

<b>Consultation Response from KC, Highways Development Management</b>
<b>2025/91576 Land adj, 47, Cresswell Lane, Heckmondwike, WF13 4PJ</b>
<b>Erection of detached dwelling</b>
<b>Date Responded: 27/01/2026. Responding Officer: D. Stainsby Responding Ref: K14-7SE/2</b>

RECOMMENDATION:

As submitted the proposals do not provide enough information for them to be acceptable to Highways.

**SITE ACCESS**

Two vehicle accesses are proposed to the site. One from Creswell Lane and one through the garage area on Lyndale Mews

**Cresswell Lane**

Cresswell Lane is a narrow lane approximately 4m wide with no footways from its junction with Occupation Lane for approximately 50m before widening out to a 6m wide traditional estate road with footways on both sides.

Cresswell Lane is subject to a 30mph speed limit.

For a 30mph speed limit, sight lines of 2.4m x 43m should be achievable and demonstrated on a suitable plan, any shortfall of this requirement should be in accordance with 85%ile wet weather speed readings (if below 30 mph).

A revised layout showing the required visibility splays can be met should be provided to ensure that the minimum visibility can be provided for vehicles leaving the site onto Cresswell Lane.

The changes to the access within the adopted highway fronting the property, to provide a dropped kerb, will need to be constructed under a section 184 agreement of the 1980 Highways Act (vehicle crossings over footways and verges). You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution.

**Lyndale Mews**

The site is accessed through the private garage area to Lyndale Mews.

The red line boundary for the application needs to be extended to the adopted highway to demonstrate that vehicular access can be achieved.

A revised plan showing the amended red line boundary should be submitted.

#### INTERNAL LAYOUT.

Parking for 3 cars have been provided, one in an internal garage accessed from Lyndale Mews and two off street parking spaces accessed from Creswell Lane.

The internal layout is acceptable.

The approved vehicle parking areas will need to be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded.

[www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens](http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens)

#### WASTE STORAGE AND COLLECTION.

A bin collection/presentation is shown adjacent to the adopted highway on Creswell Lane and is acceptable.

#### PUBLIC FOOTPATH

An adopted public footpath between Lyndale Mews and Creswell Lane runs along the southern perimeter of the site.

This route needs to be maintained during and after construction and any works agreed to provide for and ensure the safety of the user.

The following pre-commencement conditions should be imposed, and full technical and construction drawings should be submitted

##### Structures

Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new retaining walls adjacent to the existing PROW shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.

##### Footpaths

No development shall take place until a scheme detailing works proposed for the protection of the adopted footpath and safety of its users has been submitted to and approved by the local planning authority in consultation with the Public Rights of Way team and the appropriate legal procedure and retained thereafter.

Reason: In the interests of pedestrian safety, and to accord with Policy LP23 of the Kirklees Local Plan