

Consultation Response from KC Highways Development Management**2026/90559 Land South of 999 Manchester Road, Linthwaite, Huddersfield, HD7 5LS****Outline application for residential development (one dwelling)****Date Responded: 10/04/26****Responding Officer: M Zenner****Responding Ref: 1-42/22**

RECOMMENDATION: No objection to the proposals subject to the provision of adequate visibility splays and car/cycle parking for the proposed dwelling.

Development Overview:

The proposals are an outline application for residential development (one dwelling) to be located on land south of 999 Manchester Road. At present there is a garage with associated dropped kerb along the Banks Road frontage to the site, and the design and access statement states that the site comprises an undeveloped, overgrown area of land formerly forming part of the rear garden areas associated with the residential property of 999 Manchester Road. The land is characterised by a pronounced change in levels, sloping downwards from Banks Road towards Manchester Road, reflecting the wider topography of the immediate locality.

There are previous planning approvals in place for a residential dwelling on the site, the most recent secured in 2006 under permission 2006/93697 for outline permission.

Reference to Plans/Documents:

- Application Form;
- Design & Access Statement;
- Existing And Indicative Proposed Site Section – Dwg 25/1271/05a;
- Location Plan – Dwg 25/1271/02
- Existing Site Plan – Dwg 25/1271/03
- Indicative Site / Block Plan – Dwg 25/1271/04a
- Location Plan – Dwg 25/1271/01

Policy:

Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD; Kirklees Dropped Kerbs Guidance.

Vehicular Access:

There is no vehicular access to the dwelling at 999 Manchester Road at present from the Manchester Road frontage. Historically the site formed part of the rear garden of the existing property and as such hosts a stand alone garage with a driveway in front of it that connects directly to Banks Road adjacent to No 112 Banks Road which has a brick wall along the boundary between the two sites. To the remainder of the site frontage there is planting. To the east side of the site there is a double garage block with associated driveways accessed from Banks Road.

There is an existing telegraph pole located along the frontage of the site which is shown on the submitted plans.

Whilst the existing garage and driveway could be considered available parking for 999 Manchester Road, it's unlikely to be used by residents of the dwelling due to the remote location from the property.

The submitted design and access statement and plans detail the dwelling as a 3 bedroom dwelling with two car parking spaces and a cycle parking space. However, as the proposal is for outline permission these elements could change and therefore comments will not be provided on the proposed layout.

Manual for Streets states that drivers need to be able to see obstructions from 2m high down to a point 600mm above the carriageway. The latter dimension is used to ensure small children can be seen. Ideally pedestrian visibility splays of 2m x 2m should be provided at either side of the proposed driveway. The neighbouring boundary wall appears to be higher than 600mm and may impede visibility.

The Kirklees Highway Design Guide states that any parking surface located immediately in front of a property should be permeable, bonded/ interlocking and preferably finished with a natural material.

Furthermore, before it can be constructed, the parking area / driveway must have a way of preventing surface water from flowing onto the public highway to comply with Section 163 of the Highways Act 1980.

It is not clear from the submitted plan if amendments to the existing dropped kerb would be required, should they be needed the amendments would need to be secured from Kirklees Council in accordance with Section 184 of the Highways Act 1980. Full details of the application process are detailed here: [Dropped kerbs | Kirklees Council](#)

Conditions:

At reserved matters stage, a plan showing pedestrian intervisibility splays of 2m by 2m at the side of the driveway shall be submitted to and approved in writing by the Local Planning Authority. The pedestrian intervisibility splays shall be implemented in accordance with the approved plan and nothing shall be subsequently erected or allowed to grow to a height in excess of 0.6m within the splays.

Informatives:

Dropped Kerb / Vehicular Crossing S184

The applicant is advised that the creation of a vehicular access, including any dropped kerb or alteration to a dropped kerb will require the prior approval of the Local Highway Authority under Section 184 of the Highways Act 1980. Planning permission does not grant consent for such works. A separate application must be made to the Highway Authority and any approved works must be carried out by an authorised contractor in accordance with the Authority's specifications. All costs associated with the construction and any necessary alterations to the public highway must be borne by the applicant. Full details of the application process is as follows: [Dropped kerbs | Kirklees Council](#)

Conclusion: There are no objections in principle to the proposals subject to the elements detailed in the recommendation above.