

Consultation Response from KC, Highways Development Management
2026/90827 Peep Green Farm, Peep Green Road, Hartshead, Liversedge, WF15 8AQ
Outline application for residential development (one dwelling) with all matters reserved except access
Date Responded: 7 May 2026 Responding Officer: Sheila Henley Responding Ref: 9-1SW/4

Recommendation no objection subject to conditions

Reference to plans: 25124-0301-P01-Site Layout-A3 Proposed Site / Block Layout, Via Solutions Drawing 2600201 Rev PO1 Access Improvements & Visibility Splay, and planning refusal 2017/92036.

Residents of the proposed dwelling are likely to be dependent on motorised travel due to the location. Whilst there are bus stops within 400m of the proposal site, there are limited bus services.

To further support sustainable travel, HDM advise provision of cycle parking in an enclosed and secure storage unit or garage at one space per unit and for an electric vehicle charging point. Details for approval can be provided at reserve matters stage.

Access is to be taken from a c5.4m private track serving as a private drive currently serving two properties over which Public Right of Way Footpath SPE/153/10 passes. The track connects to the public highway at the classified B6119, Peep Green Road, a bidirectional carriageway with a 30mph speed limit.

The track is of sufficient width to cater for pedestrians and vehicles passing each other and for the occasional passage of a larger and smaller vehicle, including a fire and access appliance.

The submitted Access Appraisal provides evidence on access and traffic impact. It notes and shows on Via Solutions Drawing 2600201 Rev PO1 that at the proposed site access, sight lines on exit are achievable of 2.4 x 20m to the north and 2.4 x 25m to the south. These are sufficient for a private drive and a 2.0m setback would have been acceptable at this location given the limited amount of development. Additionally, the splay to the north is a maximised extent. Planting should be setback from the splay line or not exceed 600m in height.

At the interface with the public road, a width of 5.0m for the first 5.0m from the carriageway edge is to be resurfaced providing a betterment by preventing debris tracking onto the adjoining footway and carriageway.

Also proposed, are visibility splays on exit of 2.0m x 43m in each direction for a 30mph speed limit. This means that the driver of a vehicle would nudge forward on exiting to see northwards and avoid viewing the adjoining boundary wall. Usually, a 2.4m setback is necessary, but given that these splay extents are taken from a low flow street with the major road having traffic flows not

exceeding 500 two-way vehicle movements per hour, a 2.0m setback is acceptable. Further, there is likely to be limited adverse safety risk to other road users given the straightness of the road even for drivers travelling more than 30mph. There are no recorded personal injury collisions for the statistically verified five-year period to end 2024. As such the information provided and the proposed layout address the second refusal reason of 2017/92036 by demonstrating safe access.

Internally, the indicative layout shows a dwelling served by a side-by-side driveway with the intention of parking two cars and shared use with pedestrians. As drawn, the driveway length is acceptable exceeding the advised 5.0m, although additional width would be prudent to better cater for larger cars nowadays and access to vehicle doors and opening.

Any garage must have an internal dimension of 6 x 3m to count towards parking and cater for the storage of bicycles and other items.

The pedestrian and vehicle space should be finished in a permeable surface.

The amount of two car parking spaces is likely to be sufficient for a two or three bedroomed unit as advised within the Kirklees Highway Design Guide SPD and meet policy LP22. Three spaces are preferred for four plus bedroom units. Cycle parking and evcp as above.

Details of the internal layout and parking will be required at reserve matters stage.

The increase of one dwelling is unlikely to give rise to a material increase in traffic to cause an adverse material change to the private drive, PROW, or highway. The submitted Access Appraisal indicates and is agreed that the site is unlikely to generate more than one vehicle in the traditional weekday peak hours which would fall within the typical daily fluctuations of traffic flows.

The proposal does not raise significant issues for road safety or network functionality to meet policy LP21.

Accordingly, the proposal is satisfactory in highway terms for no objections to be raised subject to a request for planning conditions to cover the means of access and additional information at reserve matters stage:

- a) Access: The means of vehicular access to and from the site shall only be as shown on the approved plan and completed in all aspects in accordance with the details submitted on Via Solutions Drawing 2600201 Rev PO1 and delivered prior to first occupation and retained thereafter for the lifetime of the proposed development. Sight lines at the site access thereafter shall be maintained always free from any obstruction exceeding 0.6m.

To ensure the free and safe use of the private drive and adjacent highway.

- b) 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 and approved by the LPA to illustrate:
 - i. Site layout
 - ii. Parking provisions
 - iii. Evcp.
 - iv. Surfacing.