

Consultation Response from KC Highways Development Management		
2026/90618 7 Crescent Avenue, Ravensthorpe, Dewsbury, WF13 3BD		
Erection of single storey rear and first floor side extensions and formation of vehicular access		
Date Responded: 13/04/26	Responding Officer: M Zenner	Responding Ref: 14-SE/13

RECOMMENDATION: No objection to the proposals subject to compliance with Kirklees Dropped Kerbs guidance.

The provision of a dropped kerb will be subject to the successful outcome of a Section 184 application to Kirklees Council and the provision of pedestrian visibility splays to meet Manual for Streets standards.

Development Overview:

The existing dwelling is a three bedroom residential dwelling with an existing side extension. At present there is no parking for the property accessed off Crescent Avenue, which is an unclassified 30mph road located in Ravensthorpe.

The proposals are to provide a single storey rear extension and a first floor side extension which proposes to increase the number of bedrooms from three to four at the property.

It is also proposed to create a double driveway accessed from Crescent Avenue to provide space for two vehicles to park side by side.

Reference to Plans/Documents:

- Application Form
- Site Plans and Location Plan (Sheet 1@A3)
- Existing and proposed floorplans (Sheet 2@A3)
- Front and rear elevations (Sheet 3@A3)
- Side Elevations (Sheet 4@A3)

Policy:

Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD; Kirklees Dropped Kerbs Guidance.

Parking:

The proposals would result in an increase in bedrooms from three to four at the property. The Kirklees Highway Design Guide states that for 4 bedroom dwellings three off-street parking spaces should be provided, compared to two spaces for a 2 to 3 bedroom dwelling. However, the existing dwelling has no existing off street parking and therefore on this basis the LHA deems the provision of two off-street car parking spaces acceptable.

The provision of one cycle space should be provided, however this is unchanged from the existing.

For a double driveway the dimensions required are 5m length x 5.5m width which are provided and it is noted that the pedestrian entrance to the property is offset to the west side of the property and will not be impeded by the proposed driveway.

Vehicular Access:

At present there is no vehicular access along the site boundary. The proposed site plan indicates the provision of a double driveway along the site frontage with the existing shrubs on the east side proposed to be maintained at 2.3m height.

Manual for Streets states that drivers need to be able to see obstructions from 2m high down to a point 600mm above the carriageway. The latter dimension is used to ensure small children can be seen. Ideally pedestrian visibility splays of 2m x 2m should be provided at either side of the proposed driveway.

Therefore, amendments will be required to the boundary treatments to afford visibility of pedestrians approaching the site

The Kirklees Highway Design Guide states that any parking surface located immediately in front of a property should be permeable, bonded/ interlocking and preferably finished with a natural material.

Furthermore, before it can be constructed, the parking area / driveway must have a way of preventing surface water from flowing onto the public highway to comply with Section 163 of the Highways Act 1980.

Whilst there are no objections in principle to the proposals on highways grounds the proposed plan demonstrates a new vehicular access to the property which would need to be secured from Kirklees Council in accordance with Section 184 of the Highways Act 1980. Full details of the application process are detailed here: [Dropped kerbs | Kirklees Council](#)

Conditions:

A plan showing pedestrian intervisibility splays of 2m by 2m at the side of the driveway shall be submitted to and approved in writing by the Local Planning Authority. The pedestrian intervisibility splays shall be implemented in accordance with the approved plan and nothing shall be subsequently erected or allowed to grow to a height in excess of 0.6m within the splays.

Informatives:

Dropped Kerb / Vehicular Crossing S184

The applicant is advised that the creation of a vehicular access, including any dropped kerb or alteration to a dropped kerb will require the prior approval of the Local Highway Authority under Section 184 of the Highways Act 1980. Planning permission does not grant consent for such works. A separate application must be made to the Highway Authority and any approved works must be carried out by an authorised contractor in accordance with the Authority's specifications. All costs associated with the construction and any necessary alterations to the public highway must be borne by the applicant. Full details of the application process is as follows: [Dropped kerbs | Kirklees Council](#)

Conclusion: No objection to the proposals subject to compliance with Kirklees Dropped Kerbs guidance and the provision of acceptable pedestrian visibility splays. The provision of a dropped kerb will be subject to the successful outcome of a Section 184 application to Kirklees Council.