

Consultation Response from KC, Highways Development Management
2026/91461 Land Adj, 12a, Commercial Road, Skelmanthorpe, Huddersfield, HD8 9DA
Outline application for residential development of one detached dwelling with parking and associated hard and soft landscaping
Date Responded: 26 June 2026
Responding Officer: Sheila Henley
Responding Ref: 17-22/54

Recommendation: No objection subject to condition.

Plan ref: 2363-D-20-003 Indicative Site Plan; 2363-D-20-004 - Fire Appliance Tracking.

The proposal indicates a new four bedroomed unit with three off-street car parking space, electric vehicle charging point, bin storage, and bin collection point to be served from a shared surface private drive from Commercial Road. Two cycle parking spaces are intended too. All matters are reserved and subject to further details for approval at a later date once approved at outline stage.

The proposal site is within 400m of bus stops with a regular Monday to Saturday services and walking distance of other local amenities and services.

The submission indicates that sustainable travel and lower emissions are to be encouraged through cycle parking and an electric vehicle charging point to support policies LP20, LP22 and LP24. The amount of cycle parking at two spaces would be adequate and an enclosed storage facility is intended within the rear garden reached by a path.

Access would be taken from an established private drive that leads from Commercial Road. The first c20m from Commercial Road are of a suitable width at c4.2m allowing bidirectional movement of two cars or cars and pedestrians / cyclists at slow speeds with clearance from the neighbouring buildings. Its junction with Commercial Road has adequate 2.4 x 43m visibility splays for a 30mph speed limit. Thereafter the private drive widens to lead to retained parking and turning for the existing dwellings of N0.6 and 12A and for the proposed unit.

The private drive would be unsuitable for adoption as highway maintainable at public expense and large vehicles. Owners will need to be aware of access rights and liabilities as well as responsibilities for communal areas, including upkeep of the private drive.

The proposed unit would be provided with hard surfaced permeable materials to the side and front for pedestrian and vehicle use with that at the front incorporating three side by side driveways for car parking. The amount of car parking space would be adequate to meet the advice in the Kirklees Highway Design Guide SPD for four bedroomed units of three spaces. The length of each of the spaces is acceptable but are slightly narrow at 2.5m for cars nowadays where 3.0m is the norm and a separate pedestrian access to the main entrance although the widths are typical of parking courts. A visitor parking space should be considered given the increase in number of units to meet existing advice for one per four dwellings and provide further flexibility to user parking under Policy LP22.

Turning space enables entry and exit in a forward gear by a car and a fire and rescue appliance with the latter demonstrated by the submitted swept path analysis.

There is space for bin storage with bin collection to be towards the junction of the private drive with Commercial Road. The recognised point.

The proposal would increase pedestrian and vehicle movements, but the level of impact is not considered material in movement and public safety terms given the existing usage from two existing dwellings with a total of five parking spaces. Two for no. 6 and three for 12A. Plus those associated with the restaurant car park and access to the bowling club. There are no Police recorded personal injury collisions for the last five-year period to date at the Commercial Road junction with the private drive or nearby along Commercial Road. Thus, the proposal does not raise significant issues for road safety or network functionality to meet policy LP21.

Accordingly, as submitted, the proposal is satisfactory in highway terms with for no objection to be raised full details to be submitted for approval at reserve matters stage through a standard outline condition:

Prior to the commencement of the development hereby approved full details in the form of scaled plans and / or written specification shall be submitted to and approved in writing by the Local Planning Authority to illustrate:

- i. Access arrangements from the public road and site.
- ii. Visibility splays
- iii. Plot layout
- iv. Parking provision for cars with evcp, visitor parking and cycles for existing and proposed uses.
- v. Turning areas
- vi. Permeable surfacing
- vii. Swept path analysis of a fire and rescue appliance
- viii. Bin storage and collection arrangements.