

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

PLANNING REF 2018/60/92427/W0/NH
CATEGORY Minor

PROPOSAL OUTLINE APPLICATION FOR
DEMOLITION OF EXISTING
DWELLING AND ERECTION OF
RESIDENTIAL DEVELOPMENT

LOCATION INJEBRECK
GREENHILL LANE
NEW MILL
HOLMFIRTH
HD9 1LG

APPLICANT PAUL MATTHEWS ARCHITECTURAL

HDC Ref. No. K12-14/48
Highway Officer Chris Bembridge
O. S. Ref. 160 408
Date Received 26/10/2018
Target Date 02/11/2018
Date Returned 29/10/2018
Decision
Route No. Unclassified
Road Name GREENHILL LANE
Adopted No
Road Name ROYDS AVENUE
Adopted Yes
Footpath FP HOL/118/40
Footpath PROW emailed 23/8
Highway scheme No

Potential Committee

Local Plan Allocation No

Checked by / date John Perriton 23/08/2018

ADDITIONAL INFORMATION RESPONSE

This is an outline application, with access, for the demolition of an existing dwelling and the erection of a residential development. The indicative drawing shows a development of 5 terraced houses with off road parking on a private drive and a new access on to Royds Avenue. Royds Avenue is a 30mph two way single carriageway residential link road with footways on both sides and street lighting present. It hosts a medium frequency bus route and stops are within 80m of the development.

These comments are based on the additional information forwarded by the applicant on 13/10/2018 and 26/10/2018 and should be read in conjunction with the original highway comments submitted on 19/09/2018 and included below.

The outstanding issue was one of highway safety as the proposed visibility splays from the new access were below those recommended for the 30mph posted speed of Royds Avenue.

The applicant submitted traffic speed data taken at the outer edges of the visibility splay (30 - 40m east and west of the proposed access) by individual vehicle measurements taken by speed radar. These measurements were done according to guidance given in TA22/81. Unfortunately the returned figures for the westbound traffic were below the required quantity for calculating an 85th percentile speed figure (100 per direction) and we requested that further observations were taken until the required number of speed readings were reached. The additional westbound readings were taken on 25/10 and submitted the following day. The results of these speed surveys gave 85th percentile wet weather speed readings of;

Eastbound = 19.79mph (requiring a visibility splay Y distance of 23m)
Westbound = 15.83mph (requiring a visibility splay Y distance of 18m)
These Y distances are from Manual for Streets.

The applicant was originally requested to carry out 24hour surveys, however the layout of the highway meant that pneumatic tube counters were not suitable for this section of road and so wouldn't conform to the standards of TA22/81 guidance.

The applicant also altered the design of the junction slightly allowing longer visibility splays to be measured.

The splay to the left (for eastbound traffic) has been slightly increased to 2.4 x 25.9m and the boundary wall is to be set back behind this splay while the splay to the right (for westbound traffic) can now achieve 2.4 x 30.8m and this was achieved by setting back the boundary wall. Both of these will also increase the visibility splay to the left from Greenhill Lane and to the right for the neighbouring property to the west, which is viewed as a betterment for the existing residents.

This shows that the visibility splays are now achievable for the observed speeds in each direction, however, if you are minded for approval, I would request that the visibility splays are conditioned and suggested wording is given below.

With this the HDM team considers the application to be acceptable on highways grounds with the following condition.

Condition

The buildings shall not be occupied until sightlines of 2.4m x 25.9m to the left and 30.8m to the right along Royds Avenue have been cleared of all obstructions to visibility exceeding 1 m in height and the wall to the site frontage set back to the rear of the proposed visibility splays as shown in drawing No 1806101c and these visibility splays shall be retained free of any such obstruction for the lifetime of the development.

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

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.

PROW footpath Holmfirth 118/40 is adjacent to the development site and must not be interfered with or obstructed, prior to, during or after development works.

ORIGINAL RESPONSE (SENT 19/09/2018)

This is an outline application, with access, for the demolition of an existing dwelling and the erection of a residential development. The indicative drawing shows a development of 5 terraced houses with off road parking on a private drive and a new access on to Royds Avenue. Royds Avenue is a 30mph two way single carriageway residential link road with footways on both sides and street lighting present. It hosts a medium frequency bus route and stops are within 80m of the development.

These comments are based upon submissions made for the application, including a Transport Statement produced by VIA Solutions dated June 2018.

Trip generation figures of AM 0.748 and PM 0.819 for two way trips have been submitted. These trip

rate figures are acceptable and the proposed trips of 4 two way trips in each peak are not expected to have an adverse impact on the operation of the local highway network.

The existing dwelling has an access off Greenhill Lane, an un-adopted road, this is to be closed off with the development. Details will need to be provided indicating if this access will be closed prior to construction or if it will be used as a construction access and be closed prior to occupation.

The Kirklees PROW team have indicated that they would welcome a connection through the development site to link to the existing footpath Holmfirth 118 that runs adjacent to the rear of the site. This would be viewed as part of the development's commitment to maximising sustainable transport mode opportunities as requested in paragraph 34 of NPPF.

The new access shown on drawing 18/355/03a is approximately 5m wide and this is acceptable to allow two cars to pass at the access. Visibility splays of 2.4 x 25m (to the left) and 17m (to the right) have been displayed, these are considerably below the requirements of a 30mph road (2.4 x 43m). The applicant has had a speed survey done and claims that the 85th percentile wet weather speeds are eastbound 19.79mph and westbound 14.47mph. The speed survey data was not supplied with the application and without this we cannot confirm that these visibility splay lengths are acceptable and as such we cannot support this application on highway safety grounds. If the speed survey data can be supplied and is approved by the LPA then we may be able to accept the reduced visibility splays. If you are minded to approve this application we would request that the supply of this information is added as a condition to any planning permission granted and suggested wording is included below.

With this HDM cannot support this application on road safety grounds because of a lack of information relating to the speed survey data informing the relaxation in the length of visibility splay "y" distances.

Footnote

PROW footpath Holmfirth 118 is adjacent to the development site and must not be interfered with or obstructed, prior to, during or after development works.

Additional Information

Based on the indicative layout we have the following highways comments that may be applicable at the reserved matters stage and these are provided for advice. This advice is not exhaustive and may be subject to change or addition when detailed reserved matters information is provided.

- The number of parking spaces per dwelling shown on the plan are only suitable for 5 residential properties with a maximum of 3 bedrooms each in order to accord with parking standards.
- We would like to see a swept path analysis to show that all the parking spaces would be accessible when at capacity and that all vehicles can manoeuvre on site so that they enter/exit the site in forward gear for road safety reasons.
- The visitor parking standards for this type of shared parking would be for 1 visitor space per 4 dwellings and as there are more than 4 dwellings indicated, then we would expect 2 visitor spaces to be provided.
- The visibility splays to the right can be increased by moving the boundary wall back in towards the development and creating a verge between the wall and the footway.
- The bin collection storage location is suitable as it is in a place accessible by a cleansing operative that does not obstruct the highway, footway or private drive access. Details should be provided to indicate that the collection point is large enough to take the required number of refuse/recycling bins. Guidance on this can be obtained from the cleansing department within Kirklees Street-scene Team.
- The car parking areas should be surfaced and drained in line with Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens' published 13th May 2009 (ISBN 9781409804864):
www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens

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•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. 01484-225609 who can advise further on this matter.
