Consultation Response from KC, Highways Development Management
2026/90868 Land north of, 39, Hightown Lane, Holmfirth, HD9 3HY
Erection of detached dwelling (part within a Conservation Area)
Date Responded: 6 May 2026 Responding Officer: Sheila Henley Responding Ref: 3-46-97

Recommendation: No objection subject to planning conditions

Reference to Plans: Proposed Site and Block Layout OP-1300-PL-700-04; Proposed Floor Plans OP-1300-DR-200-01 and Proposed Elevations OP-1300-DR-200-02

Residents of the proposed three-bedroom dwelling with an integral garage, exterior side by side driveway parking and bin storage would be able to take advantage of local services and facilities and non-car-based travel, including regular bus services with a bus stop within 400m.

There is intention to provide an electric vehicle charging point within the garage to meet advice within the Kirklees Highway Design Guide SPD. The proposed garage would be able to accommodate cycle parking too.

Access is to be taken from Hightown Lane a non-adopted shared surface street on removing the grassed area and other planting and replacing with a bound surface.

The red line extends to Town Hill Street, the nearest public road.

The bound surface should be in a permeable material to contain surface water run-off or surface water drainage provided. This can be covered by a planning condition.

The gradients of the driveways should not exceed 8%.

Retained and improved are shared arrangements with No.39 and provisions for No.41 Hightown Lane to keep its access, parking area, and storage facility.

The proposed garage is of adequate internal size to meet the minimum 6 x 3m to allow accommodation of a car and storage of cycles and other items.

The intended two exterior driveway parking spaces are of adequate width, but shorter in length than recommended 5.0m where there is to be a retractable garage door. This means that there would be a slight overhang into paved area in advance of the driveway spaces. Given the circumstances at this location of a shared private street with on-street parking, it is unlikely to pose a significant hazard although it would be a betterment to push back the building to provide full clearance and alignment with the neighbouring plots.

The amount of car parking of three spaces exceeds the advice in the KHDG SPD of two spaces for three bedroomed units and would allow flexibility, such as for visitor provision on using the garage for car parking or sufficient hardstanding within the plot to meet guidance and Policy LP22.

A car parking space is retained for No.41.

There is to be provision for bin storage with collection assumed to accord with existing arrangements along the street.

The proposal does not raise significant issues for road safety or network functionality to meet policy LP21 with the marginally short driveways unlikely to cause a major public safety hazard given the low-speed environment and general level of on-street parking within the shared space albeit it would be prudent to set back the building line slightly.

If the LPA is minded to approve, then no objection is raised subject a request for planning conditions to cover access, gradient, and surfacing:

a) Approved Vehicular Access: Means of vehicular access to and from the site shall only be as shown on the approved plan OP-1300-PL-700-04; and delivered prior to first occupation and retained thereafter for the lifetime of the proposed development.

   To ensure the free and safe use of the highway / street.

b) Maximum Driveway Gradient: The gradient of all drives shall not exceed 1 in 12.5 (8%).

   To ensure the free and safe use of the highway / street.

c) Pedestrian and Vehicle Space to be Laid Out: Development shall not be occupied until all areas shown on the approved plans to be used by pedestrians and vehicles, including vehicle parking spaces have been fully laid out, surfaced and drained such that loose materials and surface water does not discharge or transfer onto the highway. These areas shall not be used for any other purpose thereafter.

   To ensure the free and safe use of the highway / street.