Planning Services,

PO Box 1720,

HUDDERSFIELD,

HD1 9EL

4 October 2026

Your ref: COMP260122

Our Ref: AFP820

Dear Sir/Madam

Proposal: Retrospective Planning Application for Retention of Vehicular Access, Dropped Kerb, Driveway, Boundary Fencing and Gates

Site: 323 Slaithwaite Road, Thornhill Lees, Dewsbury, WF12 0LL

PP Reference: PP-15349764

Introduction

On behalf of the applicant, I hereby submit a retrospective planning application for the retention of a vehicular access, dropped kerb, hard surfaced driveway, boundary fencing and gates at 323 Slaithwaite Road, Thornhill Lees, Dewsbury. The application has been submitted in response to correspondence from Kirklees Council dated 10 September 2026 regarding the above works (LPA ref COMP260122).

The Site

The application site comprises a semi-detached dwelling located on the eastern side of Slaithwaite Road within the Thornhill Lees area of Dewsbury. The property is stone built and is located on Slaithwaite Road (B6117) in close proximity to the junctions with Lees Hall Road and Overthorpe Road. The surrounding area is characterised by a varied residential streetscene comprising a mixture of dwelling types, architectural styles and boundary treatments (stone walls, brick walls, fencing and hedges).

The topography of the site and its surrounds is such that levels between housing and the road / footway varies such that there is a mix of boundary treatment heights along the road with some boundary walls up to 2m in height

The dwelling has recently been the subject of a programme of renovation and improvement works designed to enhance its appearance, functionality and long-term sustainability. This has included provision of off-street parking.

The Proposal

The application seeks retrospective planning permission for:

- The creation of a vehicular access and dropped kerb;

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- The formation of an off-street parking area within the front curtilage;
- The erection of boundary fencing (1.8m) adjacent to the highway; and
- The installation of access gates (1.6m) serving the parking area.

The development forms part of a comprehensive and carefully considered improvement scheme undertaken to modernise and enhance the property. The boundary fencing has been selected to complement other improvements to the dwelling, including replacement grey-framed windows, thereby delivering a consistent and coherent design approach across the site. Similarly, the grey access gates serving the parking area have been designed to match the fencing along the adjacent rear garden boundary with the highway, creating a coordinated and attractive appearance.

The fencing to the rear garden is considered to be permitted development as it sits behind the retained stone boundary wall – as such the taller grey fencing to the garden does not front the highway and is not subject to the 1m permitted development restriction – its height is less than 2m and as such is considered to be permitted development (GPDO 2015 Schedule 2, Part 2, Class A – gate, fence, wall or other means of enclosure).

Planning Assessment

Design and Visual Amenity

The proposal represents an integral element of the well-designed enhancement to the dwelling and should be considered in the context of the wider programme of renovation works undertaken to improve the appearance of the property.

The fencing, gates and driveway do not appear incongruous or out of character with the surrounding area. There are numerous examples of taller timber fences, brick walls and stone walls within the immediate locality. Furthermore, due to the varied topography of the area, several nearby properties feature boundary treatments that appear comparable to, or greater in height than, those proposed when viewed from adjacent highways.

The chosen materials and colour palette have been carefully selected to achieve visual cohesion. The boundary fencing has been finished in a colour that matches the replacement window frames, whilst the gates serving the parking area correspond with the grey boundary treatment elsewhere around the site. The result is a unified and attractive scheme which enhances the appearance of the dwelling and contributes positively to the wider street scene.

The proposal therefore reflects the design objectives set out within National Planning Policy Framework Policy DP3 and Kirklees Local Plan Policy LP24, which seek to secure high quality design that responds positively to local character whilst contributing to an attractive and sustainable built environment. The development respects the character of the area, utilises appropriate materials and results in a visually coherent form of development.

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Highway Safety

The provision of off-street parking represents a significant benefit in highway safety terms.

The site is located on the B6117 in close proximity to the junctions with Lees Hall Road and Overthorpe Road as well as a pedestrian crossing island. Prior to the creation of the driveway, vehicles associated with the property could park on the public highway for access to the front of the house. On-street parking in this location has the potential to impede visibility and can require southbound vehicles to move closer to the centre line when passing parked cars. This increases the potential for conflict with vehicles turning into and out of Lees Hall Road and Overthorpe Road.

The creation of a dedicated off-street parking area removes the need for regular on-street parking associated with the dwelling and consequently reduces potential for vehicle obstruction along this section of highway. The development therefore contributes positively to highway safety by reducing roadside parking pressures and improving the operation of the adjacent junctions.

The proposal is therefore consistent with the aims of Kirklees Local Plan Policy LP21 which seeks to ensure that development promotes safe and suitable access arrangements and avoids unacceptable impacts on highway safety.

Conclusion

The retrospective works form part of a comprehensive and well-considered renovation and improvement scheme which has enhanced both the appearance and functionality of the dwelling.

The boundary fencing and gates have been carefully designed to complement other improvements to the property, including replacement windows, resulting in a coherent and attractive design approach. The proposal reflects the varied character of surrounding boundary treatments and is not considered to appear incongruous within the street scene. In addition, the provision of off-street parking delivers clear highway safety benefits by reducing the need for parking on the B6117 in close proximity to nearby junctions.

The development is considered to comply with the design objectives of NPPF Policy DP3 and Kirklees Local Plan Policy LP24, whilst also delivering highway safety improvements consistent with Policy LP21.

Having regard to the above considerations, it is respectfully requested that planning permission be granted.

In the event officers have any queries or require further information we respectfully request they contact the agent or applicant to discuss in advance of making their decision.

I trust that you have all the information required to validate the application and would be grateful if you can please confirm safe receipt of the enclosed application. If you require anything further in the meantime, please do not hesitate to contact the undersigned.

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Yours faithfully

Alistair Flatman (MRTPI)
Director
Alistair Flatman Planning Ltd

Enc –
Application Form
Drawings and DAS (Jennings Design) -

- Slaithwaite Road - 261002 - 01 - Existing Block Plan and Elevation
- Slaithwaite Road - 261002 - 02 - Proposed Block Plan and Elevations
- Slaithwaite Road - 261002 - Design and Access Statement

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