

**Consultation Response from KC,
Highways Development Management****2025/92206 42, Robin Royd Lane, Mirfield, WF14 0LG****Demolition of existing dwelling and erection of five dwellings with associated external works****Date Responded: 30/10/2025****Responding Officer: CNB****Responding Ref: K10-11SE/4**

This application is for the demolition of an existing dwelling and the erection of five dwellings with parking and associated works fronting on to Robin Royd Lane, a 30mph two-way single carriageway residential cul-de-sac of approximately 5m width with footways on both sides and street lighting present.

Robin Royd Lane hosts a Public Right of Way footpath MIR/3/20 and this should remain unobstructed and unaltered without the prior permission of the Kirklees PROW team. It is assumed that any intensification of use of Robin Royd Lane due to the proposals will not have an impact of the safety of users of the PROW due to footways running to both sides of Robin Royd Lane. However, we would still recommend an informal consultation with the Kirklees PROW team. A foot note should be included.

The site is approximately 350m from stops on a high frequency bus route and approximately 3km from Mirfield rail station. There is a convenience store within 350m with other retail, services and medical facilities within approximately 2.5km. The closest primary schools are within 780m. This would make the site only moderately sustainable, and we would expect most journeys to be car based.

It is noted that the unsurfaced track to the rear of the site is an unadopted private road and so we would request that the applicant checks with their solicitor that they have pedestrian access to the rear gates along this private road.

The access to the car parking areas will need to be over a series of dropped kerb crossings (or one elongated dropped kerb crossing covering the full length of the accesses) and these will need to be done within a s184 agreement with the council as Local Highway Authority. A footnote indicating this should be added.

Visibility Splays should be put on the drawing to indicate that safe access can be achieved at the new access points. These should be drawn to Manual for Streets guidance and for a 30mph road should be 2,4m x 43m. AS the proposal site is almost at the end of a cul-de-sac we would only wish to see visibility splays to the left and it may be possible to accept a reduced y-length if evidence can be provided that 85th percentile speeds are below the posted road speed. We would also like to see a swept path drawing showing that cars can easily and safely access/egress the parking areas. This should show that safe access can be achieved with on-street parking outside the properties opposite the site on Robin Royd Lane.

Robin Royd Lane scales to only 5m width and, although suitable for two cars to easily pass, due to this width we wouldn't wish to encourage any further on-street parking at this location and so the dwellings should provide off-street parking to the required local standards.

There appear to be integral garage like rooms included in the easternmost four dwellings, however these are below the required internal dimensions of 3m x 6m to be considered as garages and are subsequently marked as "storage".

The submitted drawing 3115 004 Revision I indicates that the dwellings are to be 3-bedroom and for this we would require to see two off-street parking spaces per dwelling with 1 visitor parking space. Proposed Block Plan drawing No 3115 003 Rev E shows two tandem spaces per dwelling, however no visitor parking spaces have been indicated. The visitor space should be added to the drawing in order to conform to local parking standards.

We also note that the parking spaces for the westernmost dwelling are only 9m long and as such are below the required length for two parking spaces. We would need to see that all the parking spaces are a minimum of 2.4m wide and 4.8m deep, and at 9m the space at the western property would be short and would lead to the second vehicle overhanging the footway and this would be a highway safety concern. We couldn't support the application until suitable and safe parking can be shown to be achieved.

The parking areas should be surfaced in a permeable finish or suitable drainage should be included to stop any run-off of surface water or other materials from encroaching on to the adopted highway for road safety reasons and full details should be provided. This can be conditioned.

There have been concerns that the storage room or study shown on drawing No 3115 004 Revision I could be turned into a bedroom, and this would increase the number of bedrooms to four per dwelling and as such each dwelling would then require 3 off-street parking spaces. As we do not feel that the additional car parking spaces can be provided within the site, we would wish to see some protection through the planning process to have these rooms preserved as they are and the dwellings to remain as 3-bedroom dwellings.

Drawing No 3115 004 Revision I shows that each dwelling has storage space for a bicycle and this is acceptable, and these cycle storage spaces should be preserved for the full lifetime of the development.

No waste storage or collection details were submitted with the application, however we consider that there is sufficient space for waste bins to be located on the driveways whilst awaiting collection and can be stored within the storage garages or bin storage area for the westernmost dwelling. Collection is expected to be made from the kerb side on Robin Royd Lane as existing and this is acceptable.

With the lack of information as mentioned above, we cannot currently support the application and wish to object on lack of information and highway safety grounds.

Wordings for suitable conditions can be provided when HDM are satisfied that a safe access and suitable parking can be provided.

Footnotes

FOOTNOTE Public footpath MIR/3/20 is the access to and adjacent to the development site and must not be interfered with or obstructed, prior to, during or after development works.

The Council's public rights of way unit may be contacted by telephone 01484 221000 and ask for Sharon Huddleston or via the email address publicrightsofway@kirklees.gov.uk

The changes to the access within the adopted highway fronting the property 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.