Planning Statement

3 Vine Street Cleckheaton

Off Street Parking Retaining Wall and Dropped Kerb

Site	3 Vine Street, Cleckheaton, BD19 3DN
Proposal	Two off-street parking spaces with dropped kerb, permeable surfacing and a stone-faced retaining wall
Applicant	Private householder
Project reference	2611
Drawing references	ARF-2611-PLN-A-01 Rev A and ARF-2611-PLN-A-02 Rev A
Statement date	11 September 2026

Prepared on behalf of the applicant in support of a householder planning application

1 Introduction

Planning permission is sought to form two off-street parking spaces within the sloping residential curtilage at 3 Vine Street, fronting Vine Avenue. The works comprise excavation of part of the existing embankment, construction of a stone-faced retaining wall, a permeable parking surface and a new dropped kerb vehicle crossing.

The proposal should be approved because it provides a practical, secure and convenient parking arrangement for the dwelling and should reduce the household's reliance on heavily occupied kerbside space. The layout makes efficient use of the site, responds to its levels and uses materials suited to the local street scene. It does not create a new dwelling, intensify the residential use or generate additional day-to-day vehicle trips.

2 Site and Surroundings

The application property occupies a corner plot at the junction of Vine Street and Vine Avenue. The proposed parking area lies in the existing sloping embankment facing Vine Avenue, below the dwelling and the higher-level pedestrian path within the site. The immediate area is residential and is characterised by steep topography, traditional stone and brick housing and limited private parking provision.

Kerbside parking is therefore an important but constrained local resource. The submitted late-evening photographs show vehicles occupying long sections of the available kerb, in places on both sides of the road. Gaps close to the application property are limited once residents have returned home. The photographs are a qualitative snapshot rather than a formal parking survey, but they are proportionate evidence for a small householder scheme and consistently illustrate the conditions described by the applicant.

3 Proposed Development

The application drawings show the following works:

- two off-street parking spaces within the curtilage, arranged along the Vine Avenue frontage;
- a new vehicle crossing and approximately 5 m wide dropped kerb access;
- a permeable parking surface to manage rainfall within the site;
- a retaining wall following the excavated edge, finished with a natural stone facade; and
- retention of pedestrian access and the existing residential use of the property.

The site plan and section drawings provide the arrangement and levels. Detailed engineering of the retaining structure, drainage build-up and vehicle crossing would be completed to the satisfaction of the relevant authorities before construction.

4 Parking Need and Applicant Circumstances

The applicant regularly finishes work late in the evening. By that time, the closest available kerbside spaces are commonly occupied, leaving no dependable place to park near the house. The applicant can be required to leave a vehicle farther along the surrounding streets and walk back to the property at night, sometimes in poor weather and on steep ground.

The proposed spaces would allow the applicant to park immediately beside the home. Vehicles would be within normal viewing distance of the dwelling, improving the opportunity for natural surveillance and reducing the period for which they are left out of sight. The shorter route between the parked vehicle and the entrance would also provide a more convenient and reassuring late-evening arrival.

The applicant's working pattern explains the immediate need, but the planning benefit is not confined to one person. The spaces would remain with the property and provide a permanent safe, secure and convenient parking arrangement for present and future occupiers. Their use would reduce the dwelling's demand for kerbside parking and leave more opportunity for neighbouring households, visitors and deliveries to use the remaining road space.

5 Planning Policy Context

The development plan is the starting point for the decision. The relevant policies are contained in the Kirklees Local Plan, adopted on 27 February 2019. The National Planning Policy Framework published in August 2026 is also a material consideration. The policies most relevant to this modest householder proposal are summarised below.

Policy	Relevance to the proposal
Kirklees Local Plan LP1	Supports proposals that accord with the development plan and improve local social and environmental conditions.
Kirklees Local Plan LP21	Requires safe and suitable access, regard to site levels and topography, and a layout and visibility that protect highway users.
Kirklees Local Plan LP22	Seeks safe, secure, convenient and visually unobtrusive parking, with design and levels demonstrating efficient use of land.
Kirklees Local Plan LP24	Requires development to respect local character and supports design that reduces crime risk through security and natural surveillance.
NPPF 2026 DP3	Requires proposals to respond to context and supports safe and secure places, including natural surveillance from windows facing streets and public spaces.
NPPF 2026 TR3 TR4 and TR6	Address highway impacts, street design, access and parking. Proposals should minimise conflict between users, provide suitable parking and avoid unacceptable highway safety effects.

6 Planning Assessment

Principle and Efficient Use of Land

The works remain wholly associated with the existing dwelling and make functional use of part of its sloping curtilage. No new land use or additional traffic-generating activity is proposed. Providing two spaces within the site is a proportionate response to the established parking conditions and accords with the positive approach in Local Plan Policy LP1.

Highway and Neighbour Benefits

The proposal creates two private spaces while requiring a dropped kerb over only part of the frontage. When the two spaces are used, up to two household vehicles can be removed from the carriageway. Even allowing for the controlled vehicle crossing, the arrangement is capable of producing a net reduction in kerbside demand and freeing road space that can be used by neighbouring residents and visitors.

Reducing the number of vehicles parked along the carriageway can also assist two-way movement, passing opportunities, visibility and access for refuse, service and emergency vehicles. The proposal does not increase the number or frequency of residential trips. It changes where existing household vehicles are stored when not in use.

The access position, levels and visibility are shown on the submitted drawings. The vehicle crossing would remain subject to the Highway Authority's separate technical approval, and the applicant accepts any reasonable requirements needed to protect the adjoining footway and highway. On this basis, the proposal is consistent with Local Plan Policies LP21 and LP22 and NPPF Policies TR3, TR4 and TR6.

Security and Convenient Access

Locating the parking close to the dwelling would materially improve the ability of occupiers to see their vehicles from the property. It would also shorten the walk between the vehicle and the entrance during late-evening hours. These are genuine design and amenity benefits because they provide a more secure, convenient and naturally supervised arrangement for the dwelling, consistent with Local Plan Policy LP24 and the natural surveillance principles in NPPF Policy DP3.

Character and Appearance

The proposal would alter a limited section of the existing embankment, but it is a low-level domestic engineering scheme rather than a new building. The retaining wall is designed with a natural stone facade, reflecting materials evident in the local area and giving the excavated edge a durable, coherent finish. The permeable surface and simple layout keep the parking area visually recessive. The scale, position and materials therefore provide an appropriate response to the street scene and Policy LP24.

Residential Amenity

The works would not create overlooking, loss of daylight or an overbearing structure affecting neighbouring homes. Vehicle activity already occurs in the street as part of the lawful residential use. Moving household vehicles into the curtilage would not materially increase noise, lighting or disturbance and may reduce late-evening movements associated with searching for a space.

Drainage and Construction

The proposed permeable surface is an appropriate response to surface-water management. Its sub-base and drainage details should ensure that water is retained or dispersed within the site and is not discharged onto the highway. The retaining wall should be designed by a suitably qualified professional for the shown levels and surcharge conditions. These details can be secured through reasonable planning or highway requirements without affecting the acceptability of the principle.

7 Planning Balance and Conclusion

The proposal responds directly to a demonstrated shortage of dependable late-evening parking near the applicant's home. It would allow two vehicles to be parked close to the dwelling, where they can be more readily observed, and would shorten the applicant's walk to the entrance after finishing work late. Those benefits would continue for future occupiers and are therefore relevant to the long-term use and amenity of the property.

At the same time, the scheme should reduce the household's use of kerbside spaces, leaving more road space available to neighbouring properties and assisting the general operation of the residential street. The works are modest in scale, do not generate new trips, use a permeable surface and include a natural stone-faced retaining wall to respond to local character.

Subject to the normal technical approval of the vehicle crossing, retaining structure and drainage details, no material harm has been identified in respect of highway safety, residential amenity or visual character. The proposal accords with Kirklees Local Plan Policies LP1, LP21, LP22 and LP24 and with the relevant national policies. Planning permission should therefore be granted.

8 References

Kirklees Council Kirklees Local Plan Strategy and Policies adopted 27 February 2019 Policies LP1 LP21 LP22 and LP24 Official Local Plan page

Ministry of Housing Communities and Local Government National Planning Policy Framework August 2026 Policies DP3 TR3 TR4 and TR6 Official NPPF publication

Application drawings ARF-2611-PLN-A-01 Rev A and ARF-2611-PLN-A-02 Rev A

Appendix A Photographic Evidence

The following photographs illustrate late-evening parking conditions in the immediate area. All visible vehicle registration plates have been anonymised for privacy.



Photograph 1 Late-evening view along Vine Avenue showing vehicles parked on both sides and limited nearby gaps. Registration plates anonymised.

Appendix A Photographic Evidence



Photograph 2 View from the application site toward opposite dwellings showing the intensity of kerbside parking. Registration plates anonymised.

Appendix A Photographic Evidence



Photograph 3 Wider late-evening view showing continuous kerbside parking serving nearby dwellings. Registration plates anonymised.

Appendix A Photographic Evidence



Photograph 4 View toward the junction showing vehicles occupying much of the available kerbside space. Registration plates anonymised.

Appendix A Photographic Evidence



Photograph 5 View along the residential frontage showing a near-continuous line of parked vehicles. Registration plates anonymised.