

This is an application for the erection of 6 dwellings at Coach House Drive, Dalton, Huddersfield. A section of the site has been previously used as a car park with the remainder being a landscaped area with a permissive footpath running along its eastern border. The site has a stone wall along its northern boundary to Greenhead Lane where there is a grass verge and footpath along the edge of carriageway. There are two existing vehicular access points into the site from Harwood Close and Coach House Drive.

This site has a previous outline approval for residential development (2011/92220) and at that time it was considered appropriate in highway terms.

The proposed development would have individual vehicular access points for each dwelling with two new access points onto Greenhead Lane and four from Coach House Drive. We would expect that all proposed access points will have an approved vehicular access crossings over the footways.

The proposed vehicular access crossings onto Greenhead Lane will require the removal of sections of the existing stone boundary wall. As these access points enter a busier section of the highway we would require that the appropriate visibility splay is achieved and maintained throughout the lifetime of the development.

Proposed parking provision for Plots 1 – 4 is two spaces per dwelling which is below the required standard for 3 bedroom properties however as they are less than 140m² per dwelling we will on this occasion except the below standard provision. Plots 5 & 6 have driveways which can accommodate the appropriate number of vehicles.

In terms of traffic generation a similar sized residential development on the site has been approved so we have already accepted that any additional traffic generated can be accommodated on the highway network.

All of the dwellings can be serviced directly from the adopted highway so again this element of the proposed development is acceptable.

The existing permissive path on the sites eastern border is not a registered public right of way and there is evidence that the previous landowner had no intention of dedicating it as a right of way. We would therefore say there is no legal process required to allow its closure by the proposed development.

In conclusion the Highways Development Management Team raises no objection subject to the suggested conditions.

Suggested Conditions

The development shall not be brought into use, until the approved vehicle parking areas on the approved plans shall 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; and thereafter retained throughout the lifetime of the development.

Reason: In the interest of highway safety, sustainable drainage, and to ensure adequate space within the site for vehicle movements and parking and in accordance with Unitary Development Plan Policy T10 and Section 9 of the National Planning Policy Framework

The buildings shall not be occupied until sightlines of 2m x 30m along the site frontage on Greenhead Lane have been cleared of all obstructions to visibility exceeding 1 m in height above the level of the adjacent carriageway and these shall be retained free of any such obstruction.

Reason: To ensure adequate visibility in the interests of highway safety

Development shall not commence until full details of the approved footway/verge crossings have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until all footway/verge crossings have been completed in accordance with the approved details.

Reason: To avoid damage to the footway/verge and to provide an adequate means of access to the site.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any Order revoking or re-enacting that Order) there shall be no direct vehicular access to Plots 1 -4 from Greenhead Lane.

Reason: In the interests of highway safety and in accordance with Unitary Development Plan Policy T10.

FOOTNOTE (Highways)

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer, Civic Centre 3, Market Street, Huddersfield (Kirklees Highway Design: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.