

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

**PLANNING REF** 2018/60/93001/E0/VG  
**CATEGORY** Small Major

**PROPOSAL** OUTLINE APPLICATION FOR  
ERECTION OF RESIDENTIAL  
DEVELOPMENT

**LOCATION** 230 CUMBERWORTH LANE  
DENBY DALE  
HUDDERSFIELD  
HD8 8PR

**APPLICANT** ROBERT HALSTEAD CHARTERED  
SURVEYORS

**HDC Ref. No.** K17-12/38  
**Highway Officer** Mark Berry  
**O. S. Ref.** 225 089  
**Date Received** 03/10/2018  
**Target Date** 24/10/2018  
**Date Returned** 25/10/2018  
**Decision**  
**Route No.** Unclassified  
**Road Name** CUMBERWORTH LANE  
**Adopted** Yes  
**Footpath** No  
**Highway scheme** No

**Potential Committee** Yes

**Local Plan Allocatio** H322

**Checked by / date** Sam Lewis 03/10/2018

This is an outline application for the erection of residential development at 230 Cumberworth Lane, Denby Dale, Huddersfield

The site is bounded by green field land to the north and south, Cumberworth Lane to the east, and the residential properties accessed off the Blue Hills Lane to the west.

Outline planning permission was previously granted in 2015 - application number 2015/90207.

The site is currently occupied by an industrial building with a footprint of 1188 sqm, which up until recently has operated as a builder's merchant.

It is proposed to demolish this building and to construct up to 7 dwellings on its footprint.

The site takes access from Cumberworth Lane, which is a local access road that connects with the A636 at Denby Dale to the south and Lower Cumberworth to the north.

The site has an existing access point located on the far northeast corner of the site, which consists of a footway vehicular crossing approximately 10.5m in width. Visibility from the existing access is restricted due to the stone wall which spans the frontage of the site.

The proposed site is accessed via the site frontage on to Cumberworth Lane. It is intended that the proposed development would utilise the existing footway vehicular crossing to access the internal road leading to each of the proposed dwellings.

Visibility to the southeast of the proposed access can be improved with a visibility splay of around 2.4m x 62m.

A snap shot speed survey undertaken on 16th December 2014 revealed that speeds approaching from the southeast are around 31mph.

No indicative layout is provided but given that 7 dwellings are proposed an adoptable highway could

be appropriate.

This should ideally be a shared surfaces which should be designed to achieve a maximum speed of 15mph.

In general parking should be provided in accordance with Appendix 2 of the UDP which means that 2 and 3 bedroom dwellings should have 2 off-street parking spaces and 4 and above bedroom dwellings should have 3 spaces. Visitor parking 1 space per 4 dwellings and cycle parking should also be provided. If integral garages are to be considered as contributing towards parking provision they must provide internal dimensions of 3m x 6m.

Access and turning within the development should be designed to accommodate an 11.85m long waste collection vehicle which should be demonstrated using swept path analysis.

The access road should be 5.5m in width and 600mm hard margins are needed to all sections of any shared surface carriageways. Any footways should be 2 metres in width

Bin pads and collection points should be provided for all dwellings.

This application provides insufficient information to allow a proper highways consultation response to be completed.

Up-to date speed surveys should be provided to determine the 85 percentile wet weather speed.

No details of the proposed sight lines to the north east are provided.

The footway to the site frontage is narrow and should be widened to 2.0 metres. This will improve pedestrian facilities in the area and improve sight lines onto Cumberworth Lane.

---