

Nick

Please find attached a copy of the HDM highways comments for application No 18/92216 Land off Netherly Drive, Marsden.

The HDM team consider the application is acceptable in principle on highways grounds but request that conditions and footnotes are added to any planning permission you may wish to grant.

Cheers

Chris

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

PLANNING REF 2018/62/92216/W0/NH
CATEGORY Small Major

PROPOSAL ERECTION OF 5 DWELLINGS

LOCATION LAND OFF, NETHERLEY DRIVE,
MARSDEN,
HUDDERSFIELD,
HD7 6HL

APPLICANT ELG PLANNING

HDC Ref. No. K1-7/3
Highway Officer Chris Bembridge
O. S. Ref. 045 108
Date Received 20/07/2018
Target Date 10/08/2018
Date Returned 15/08/2018
Decision
Route No. Unclassified
Road Name MOUNT RD
Adopted Yes
Footpath COL/207/60
Footpath Prow emailed 23/7/18
Highway scheme Yes
SHLAA 130

Potential Committee

Local Plan Allocatio H316

Checked by / date Anita Thomas 23/07/2018

This application is for the erection of 5 five bedroom detached dwellings, private driveway cul-de-sac and changes to existing access on to Netherly Drive. Netherly Drive is an unclassified 30mph two way single carriageway residential estate road of approximately 4.5m width with footways on both sides and street lighting present and hosting an infrequent bus route. There is on street parking along Netherly Drive to the west of the proposed site access and this narrows the width to approximately 2.75m. Due to this road speeds are well below the posted speed with recent ATC data giving max speeds of 19.5mph adjacent to the proposed site.

The development proposals share an access with a short section of PROW COL/207/40 which crosses the access and continues up the access road to Butterly View to Old Mount Road. This section of the PROW will experience an intensification of vehicular traffic with the development and the PROW will need to be protected and the safety of its users maintained. This should be included as a footnote to any planning permissions and an example wording is provided below.

The proposed development is 145m to stops on a medium frequency bus route, however it is noted that bus services can be disrupted in the event of severe weather. The closest rail station is approximately 1.6km away. It is approximately 730m to the closest shop and 1200m to services in a local centre. The closest primary schools are over 1km away and the closest secondary school is 7km away, although the site adjacent to a school bus route. This will make the site mostly car dependent.

There were no trip generation details provided with the application but the development proposals are not expected to generate sufficient vehicle trips as to have a severe impact on the operation of the local highway network.

The proposed access is approximately 4.6m wide and currently serves three residential properties and adoption plans show that this part of the access is within highway land. With the addition of the development proposals this would increase to 8 dwellings and because of this, the initial part of the access between Netherly Drive and the access drive to Butterley View should be made to adoptable standards and should be constructed under a s184 agreement with the council. This should be included as a footnote to any planning permissions and an example wording is provided below.

The proposed private drive is not wide enough to allow two vehicles to safely pass and this may cause blockage to Netherly Drive by vehicles entering the development waiting for vehicles to exit, however the number of vehicles anticipated to use the access with this proposal is sufficiently low for this to not cause concern to the operation of the local highway network.

There are access covers in the footway adjacent to the junction and these would fall within the highway based on the proposed 6m kerb radii to the right of the junction. These should be included in the detailed designs required as part of the s184 agreement.

It should be noted by the applicant, in the event that further development on the land to the north of the proposal site wishes to use the private driveway, the driveway will need to be made up to adoptable standards in accordance to the guidelines in Manual for Streets and this may include widening the driveway to allow two vehicles to pass or adding passing places at suitable locations/distances.

Visibility splays of 2.4 x 36m to the left and 41m to the right can be achieved from the access, these are below those required from manual for streets for the posted road speed. However, independent speed surveys have shown that the 85th percentile speeds measured on the highway are less than 14mph and that the MfS visibility splay length for this speed of 2.4 x 17m are easily achievable. The maximum speed measured was 19.5mph heading westbound, this would require a splay length of 2.4 x 25m and again this is achievable. This visibility splay should be maintained by condition and suggested wording is provided below.

The application has provided a swept path analysis for both the access and a proposed turning head at the end of the private driveway, however this has been done using a 10.59m vehicle and this is not suitable as Kirklees cleansing guidance requests the use of an 11.85m refuse vehicle. The swept path analysis should be re-done to show that the larger refuse vehicle can access and turn within the site for road safety reasons. Again, if you are minded for approval we request that this is added as a condition.

The grouped plans and elevation drawings (18 5153 05 and 18 5153 06) show that the integral garages and car ports are suitable for two vehicles and proposed site layout drawing (P18 5153 02) indicates that there are external parking spaces for two further vehicles, there are also two shared visitor parking spaces on the private drive. This number of spaces accords with Kirklees parking standards.

The number and location of refuse/recycling bin collection points shown on drawing P18 5153 02 is acceptable as they are all within recommended carry distances, are accessible for cleansing operatives and do not obstruct the highway or footway.

There are retaining walls indicated adjacent to the proposed highway. Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. I would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to my colleague Farhad Khatibi (Team Leader) in the structures section at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail. The structures team have requested that this is conditioned if you are minded for approval and suggested wording is included below.

With this the HDM team consider that the application is acceptable in principle on highway grounds but request that the following conditions and footnotes are added to any planning permission granted.

Conditions

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout of access and turning facilities has 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

Nothing shall be permitted to be planted or erected within a strip of land 2.4m deep measured from the carriageway edge of Netherly Drive along the full frontage of the site access which exceeds 1.0m in height above the level of the adjoining highway.

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

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

Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new retaining walls adjacent to the existing/ proposed adoptable highways shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.

Reason: To ensure that any new retaining structures do not compromise the stability of the highway

Footnotes

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.

Public footpath number COL/207/40, which crosses the access to the site, shall not at any time prior to, during or after construction of the proposed development be unofficially obstructed or closed without prior written consent of the Local Planning Authority and the granting of planning permission does not in itself constitute authority for the interference with the right of way or for its closure or diversion. In the event of planning consent being granted, the applicant will still be required to enter in to a separate legal process, with separate costs, in order to divert or close the public footpath.

It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the Highways Structures section for works near or abutting highway and any retaining structures. Contact Highways Structures Section on Tel No. 01484-225616 who can advise further on this matter
