

**KIRKLEES COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT MANAGEMENT**

PLANNING REF 2018/62/90283/W0/AM
CATEGORY Other

PROPOSAL ERECTION OF SINGLE STOREY
AND REAR EXTENSIONS AND
DEMOLITION OF EXISTING SINGLE
STOREY EXTENSION(WITHIN A
CONSERVATION AREA)

LOCATION 1 MOUNT PLEASANT
STANLEY LANE
GOLCAR
HUDDERSFIELD
HD7 4AG

APPLICANT ELIZABETH PARR ARCHITECT

HDC Ref. No. K2-3NE/19
Highway Officer Chris Bembridge
O. S. Ref. 098 157
Date Received 07/03/2018
Target Date 14/03/2018
Date Returned 07/03/2018
Decision
Route No. Unclassified
Road Name MOUNT PLEASANT
Adopted No
Road Name STANLEY LANE
Adopted Yes
Footpath COL 52-10
Footpath prow emailed 1/2/18
Highway scheme No
CONSERVATION AREA

Potential Committee:

Checked by / date Sam Lewis 01/02/2018

FINAL COMMENTS

These comments are based on the original submitted documents and the supplementary documents 1MP/P03 rev a and 1MP/P02 rev A, which show swept paths, amended visibility splays and slight amendments to the buildings to allow visibility splays and should be read in conjunction with my original Interim Response.

The application is for the demolition of a single storey extension and replacement with two other single storey extensions to increase the size of a dwelling to a 5 bedroom house. The application also includes the creation of an additional two car parking space with a new vehicular access on to Stanley Lane. Stanley Lane is a narrow 30mph single carriageway road with no footways and with street lighting present.

There is no available on street parking space adjacent to the building as any parked cars would obstruct Stanley Lane.

The proposals would create a small amount of additional traffic generation but this is not expected to be great enough to have an adverse impact on the operation of the local highway network.

There is a PROW footpath (COL 52-10) that runs along Stanley Lane but this will not be directly affected by the proposals.

The supplementary information shows that the proposals meet Kirklees parking standards of 3 off road parking spaces for this size and type of development.

A full visibility splay of 2.4 x 42m is obtainable to the left of the new access. With the amendments to the design of the dwelling the visibility splay to the right still doesn't reach standards, however given the road conditions on Stanley Lane I wouldn't expect vehicles to be able to reach the posted road speed and to be driving in a cautious manner, therefore a relaxation of the standards is suitable and

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would not impact upon highway safety. The swept path analysis shows that a car can access/egress the parking area safely, with egress to be made in forward gear as shown on the plans. I consider that the new access is acceptable on highways grounds.

The waste collection details supplied in the supplementary information are acceptable and the alternative location gives the option to secure the gates and still allow for refuse/recycling collection if required without obstructing the safe operation of the highway.

With this I consider the proposals as amended are acceptable on highways grounds but I would like the following note and condition relating to parking space surfacing adding to any planning permissions that may be granted.

Note

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.

Condition

Prior to the development being brought into use, the approved vehicle parking areas 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 interests of highway safety and to achieve a satisfactory layout
