SUPPORTING PLANNING STATEMENT

2 White Horse Gardens, Birstall, Batley, WF17 0NJ

Conversion of integral garage to habitable accommodation

Applicant	Householder
Property	4-bedroom dwelling
Application type	Householder planning application
Prepared by	CAD Monke Ltd

1. Introduction

This statement has been prepared in support of a householder planning application for the conversion of the existing integral garage at 2 White Horse Gardens, Birstall, Batley. The proposed accommodation will remain wholly ancillary to the existing dwelling.

The property will remain a single four-bedroom dwelling. The proposal does not create an additional bedroom, a separate residential unit or any material increase in the occupancy or parking demand associated with the property.

The application is submitted following confirmation that express planning permission is required. Works have commenced in part and the application therefore seeks permission for the development as shown on the submitted drawings.

2. Planning History

The dwelling forms part of the White Horse Gardens residential development. The approved 2014 site layout identifies Plot 2 as benefiting from two allocated parking spaces: one external space identified as **P2** and the integral garage identified as **G2**.

Condition 4 of planning permission 2014/93913 (decision notice reference 2014/70/93913/E) removed permitted development rights for the conversion of integral garages on plots with garages. The stated reason for the condition was to safeguard the free and safe use of the highway.

Accordingly, the applicant acknowledges that express planning permission is required and the present application invites the Council to assess the proposal on its individual planning and highway merits.

3. Existing Parking Arrangement

The property retains an existing private driveway capable of accommodating one vehicle. The integral garage has approximate internal dimensions of **6.134m long x 2.544m wide**, with an approximately **2.40m wide garage door opening**.

An internal partition has previously been installed within the garage, reducing the currently open/usable garage area to approximately **2.544m x 2.134m**.

> **Kirklees Highway Design Guide SPD, paragraph 5.15, states that for a single garage to be treated as a parking space the minimum internal dimensions should be 6.0m long x 3.0m wide. The existing garage therefore falls approximately 456mm below the Council's current recommended minimum internal width.**

Whilst the garage was historically identified as parking space G2, its restricted internal width, narrow door opening and subsequent internal arrangement significantly constrain its practical use for the parking of a modern motor vehicle.

The applicant has confirmed that no vehicle has been stored within the garage during the family's occupation of the property. The household has two cars. In practice, one vehicle is parked on the private driveway and the second is parked within the existing unallocated parking area within White Horse Gardens.

Historic Google Street View imagery from 2022 and 2025 shows vehicles parked on the driveway immediately in front of the garage. This provides independent visual evidence of the practical parking arrangement at the property and supports the applicant's confirmation that the garage has not formed part of the household's day-to-day vehicle parking during their occupation.

The unallocated area is not relied upon as private or exclusively allocated parking for the dwelling. Its existing use is, however, relevant to understanding the practical parking arrangements and highway context that currently operate within this residential cul-de-sac.

4. Effect of the Proposal

- The existing private driveway parking space P2 will be retained.
- The dwelling will remain a four-bedroom dwelling.

- No additional bedroom or separate residential unit is proposed.
- The proposal does not materially increase residential occupancy or associated parking demand.
- The existing garage is below the Council's current recommended 3.0m minimum internal width for a garage parking space.
- The household's two vehicles will continue to be parked in the same locations as at present: one on the private driveway and one within the existing unallocated parking area in White Horse Gardens.

The proposal therefore changes the formal planning status and physical use of the integral garage, but it does **not materially alter the household's existing day-to-day parking arrangements** and does not generate additional vehicle movements or parking demand.

5. Parking and Highway Considerations

The applicant recognises the purpose of the historic condition and the Council's legitimate interest in retaining adequate parking provision within the development. It is also acknowledged that the approved estate layout identified G2 as one of two allocated spaces serving Plot 2.

However, the original approved layout is also relevant in demonstrating that this four-bedroom dwelling was approved with two allocated parking spaces in total, rather than a greater level of private parking provision.

The present application should therefore be assessed by considering the actual highway effect of converting this particular garage. The existing garage is only approximately 2.544m wide internally, compared with the 3.0m minimum internal width identified in the Council's current Highway Design Guide for a single garage to be treated as a parking space.

No car has been stored in the garage during the applicant's occupation. The existing household parking arrangement already comprises one vehicle on the private driveway and a second vehicle within the existing unallocated parking area in White Horse Gardens. The proposal will make no practical change to that arrangement.

Historic Google Street View imagery from 2022 and 2025 also demonstrates the established use of the driveway immediately in front of the garage for vehicle parking. This supports the position that the garage has not practically operated as part of the household's day-to-day parking arrangement.

White Horse Gardens is a residential cul-de-sac rather than a through-route. The proposal does not increase the number of bedrooms, create a separate dwelling or generate additional residential parking demand. In these circumstances, it is considered that the formal loss of G2 would not result in a material worsening of the existing parking situation or an unacceptable effect on the free and safe operation of the highway.

6. Conclusion

The applicant acknowledges that the proposal results in the formal loss of the integral garage identified as parking space G2 on the original approved estate layout.

However, **the proposal will make no practical change to the household's current parking arrangements**. The family has two cars: one is currently parked on the existing private driveway and the second is currently parked within the existing unallocated parking area in White Horse Gardens. No vehicle has been stored within the garage during the family's occupation of the property. Following the conversion, both vehicles will continue to be accommodated in the same manner.

The proposal does not increase the number of bedrooms, create an additional dwelling or otherwise increase parking demand. In addition, the existing garage is constrained in width and falls significantly below the Council's current recommended 3.0m minimum internal width for a single garage parking space.

Accordingly, whilst the proposal results in the formal loss of a historically allocated garage space, it is considered that it would **not materially alter the existing practical parking situation, increase parking demand, or result in an unacceptable impact upon highway safety**. Planning permission is therefore respectfully requested.

References

1. Kirklees Council planning permission 2014/93913 (decision notice reference 2014/70/93913/E), Condition 4.

2. Approved Proposed Site Plan / General Arrangement, drawing 1420-107, December 2014 - identifying P2 and G2 for Plot 2.

3. Kirklees Highway Design Guide Supplementary Planning Document, adopted 4 November 2019, paragraph 5.15 - minimum single-garage internal dimensions 6.0m x 3.0m for treatment as a parking space.

4. Historic Google Street View imagery, 2022 and 2025, showing driveway parking in front of the integral garage.

Prepared by CAD Monke Ltd
Technical Design & CAD Support
www.cadmonke.co.uk