

**Consultation Response from KC,
Highways Development Management**
2020/91325 Adj, 7, Seymour Walk, Meltham, Holmfirth, HD9 4BP
Erection of detached dwelling

Date Responded: 22/07/20	Responding Officer: CNB	Responding Ref: K3-14/2
---------------------------------	--------------------------------	--------------------------------

This application is for the erection of a two bedroom detached dwelling with off street parking fronting on to Seymour Walk. Seymour Walk is a 30mph two way single carriageway residential link road of approximately 5.7m width. There are footways on both sides and street lighting present. The site is approximately 340m to stops on a high frequency bus route and approximately 560m to shops and facilities.

No trip generation details were provided with the application, however we do not consider that a development of this size would generate sufficient vehicle trips as to have a severe impact on the operation and efficiency of the local highway network.

The application is for a two bedroom dwelling and two off road car parking spaces of approximately 5.8m x 5.3m has been proposed as shown on drawing 3351 (0-) 01 Rev B. This accords with local guidance and is acceptable. There is no turning space with the parking and so the use of reversing to park will be required. There are a number of existing parking spaces on Seymour Walk that have no turning space and so the principle of reversing to park has been established locally and so there should not be an increase in road safety concern because of this.

The parking spaces will need to be finished in a permeable surface and details of national guidance on this should be added as a footnote.

The access to the proposed parking spaces will require a dropped kerb crossing to allow access from Seymour Walk and this will need to be done under a s184 agreement with the council. This should be added as a footnote.

No visibility splay details were provided with the application, however maps show that visibility splays of 2.4m x 43m to the left and 37m to the right look to be achievable. The visibility splay to the right is below standards for a 30mph road, however due to the layout and width it is considered that the actual speeds will be below the posted road speed and so this step down is acceptable. However, we would request that the frontage of the site along Seymour Walk is maintained below 1m in height to allow for the visibility splay and this should be conditioned.

Drawing 3351 (0-) 01 Rev B shows the location of refuse/recycling bin storage approximately 13m from the edge of the highway. This would be acceptable for a collection presentation point as it is accessible to a cleansing operative and causes no obstruction to the highway or footway.

Due to the narrow width of Seymour Walk and the pedestrian footway that runs between the proposal site and the car parking we would like to see a construction access management plan that provides details of the type, size and number of vehicles expected to visit the site, routes these vehicles will take to reach the site, locations for parking for contractors vehicles and deliveries, details of any traffic management required for large deliveries, including the use of a banksman where required, areas marked for material storage and site facilities and the means of wheel washing and ensuring there is no soil or mud deposited on the highway or footway. This should be conditioned.

With this we consider that, on balance due to the visibility splay issue, the application is acceptable on highways grounds with the following conditions and footnotes.

Conditions

The buildings shall not be occupied until sightlines of 2m x site frontage along Seymour Walk have been cleared of all obstructions to visibility exceeding 1 m in height and these shall be retained free of any such obstruction.

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

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 numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction workers and delivery parking facilities, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. 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 interests of highway safety

Footnotes

The approved vehicle parking areas will 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

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 type and number of bins required should be in accordance with guidance supplied by the Kirklees Cleansing Department in the document "Waste Storage and Collection Guidance for New Developments" which is available from waste.planning@kirklees.gov.uk.