

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

PLANNING REF 2014/62/91813/W0/NW
CATEGORY Small Major

PROPOSAL DEMOLITION OF PART OF
MILL,ALTERATIONS TO CONVERT MILL
BUILDING INTO 6 DWELLINGS AND
ERECTION OF 11 DWELLINGS WITH
ASSOCIATED PARKING(WITHIN A
CONSERVATION AREA)

LOCATION HOYLE ING DYEWORCS
MANCHESTER ROAD
LINTHWAITE
HUDDERSFIELD

APPLICANT ROBERT HALSTEAD CHARTERED
SURVEYOR

HDC Ref. No. K2-2/16

Highway Officer Nathan Taylor
O. S. Ref. 098 145

Date Received 25/06/2014
Target Date 16/07/2014

Date Returned 18/08/2014
Decision

Route No. A62
Road Name MANCHESTER ROAD

Adopted Yes
Road Name ACCESS REAR HOYLE

Adopted No

Footpath No

Highway scheme No
CONSERVATION AREA

Checked by / Sam Lewis 25/06/2014

Planning Ref; 2014/62/91813

HDC Ref. K2-2/16

Highway Comments

An application (2011/62/90931) for a total of 14 dwellings received the grant of planning permission with a Condition 6 as follows;

“Development shall not commence until a scheme detailing the following off-site works, including the relevant Atage1, 2 Or/and 3 Road Safety Audits (ref; CIHT Guidelines on Road Safety Audit (2008) has been submitted to and approved by the Local Planning Authority.

Highway Works , as shown for indicative purposes only on Drawing No. 10714-170 Revision D, shall include:

Construction of the site access from Manchester Road, including kerb build –outs.

Revised Bus Stop and centre line markings.

Provision of footway to the north east side of Hoyle Ing from its junction with Manchester Road.

Details of a Traffic Regulation Order prohibiting parking along the Manchester Road site frontage within the identified visibility splays. The scheme shall include full sections, drainage works, street lighting, signing, lining, surface finishes and the treatment of sight lines.

The development shall not be brought into use until all the works under the approved scheme have been carried out in complete accordance with the approved scheme. These works shall be retained for the lifetime of the development.

Reason: In the interests of highway safety and in accordance with Unitary Development Plan Policy T10 and Part 9 of the National Planning Policy Framework.”

The current application 2014/62 /91813 is for a total of 17 dwellings and includes an access arrangement similar to that proposed in 2011 (which was approved).

It is notable that the 2011 TA referred to an access off Hoyle Ing road; the Design and Access Statement referred to the proposed access being off Manchester Road (A62) and the submitted drawing 10714-170 Rev D refers to the access being off Manchester Road. Notwithstanding these aforesaid inconsistencies the proposed access off Manchester Road received the Grant of Planning Permission in 2011.

The current application again retains the confusion in 2011 in the TA.

The current application layout drawing J3385/02 Rev A (Dated 05/14) includes 33 parking bays. As proposed it would not be possible to utilise two parking bays at the end of the cul-de-sac nearest to Hoyle Ing nor at the extremity of the second Cul-de-Sac. In addition it would not be possible for users of two parking bays to reverse out since cars parked in the 3 bays nearest to Hoyle Ing would block these moves. To overcome this difficulty the 3 parking bays nearest to Hoyle Ing need to be removed

and the carriageway surface extended by 3m. The footway can be relocated to become nearer to Hoyle Ing.

A similar difficulty exists in the proposed layout of the second cul-de-sac. For similar reasons those 3 parking bays need to be removed, the carriageway extended and a footway re-aligned. The layout drawing needs to be modified to include these alterations and re-submitted.

After modification, the total number of parking spaces reduces to 27. It is noted that the proposed parking bays are not allocated to specific dwellings. In the interests of reducing the potential for neighbour conflicts it is recommended that the revised layout drawing has a parking bay marked such that each dwelling is allocated a space(s) nearest to an individual dwelling. 12 dwellings would each be allocated 2 spaces whilst 3 dwellings have 1 space each.

Because of the precedent set in the 2011 approval, if the current application is to receive the Grant of Planning Permission a CONDITION similar to that defined in 2011 should be attached.

Another additional Condition referenced the internal access road as follows;

CONDITION :Details to be submitted before development commences

Notwithstanding the details shown on the approved plan J3385/02, no development shall take place until a scheme detailing arrangements and specification for layout and parking have been submitted to and approved in writing by the Local Planning Authority. Before any building is occupied the development shall be completed in accordance with the details shown on the approved plans and retained thereafter.

Reason: To ensure a suitable access and layout in the interests of highway safety

Metro has requested a Section 106 Agreement to be attached to any Grant of Planning Permission for the developer to implement the Metro Residential Metro Card scheme to promote the use of buses. For 17 dwellings the cost to the developer would be £8,087.75.

Consideration is therefore appropriate as follows;

CONDITION: Travel Cards

Prior to the first occupation of the dwelling hereby approved, the developer shall subsidise the cost of a Metro travel card for the benefit of future occupiers in accordance with the Residential Metrocard scheme (details attached).

Reason: To encourage the use of public transport in accordance with the Council's sustainability objectives

Derek Jones

HDC

18/08/2014

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

HDC REF