

**Consultation Response from KC,
Highways Development Management****2026/92204 4, Back Lane, Grange Moor, Huddersfield, WF4 4EJ****Demolition of existing dwelling and garage and erection of 8 dwellings with associated works****Date Responded: 9 September 2026****Responding Officer: Sheila Henley****Responding Ref: 16-6/32****Recommendation: Further information and revisions.**

Plan ref: 2583-D-20-003 Proposed Site Plan Rev A; 2583-D-20-008 Garage Type 01
Reference to planning approval: 2022/92428.

The proposal demolishes an existing 3 bedroomed dwelling and garage and erects eight dwellings of three, four and five bedrooms with access, parking, bin, and cycle storage.

Connectivity: The proposal site scores very low on the DfT's Connectivity Tool. Yet, there are bus stops within 400m with regular Monday to Saturday bus services as well as other local facilities within a reasonable walkable 800m distance, including Grange Moor Primary School. Public footpath Kirkburton 37/10 runs along the eastern boundary of the site.

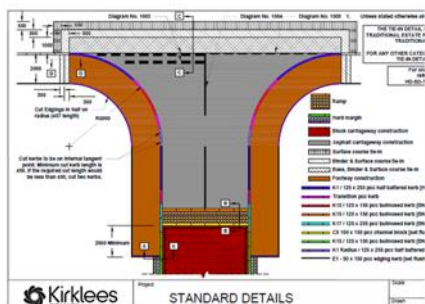
To support sustainable travel, Policies LP20, Active Travel objectives and mode choice, a new 2.0m footway is to be provided along Back Lane. This is welcome.

Additionally, cycle parking is to be provided to support policy LP22, in garages for Plots 1-4 and in sheds for Plots 5-8 but those for Plots 5-8 will need to be provided with a connecting path for greater convenience of use. These storage facilities should be able to accommodate at least one bicycle as desired by the Kirklees Highway Design Guide SPD, but the sheds are unlikely to be capable of parking one bicycle per bedroom in line with later guidance in LTN 1/20.

Each unit is to have an electric vehicle charging point installed either in garages to the front of the units installed which would support policies LP20 and LP24 further sustainable travel and the lowering of emissions.

Access: All the new dwellings are to be served from Back Lane. Plots 1 to 3 will access from a shared private drive with each to have a side-by-side driveways. Plots 4 to 8 are to have direct accesses from Back Lane with side-by-side driveways with Plot 4.

The proposed private drive access is indicated with c4.5m width and kerb radii c4m. This will need to be amended to allow footway access into the site for the first 8.0m as shown below and not just to the rear of the footway as indicated below. A minimum carriageway width of 5.5m is necessary for the first 5.0m of the private drive to better cater for two-way movements and shared use between pedestrians and vehicles



A 2.4 x 43m visibility splay is shown from the private drive Back Lane to the north and is not as drawn correctly to the south, since the achievable distance is to its junction with the B6118 Liley Lane. Nonetheless, there is sufficient lines of sight.

The Aco drains require a minimum load classification of C250.

Retaining features, such as to the boundary wall along Liley Lane have been subject of comment by the Highway Structures team.

There is currently no footway to the east side of Back Lane. To improve local pedestrian provisions, it is proposed to provide a new 2m wide footway along the Back Lane site frontage which is expected to become highway adoptable at public expense.

To confirm the safety of the access layout once revised and footway, there will be need to provide Stage 1 Road Safety Audit documentation in accordance with the Design Manual for Roads and Bridges GG119 for agreement with Kirklees Highways. In the first instance. The brief must cover the footway works as well as the access to the private drive. CV's of the auditors must accompany the brief to confirm competency. Both the brief and the designer response will need to be in an editable format to the Kirklees template. The documentation will be required to be agreed in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.

Both the private drive access and the new footway will require separate permissions from Highways for the works, including dedication of the land and adoption under a combined s38 and s278 Highway Agreements. These works must be undertaken to the Kirklees specification by a contractor accredited to work on public roads to the satisfaction of Highways.

Internals: Plots 1-3 are to be served from a private drive leading to turning area and driveways in advance of a double garage for Plot 1 and single garages for Plots 2 and 3. There is to be a visitor bay within the private drive. A bin collection point is shown to serve Plots 1 to 3. Plots 4-8 have driveways with Plot 4 having a single garage too. Bin storage is indicated as well.

The private drive is of adequate width other than for the first 5.0m. It is accessible by a private car as demonstrated by the swept paths. A fire and rescue appliance can reach the proposed units from either Liley Lane or Back Lane.

The visitor bay would benefit from a surround to the rear and sides of a minimum 1.0m wide hardstanding to enable safe entry and exit of the occupants.

There is space for bin storage, but connecting paths would be beneficial. That for Plot 1 is divorced from the dwelling and that for Plot 4 need clarification over its position since there are two points indicated and one is from a stepped access within the private drive.



Bin collection points will be required where dwellings are located further than 25.0m from the adopted highway. The current location would fall in the location of the extended footways as indicated on the layout above and below and will require repositioning.



To ensure compliance with the Equalities Act 2010 where necessary the private drive will require a gradient of no more than 5%.

Driveways and associated paths where provided are of a suitable size to cater for vehicle parking and pedestrian access. Driveway gradients must not be more than 12%.

Garages are of sufficient size to count towards car parking and the storage of cycles and other items with doubles at 6.0 x 6.0m and singles at 6 x 3m. That for Plot 1 and its associated exterior parking spaces are divorced from the dwelling and likely to lead to on-street parking in a position that is likely to cause a hazard due to the bend and school entrance. This would require a Traffic Regulation Order restricting on-street parking to overcome, change to the house type or a repositioning within the plot.

The amount of on-plot car parking is adequate. In some cases, such as Plot 1, exceeding the KHDG SPD of two spaces for two or three bedroomed units and three spaces for four or more bedroomed units. The number of visitor bays is acceptable to meet the requirement of one per four dwellings.

No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors, or gas/electric cupboards must open over the proposed highway.

No Highway materials, construction methods, and technical details have been approved at this stage. The detailed design and highway adoption approval will be subject to a full technical audit on application.

Network Functionality and Road Safety: The proposal is unlikely to give rise to severe adverse impacts for capacity, congestion, and cumulative impacts on the transport network, particularly as eight dwellings albeit of a different type have been accepted under planning approval 2022/92428.

The impact on highway safety of the private drive and footway will need to be confirmed through a Stage 1 Road Safety Audit after altering the access to the private drive to the appropriate arrangement. The parking for Plot 1 needs to be reviewed to avoid hazards arising along Liley Lane.

Overall: The site benefits from being accessible with the sustainable travel offer improved by a new footway, cycle parking and evcp's. The existing retaining features relating to the highway are addressed separately. The layout requires adjustment to make it acceptable in highway terms by modifying the access to the private drive to ensure a suitable access for pedestrians. Within the layout, paths to facilitate bin access and movements would be beneficial. The parking and bin arrangements for Plot 1 should be reviewed and the bin storage for Plot 4 clarified.