

**Consultation Response from KC,
Highways Development Management****2026/91076 Builders Yard, The Old Brickworks, Top O' Th' Bank, Thurstonland, Huddersfield,
HD4 6UY****Demolition of existing building and erection of detached dwelling with ancillary works****Date Responded: 17 August 2026****Responding Officer: Sheila Henley****Responding Ref: 12-16/14****Recommendation: No objection subject to conditions for an evcp, surfacing and
driveway gradient.**

Plan ref: 206 2.002 G planning; 186-93-002 Proposed Swept Path

The proposal site for demolition of an existing building and erection of a four bedroomed dwelling with garaging and driveway will be reliant on the car. There are no bus stops within 400m and the nearest along The Village have a limited frequency of bus services between Monday and Saturday.

To support policy LP20, Active Travel objectives and encourage more choice, cycle parking could be provided within the garages to provide at least one spaces as desired under the Kirklees Highway Design Guide SPD or preferable to one space per bedroom under later guidance in LTN1/20.

An electric vehicle charging point will be necessary, preferably to be positioned in a garage to further encourage sustainable travel and lower emissions under policies LP20 and LP24.

The site is to be served from an unadopted section of Top O' Th' Bank which serves seven dwellings and a Joiners' shop and commercial usage of the builder's yard. There would be a new driveway access shown as ungated, but of a width suitable for two-way movements and shared use between pedestrians and vehicles. This section of the street is unsuitable for adoption and would remain privately managed. It is suggested that the access is gated and that these open inwards

Within the site there is to be a new driveway leading to the building entrances, including a garaging area with two singles with an internal size of 6.7 x 3m. The new driveway is of ample size to allow for external parking and turning as well as shared use between pedestrians and vehicles. Its gradient should not be greater than 1 in 12.

The garages too are larger, internally, than suggested in the KHDG SPD of 6 x 3m and would be suitable to count towards car parking and the storage of cycles and other items.

Any new surfacing should be of a porous material or a surface water drainage scheme provided.

Access is achievable for a fire and rescue appliance as demonstrated by the submitted Swept Path Analysis shown on Drawing 186-93-002.

There is space for bin storage for collection in accord with current arrangements along this section of Top O' Th' Bank.

The Application forms notes that parking is to be retained of four cars and two unspecified vehicle types and the amount is greater than typical for four bedroomed units within the KHDG SPD of three cars. There is more than enough space to accommodate within the site, and this would provide flexibility under policy LP22, including for visitor use.

The site is unlikely to raise significant issues for public and road safety or network functionality to meet policy LP21. There is likely to be less usage than historically when there were daily movements, including by larger vehicles that served the former Shire horse equine facility. Additionally, to not cause an adverse material or cumulative impact or issues with neighbouring activities associated with servicing the yard and the Joiners shop.

Accordingly, the proposal is acceptable in highway terms for no objection to be raised subject to a request for planning conditions:

- a) Electric Vehicle Charging Point: Development shall not be occupied until an Electric Vehicle Charging Point has been provided in accordance with a scheme that shall have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall thereafter be retained for the lifetime of the development.

Reason: In the interest of promoting low carbon transport.

- b) Surfacing: Development shall not be occupied until all areas shown on the approved plans to be used by pedestrians and vehicles on the approved plans have been laid out, surfaced in a porous material or drained, such that loose materials and surface water does not discharge or transfer onto the adjacent street, and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure the free and safe use of the street in the interest of public safety.

- c) Maximum Driveway Gradient: The gradient of the driveway shall not exceed 1 in 12.5 (8%).

Reason: To ensure the free and safe use of the street.