

**KIRKLEES METROPOLITAN COUNCIL  
TOWN AND COUNTRY PLANNING ACT 1990  
HIGHWAYS DEVELOPMENT CONTROL KP20H**

**PLANNING REF** 2012/62/92626/W0/JS  
**CATEGORY** Minor

**PROPOSAL** ERECTION OF ONE DETACHED  
DWELLING WITH INTEGRAL  
GARAGE(MODIFIED PROPOSAL)

**HDC Ref. No.** K1-32/15

**Highway Officer** Nathan Taylor

**O. S. Ref.** 078 136

**Date Received** 13/09/2012

**Target Date** 04/10/2012

**LOCATION** CROSSWAYS  
NIELDS ROAD  
SLAITHWAITE  
HUDDERSFIELD  
HD7 5HT

**Date Returned** 31/10/2012

**Decision**

**APPLICANT** ACUMEN DESIGNERS & ARCHITECTS  
LTD

**Route No.** Unclassified

**Road Name** SPRING STREET

**Adopted** No

**Road Name** NIELDS ROAD

**Adopted** Yes

**Footpath** COL 116-10

**Footpath** prow emailed 13/9/12

**Highway scheme** No

**Checked by /** Sam Lewis 13/09/2012

The proposal is for the erection of one detached dwelling and garage at the western end of Spring Street.

Spring Street is an unlit, unadopted cul-de-sac without the provision of a service vehicle turning head. It is approximately 200m in length which varies in width between 7.5m and 3.5m. The first 108m is a private street with the remainder forming a private road or drive.

It serves a combination of terraced and detached properties (approximately 17) and there is a gated field access near its western end. The carriageway is an unmade track for 90m and a combination of surfaced and unmade beyond and substandard in terms of drainage.

There is a 1.8m grassed verge on the right hand side and a 1.8m stone flagged footway on the left side for 80m (which is in poor condition).

Access to the site is via Spring Street which is off the B6109 Varley Road. Visibility when exiting Spring Street is restricted due to being on the inside of a bend; its proximity of property frontages to the left and a garden boundary wall to the right.

The location of the proposed development is at the head of the cul-de-sac and access from the site is directly onto Spring Street. It is noted that visibility at this point is acceptable as there are no direct vehicular conflicts other than an adjacent garage.

A previous planning consent on this site for one dwelling was subject to providing a service vehicle turning area, which was seen to give improvements to residents/users of Spring Street and gave weight to removing highway objections on balance.

With respect to the current proposal for 1 dwelling, the proposal does not add any highway benefit to the substandard nature of Spring Street. As such, it is considered that the proposal would lead to the deterioration in the local highway conditions both in terms of convenience and safety contrary to UDP policies D2 and T10 of the Kirklees Unitary Development Plan.

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On behalf of  
S. Sampson - Group Engineer  
Highways Development Control

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