

Consultation Response from KC Highways Development Management**2019/93444 land at former, Batley & District Cottage Hospital, Transvaal Terrace, Carlinghow Hill, Batley, WF17 0AA****Partial demolition of existing building, alterations to convert retained building to 20 apartments and erection of 20 dwellings (within a Conservation Area)****Date Responded:02-12-2019****Responding Officer: Mark Berry****Responding Ref: 13-07SE/7**

This application seeks approval to the partial demolition of an existing building, alterations to convert retained building to 20 apartments and erection of 20 dwellings at land at former, Batley & District Cottage Hospital, Transvaal Terrace, Carlinghow Hill, Batley

Transvaal Terrace is currently access to the application site and 9 other dwellings including 4 to 8 Transvaal Terrace which were redevelopment under planning permission 2017/90213 to provide 6 town houses.

Permission was granted in 2014 for the change of use of the building from a nursing home to a school - 2012/91697.

This application will therefore result in a total of 49 dwelling with access from Transvaal Terrace.

The application is supported by a Transport Statement prepared by Cora IHT. This Statement includes an assessment of the accident analysis local to the area, access, car parking and servicing, accessibility and traffic impact.

The Transport Statement is summarised as follows:

There have been no accidents along the frontage of the site within the last 5 years.

Access to the site is from Carlinghow Hill which incorporates a 6.0m carriageway, with footways to both sides of the road.

A turning head is shown to be provided toward the rear of the proposed housing site which should allow service vehicles to turn.

There will be car parking for 2 cars per housing unit whilst the apartments will provide 21 spaces.

The nearest bus stops are located directly off Carlinghow Hill opposite the Transvaal Terrace junction which provides access to the 281 bus service. Further bus stops are located on Bradford Road which are within 400m walking distance.

The traffic impact assessment demonstrates that the proposed traffic generation would be less than the previously approved school. The proposed residential development is anticipated to generate 15 and 16 two way movements in the AM and PM peak periods.

Whilst Highways Development Management (HDM) have no objection in principle to these proposals there are a number of issues that need to be addressed as follows:

House type 1 is a 4 bedroomed dwelling with attached garage. The proposed garage is 5.19 x 2.85m in size which is less than the recommended 6.0 x 3.0m to be counted as a parking space. 3 out of the 5 plots have only one space on the proposed driveway to the frontage. The parking to these plots is therefore considered sub-standard. Three parking spaces are recommended to all of the type 1 houses which shouldn't include the garage given that it is insufficient in size.

There are 5 three bedroomed flats. Only 21 parking spaces are proposed for the proposed flats. Two spaces is recommended for the 3 bedroomed apartments. The proposed parking for the 20 flats is therefore considered sub-standard. HDM consider that 25 spaces should be provided for the flats plus visitor parking at a rate of 1 per 4.

The footways to either side of the proposed road should carry 2 metres past the proposed ramp at the transition between the existing traditional estate road and the shared surface carriageway.

The shared surfaces should be re-designed to be more angular with alignment shifts.

Swept paths are required to demonstrate that an 11.85 refuse vehicle can enter and exit the site from Carlinghow Hill and turn within the site.

Improvements are shown at the junction of Transvaal Terrace and Carlinghow Hill to improve visibility at the junction. It is unlikely that the carriageway along this section of Carlinghow Hill could be narrowed and the proposed works may not therefore be considered acceptable. Pedestrian links could be improved with the provision of dropped crossings at the junction and the continuation of the areas of footways along the length of Transvaal Terrace which are currently missing.

No longitudinal sections are provided to show the proposed gradients to the proposed adoptable highway.

Bin presentation points should be shown which should be positioned such that bins can be left out for collection without either obstructing the private driveway or the public highway.

A state 1 road safety audit should be provided for the proposed access from Transvaal Terrace and the internal adoptable estate road.

Section 38 and Safety comments are awaited and will be forward as soon as they are available.