Consultation Response from KC Highways		
2019/90356 Land Off, Station Road, Meltham, Holmfirth, HD9 4NL		
Erection of 7 dwellings		
Date Responded:28/6/19	Responding Officer:CNB	Responding Ref:K3-15/11

Supplementary Information Response

These HDM highways comments were made in response to additional information and plans (802 - 01 rev G, 02 rev G, 03 rev G and 04 rev G) submitted 16/04/19 by the applicant showing details requested in the previous highway comments (sent 14/3/19 and provided below).

The turning head details are now included and again we would request that this is constructed prior to construction commencing to provide a turning point for bulky goods deliveries, unless turning facilities are to be provided on site, in which case these should be detailed in the construction access management plan. We would be happy for the turning head to be surfaced in asphalt as shown on the supplied drawings.

The parking spaces for the 'C' Dwellings (not identified on the latest drawings, but the dwellings furthest to the east) are still below the three spaces we would be hoping to see. The garages would be suitable for 1 vehicle, however the driveways scale off at 9.2m and 9.8m which would only be suitable for 1 further vehicle. For the driveways to be suitable for 2 vehicles to park in tandem they would need to be at least 10.6m long. This would allow 5m per vehicle and 0.6m to allow the garage door to be opened (assuming it is an up-and-over door). Anything shorter than this could lead to the nose of the vehicle obstructing the pedestrian footway which may be viewed as a road safety issue. We would suggest that the applicant considers moving the detached garages back by approximately 1.4m to allow for this additional required space. It may also be possible to add a 3m x 5m parking space on each of the front gardens.

There is still no visitor parking at the site and we would request that the applicant considers the provision of up to two visitor parking spaces. On street parking and parking on the turning head is to be avoided due to the narrow nature of the road.

The bin collection storage areas appear to have been removed from the current drawings. These were previously considered acceptable and so should be added to the drawings for approval. A condition requesting this information should be added. If the details can be provided prior to determination then we would be happy to see the condition removed.

The construction details are at an acceptable standard as shown on the cross sections, however it should be noted that the previous planning permission had the road widening done in stone setts to match the existing road surface and we would request that this is adopted to maintain the historical nature of the highway. The setts should be 75mm thick reclaimed stone setts to match the existing laid to the construction details as approved with the previous application (Discharge of conditions application no 16/90103). We appreciate that stone setts will increase the volume of traffic noise on the highway and so some other form of noise mitigation may be required within the design of the dwellings. We would be happy for the turning head to be surfaced in asphalt as shown on the supplementary drawings.

The proposed widening will increase the highway to approximately 4.5m width, this will be suitable to allow two vehicles to pass, however this will not allow a hgv service vehicle and a car to pass, this would need approximately 4.8m width. The remainder of the road will remain at its existing width.

From a point approximately 25m to the east of the end dwelling up to the junction with B6108 Huddersfield Road there will be some remedial works to the existing stone sett surfacing. This remedial work was approved as part of 16/90103 and is therefore acceptable.

The construction access management plan requested as a condition in the original HDM comments should include all the highways works, indicating how access to the existing 5 properties will be maintained during the works.

With this we consider the application is acceptable in principle on highways grounds but would request the following conditions and footnotes.

Conditions

Prior to the development commencing turning facilities shall be provided in accordance with the details shown on the approved drawing. The turning facilities shall thereafter be made available for use at all times by vehicles and shall be kept free from obstruction to such use.
Reason: In the interests of highway safety and to achieve a satisfactory layout

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include, as a minimum, the point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site, construction workers and delivery parking facilities and the provision, use and retention of adequate wheel washing facilities, the use of banksmen, temporary traffic management and protection and maintenance of the PROW and ensured safety of its users. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.
Reason: In the interest of highway safety

Before development commences details of storage and access for collection of wastes from the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.
Reason: In the interests of amenity and highway safety

Footnote
Public Footpath No MEL/23/60, which crosses the access road, shall not at any time prior to, during or after construction of the proposed development be unofficially obstructed or closed without the prior written consent of the Local Planning authority.

The approved vehicle parking areas need 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.

Original HDM Highways response sent 14/03/19

This application is for the erection of 7 dwellings on land off Station Road. Station Road is a cobbled private cul-de-sac of approximately 4.5m wide with pinch points down to 3.6m to the east of the site and 3m to the west of the site with no pedestrian facilities or street lighting and the first 45m hosts a PROW MEL/23/60. Station Road provides access to 4 dwellings and the Spinksmire Mill complex which hosts about 7 individual occupant companies. Station Road joins B6108 Huddersfield Road at a priority junction approximately 150m to the east of the site.

B6108 Huddersfield Road is a 40mph local distributor road of approximately 7.3m width with a right turn lane in to Meltham Mills Road, footways on both sides and street lighting present. The station Road arm of the junction is on the inside of a bend on Huddersfield Road and there is a grass verge between the highway and footway that improves visibility. The visibility splays from Station Road are slightly substandard for the 40mph posted speed on Huddersfield Road, however accident records at this junction show that the existing collisions didn't involve any vehicles entering/exiting Station Road.

The application was accompanied with a Highways Statement dated Sept 2018 from Paragon Highways.

The site currently holds a planning permission for 2 large dwellings (14/91714) and land adjacent has planning permission for 4 semi-detached dwellings (15/92638). These permissions include improvements to Station Road including localised widening of the highway, the incorporation of a footway to the front of the site, improved street lighting and a turning head for service vehicles. It is not clear from the previous applications which development is responsible for these improvements and the layout drawing submitted with the current application (drawing 1565-101 B) doesn't clearly show these improvements. We would like to see these improvements shown clearly on a block plan/ layout drawing, indicating which of them is under the responsibility of the current application. This should clearly indicate measurements for the improvements and the proposed surfacing treatments, proposed street lighting locations etc. If you are minded for approval we would request that this information is provided by pre-commencement condition and suggested wording is supplied below. If the information can be suitably provided prior to determination we would be happy to see the condition removed or amended as appropriate. The widening should be suitable to allow two vehicles to pass with on street visitor parking.

The turning head is shown within the red line boundary of the current application and as such should be supplied with this application. We would request that this turning head is constructed prior to the residential development taking place so that it can be used by construction vehicles unless there is something to be provided temporarily during the construction process. If you are minded for approval we would request that this information is provided by pre-commencement condition and suggested wording is supplied below. If the information can be suitably provided prior to determination we would be happy to see the condition removed or amended as appropriate.

The trip generation figures supplied in Table 5.1A of the Highway Statement differ from the similar tables submitted for applications 14/91714 and 15/92638 for this site and should be amended to show peak hour trip generation rates of 0.8 two way trips as previously approved. This would increase the proposed trips to 6 two way trips in each peak hour. This is just under double the predicted trips shown in Table 5.1A, however it should be noted that the trip generation will also benefit from the discounting of the two previously approved dwellings on the site.

Trips generated from Station road are currently for 4 existing dwellings and the Spinksmire Mill complex. The approved developments will increase this to 10 dwelling with the current proposals increasing this again to 15 dwellings. With the development proposals creating an intensification of use, we would request that some safety improvements should be made to the junction with B6108 Huddersfield Road, however we have identified no suitable improvements that would be proportionate to the size of the proposed development that are within the applicants gift to provide.

It should be noted that the Spinksmire Mill complex was sold in early 2019 and was advertised as having "superb development potential" and this may have an impact on future trip generation from Station Road when further improvements to the access and junction may be required.
The parking requirements for the number and type of dwellings proposed would be for 3 parking spaces per dwelling and 1 space per 4 units for visitor parking. This would require 23 parking spaces. No visitor parking spaces have been provided and the driveways of both C dwellings are approximately 8m long which would not be suitable for 2 vehicles. These should be 10.6m to allow for two cars to tandem park and the garage to be accessed. With the layout as provided there is a shortfall of 4 vehicle spaces. These should be provided to avoid on street parking from blocking access along Station road (unless the widening is suitable to take two passing vehicles and a parked vehicle) and prevent parking on the turning head. We would request that this parking provision is shown clearly to be achievable on a drawing. If you are minded for approval we would request that this information is provided by pre-commencement condition and suggested wording is supplied below. If the information can be suitably provided prior to determination we would be happy to see the condition removed or amended as appropriate.
The parking areas should be surfaced and drained to national guidance standards and details are provided below as a footnote.
The bin storage numbers and locations shown on drawing 1565-101 B are acceptable, however it should be noted that it shows that the Type B dwellings have two sets of bin storage per dwelling and this could be reduced to one bin storage area per dwelling if necessary.
Due to the narrow width of the cul-de-sac, we would request that the applicant provides a construction access management plan to provide details of how access for construction and contractors vehicles will be made, locations of parking and materials storage, how deliveries will be carried out to the site, including large/bulky items, how delivery vehicles will turn within the site to allow them to enter/exit the site in forward gear for road safety reasons, the use of banksmen, traffic management and forewarning of existing users if Station road needs temporarily obstructing or closing for operational reasons, means of wheel washing to ensure mud or other debris is not dragged on to the road for safety reasons and the protection of the users of the PROW amongst others. If you are minded for approval we would request that this information is provided by pre-commencement condition and suggested wording is supplied below. If the information can be suitably provided prior to determination we would be happy to see the condition removed or amended as appropriate.
It is noted that there is a bridge structure over Meltham Dike and the applicant should check that the bridge is suitable to take the weight of any construction machinery needing to cross it. As the road and bridge structure is private and not an adopted highway this is provided as information only.
With this the HDM consider that the application is acceptable in principle 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 the proposed highway and footway improvements, streetlighting and parking have 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

Prior to the development commencing turning facilities shall be provided in accordance with the details shown on the approved drawing. The turning facilities shall thereafter be made available for use at all times by vehicles and shall be kept free from obstruction to such use.
Reason: In the interests of highway safety and to achieve a satisfactory layout

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include, as a minimum, the point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site, construction workers and delivery parking facilities and the provision, use and retention of adequate wheel washing facilities, the use of banksmen, temporary traffic management and protection and maintenance of the PROW and ensured safety of its users. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.
Reason: In the interest of highway safety

Footnote
Public Footpath No MEL/23/60, which crosses the access road, shall not at any time prior to, during or after construction of the proposed development be unofficially obstructed or closed without the prior written consent of the Local Planning authority.

The approved vehicle parking areas need 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.