot count towards car parking but would be adequate for the storage of bicycles and other items. Cycle parking would encourage mode choice and Active Travel objectives and support policies LP20 and LP22.

There would be a reduction in car parking on-site to two spaces with the loss of the existing garage and parking provision to the side of the property and partly to the front as well as the front garden space. Typically, the amount shown is less than expected for a four bedroomed unit after accounting for the extension where three spaces would be the norm under the Kirklees Highway Design Guide SPD. Some flexibility is possible to meet policy LP22 with use of on-street provision. Yet, there is limited on-street space available along the residential street, and it should not obstruct neighbouring access and is on a first come first served basis without guarantee of parking outside of the property. Whilst Sycamore Way is not a classified road and there is no traffic regulation order in place restricting on-street parking, use of the footway is prevalent potentially obstructing and inconveniencing pedestrian movements, and the Applicant is reminded that appropriate parking should occur on street in accordance with the Highway Code.

Use of the entire front garden for hardstanding and car parking is a matter for the LPA.

The Applicant should consider installing an electric vehicle charging point to support sustainable travel and the lowering of emissions in accordance with policies LP20 and LP22.

Space would remain for bin storage for kerbside collection.

Whilst there is a potential for additional on-street parking, this is unlikely to give rise to severe adverse impacts for capacity, congestion and cumulative impacts on the transport network, or an unacceptable impact on highway safety to meet policy LP21.

Accordingly, no objection is raised subject to advisories for highway agreement for a dropped crossing and protection of access rights.

- i. Highway Agreement: The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Local Highway Authority is required.

You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the site access(es).

This process will involve entering into a Section 38, 184 or 278 agreement of the Highways Act 1980, or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay occupation of the development.

Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

- ii. Access rights: The granting of planning permission does not override any private legal rights or consents that may be required. It is the responsibility of the applicant / developer to ensure that all appropriate consents are in place prior to any development commencing; during the period of construction existing access for neighbouring properties is maintained; and no damage is caused to the access driveway or surrounding properties.