

**Consultation Response from KC,
Highways Development Management**

2026/92361 adj, 212, Commonsides, Hanging Heaton, Batley, WF17 6EB

Erection of 2 detached dwellings and detached garages

Date Responded: 30 September 2026

Responding Officer: Sheila Henley

Responding Ref: 15-8SW/3

Recommendation: Further information and revisions.

Plan Ref: Proposed Elevations & Plan Rev E; Garage.
Reference to planning approval 2024/90696

The proposal alters the plots towards the rear of the site from three units of 3-bedroomed dwellings, with a single parking space and a garage to two four bedroomed dwellings with driveways and single garages to accommodate two cars. Plot 1 is to be as planned under 2024/90696.

The site scores above average overall on the DfT's Connectivity Tool suggesting scope for sustainable travel. There are bus stops within 400m with a regular Monday to Saturday bus services and other services within an 800m reasonable walkable distance.

Cycle parking can be accommodated in the intended garages to meet policies LP20 and LP22 at least one space per unit under the Kirklees Highways Design Guide SPD or preferably one space per bedroom to meet later guidance in LTN1/20.

An electric vehicle charging point will be necessary for each unit to meet policies LP20 and LP24 to support sustainable travel and lower emissions.

Access is to be retained from Commonsides with visibility splays of 2.5 x 32.0m to the east and 2.5 x 29.0m to the west which was accepted for 2024/90696 due to the likely low level of trips and general features with the extents based on a survey to derive 85th percentile speeds and being slightly below the threshold as well as crossing third party land at west.

Internally, the proposal indicates a shared surface private drive running north south as planned under 2024/90696 before diverging to form two driveways for nose to tail parking with one passing east west and another north south leading to a garage and dwelling entrances.

The shared surface private drive has been accepted as being suitable. The intended garages are adequately sized and close to the recommended internal dimensions of 6.0 x 3.0m to serve as car parking and storage of cycles and other items. Driveway widths at 3.2m are reasonable for shared use with pedestrians and accommodating the increasing size of cars and for convenient access and opening of vehicle doors. Nonetheless, driveway lengths are too short, especially for Plot 2. The Kirklees Highways Design Guide SPD recommends four bedroomed dwellings should have three off-street spaces and private drives a visitor space to meet the one per four dwelling ratio. A reduction could be considered for the relatively good level of accessibility, but this would bring inconsistency with the provision at Plot 1. Additionally, should three nose to tail parking spaces arise this would involve inconvenient parking with regular manoeuvres leading to obstructive parking on the private drive or elsewhere. Alteration to three bedroomed dwellings would overcome such issues.

The driveways should have gradients that does not exceed 1 in12 and be surfaced in permeable materials.

There is space for bin storage with a bin collection point identified in the position as planned under 2024/90696.

The proposal is unlikely to give rise to severe adverse impacts for capacity, congestion and cumulative impacts on the transport network. The traffic impact would be similar to the planned three 3-bedroomed units. There is scope for users to travel on foot or by other forms of transport. There are no personal injury collisions recorded in the vicinity for the five-year period to the time of writing. Yet, there is a potential unacceptable impact on public safety and amenity from the deficiency in car parking to indicate that policy LP21 is unmet in full.

Accordingly, the car parking provision should be reviewed. The installation of an evcp pre dwelling is necessary too.