

Consultation Response from KC Highways Development Management		
2019/93453 Land Adj, 41, Hollins Row, Slaithwaite, Huddersfield, HD7 5LA		
Erection of one dwelling and associated works		
Date Responded: 27/11/19	Responding Officer: CNB	Responding Ref: K5-10SE/37
This is a reserved matters application for the erection of one dwelling with parking and revised layout. The access is on to Hollins Row, an unclassified road of approximately 3.7m width at the development site with no footways and limited street lighting present. Both ends of Hollins Row display No Motor Vehicle signs with Except for Access plates. The road serves approximately 10 dwellings and a chapel (which was going through the planning process for conversion to a mixed residential/institution development 18/92941). Hollins Row hosts a low frequency bus route, the closest stops are on a high frequency route and are within 150m. The site is approximately 700m to the rail station and town centre facilities are within 420m, however it should be noted that these journeys are partly along Hollins Row that has no pedestrian facilities and limited street lighting. As part of another recent local application on Hollins Row, a speed survey was commissioned and this showed 85th percentile wet weather speeds of approximately 14.5mph in each direction. This was carried out to the north of the proposal site where the road begins to widen before its junction with Manchester Road and as such the speeds adjacent to the proposal site are expected to be lower due to the narrow road. The application site has the benefit of conditional outline permission with access and layout with all other matters reserved (19/90689). The highways related conditions (6, 7 and 8) should still be implemented to satisfy this application. These have been reiterated within these comments. No trip generation details were provided with the application however the development is not expected to provide sufficient vehicle trips as to have a severe impact on the operation of the local highway network. Drawing No 2174-2 shows the revised layout and parking areas. The stone wall to the right of the access was originally to be set back to increase visibility, however the revisions show the wall in its original location, however it is to be limited to 1m high above the carriageway and this should still provide suitable visibility. This will need to be conditioned to ensure the height is limited to 1m and visibility is maintained. There is no indication if a dropped kerb will be required at the access, if it is this will need to be done under a s184 agreement with the council and this should be included as a footnote. The proposal is shown to be a 3 bed dwelling and two tandem parking spaces are provided, this is suitable for this size and type of development. The parking area doesn't allow for any turning space that would allow vehicles to enter/exit the site in forward gear. There is evidence of some informal off street parking on Hollins Row that also doesn't allow for turning and due to this the principle of reversing in or out of a parking space has been established locally and therefore this parking arrangement is acceptable. Swept path transparencies at 1:100 scale suggest that a car will be able to enter/exit the parking area in one movement. The off street parking areas should be surfaced to national guidance and this should be included as a footnote. Due to the width of Hollins Row we requested that a pre-commencement condition for the provision of a construction access management plan was included as part of the outline permission, this should still be requested with the same details provided as with the outline permission.		

The bin storage area has been redesigned and is now shown behind a gate. This would be acceptable as a storage area but not as a collection area as it is not accessible to a cleansing operative. A bin collection location should be clearly indicated on a drawing that is accessible to refuse/recycling crews but does not cause an obstruction to the parking spaces, visibility splays or the highway. This should be conditioned.

With this the HDM team consider the application to be acceptable subject to the following conditions and footnotes.

Conditions

Nothing shall be permitted to be planted or erected within a strip of land 2m deep measured from the carriageway edge of Hollins Row along the full frontage of the site which exceeds 1.0m in height above the level of the adjoining highway.

Reason: To ensure adequate visibility in the interests 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

Existing Conditions from Outline Application (19/90689)

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 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 parking facilities and the provision, use and retention of adequate wheel washing facilities within the site. 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

The development shall not be brought into use until the approved vehicle parking areas have been surfaced and drained in accordance with the Communities and Local Government; and Environment Agency's '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 so as to avoid an increase in flood risk and to achieve a satisfactory layout in accordance Policies LP21 and LP27 of the Kirklees Local Plan and advice within Chapters 12 and 14 of the National Planning Policy Framework.

Before development commences a scheme detailing the location and cross sectional information together with the proposed design and construction for all new retaining walls and building walls adjacent to Hollins Row

including any proposed modification to the existing retaining wall supporting Hollins Row shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained for the life of the development.

Reason: This is a pre-commencement condition to ensure that the appropriate methods are in place on recognition of the close relationship of the site to the surrounding highway network and to ensure that any new retaining structures or building walls do not compromise the stability or safety of the highway network in accordance with Policy LP21 of the Kirklees Local Plan and advice within the National Planning Policy Framework.

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.

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.

www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens