

Consultation Response from KC, Highways Development Management
2020/91918 rear of, 38, Occupation Lane, Dewsbury, WF13 4BP
Reserved matters application pursuant to previous permission no. 2018/93598 for outline application for erection of 3 dwellings
Date Responded:20/08/20
Responding Officer: CNB
Responding Ref:K14-7SE/20

This application is reserved matters (appearance, landscape and scale) for the erection of three dwellings for outline permission 18/93598. The access was included in the outline approval and is through an existing parking area on to Occupation Lane. Occupation Lane is a 30mph two way single carriageway local distributor road approximately 4.1m wide with a single footway opposite the application site and street lighting present. There is evidence of on street parking and anecdotal evidence that the road is used as a “rat-run” to avoid traffic signals on A638 Halifax Road, that speeding takes place along the road and that vehicles and buildings have been hit by cars, although there are no records of collisions along the road in the vicinity of the application site in the last 5 years. A previous proposal for vertical traffic calming was turned down by residents.

The proposal site is approximately 355m to the closest bus stops on a medium frequency service, 510m to a high frequency service and 650m to the closest shop and primary school. Other local facilities are available in Heckmondwike, approximately 1.6km from the site.

The site benefits from outline permission (with access only) for the erection of three dwellings and there is also a current application for the conversion of 38 Occupation Lane in to two dwellings (20/91917) and this application is connected to the current reserved matters application as both share the same area of off street parking. Due to the connection of the two applications both highways responses will share a number of issues.

No trip generation details were provided with the application, however we do not consider that the proposals will generate sufficient vehicular traffic as to have a severe impact on the operation and efficiency of the local highway network.

The access was approved as part of outline application 18/93598 and should be finished in accordance with the designed submitted for this outline approval including the lowering of the wall to the left of the access to no more than 1m in height.

The gate across the access is situated sufficiently behind the rear of the footway as to allow vehicles waiting for it to be opened to pull clear of the highway and is acceptable. The gate should be hung to open inwards only and this should be added as a condition.

Drawing No CS2/04 indicated that the proposed dwellings are to have four bedrooms and local guidance suggests that for parking to be fit for purpose then each dwelling should have three off street parking spaces. Drawing No CS2/02 indicates only two parking spaces per dwelling and this would be against guidance. No explanation was given as to why this lower level of parking provision has been provided. Application 20/91917 also indicated 4 parking spaces for its proposals within the same parking area and this would be in accordance with guidance as the proposals are for two 3 bed properties being created, although as this would then push the number of dwellings using the spaces above 4 we would also be hoping to see a communal visitor space (as per guidance).

Based on local guidance, the total number of parking spaces required for the combined applications would be 14, three each for the current reserved matters application, four for application No 20/91917 and one visitor space. The number of spaces to be provided is 10, a shortfall of 4 spaces from local guidance. We do not think that the local highway network is suitable for this level of overflow on street parking and so we would request

that the applicant either reconfigures the parking to show a higher number of spaces on the drawing, reduces the number of bedrooms within the proposed dwellings accordingly or can provide suitable justification as to how the parking provision was assessed to reach these numbers of spaces. This should be conditioned.

The parking area should be finished to guidance on permeable surfacing and details of the guidance should be added as a footnote.

The bin storage locations shown on drawing CS2/04 are suitable for storage only as they are behind a gate and not accessible to a cleansing operative. We would like to see a collection presentation point indicated on the drawing, this should be in such a location that it is accessible to the collection crew but not where it would obstruct the access or footway or highway for road safety reasons. This should be conditioned.

With this we consider that, on balance, the application is acceptable with the following conditions and footnotes.

Conditions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking and re-enacting that order) any gates or barriers for or over a vehicular access or egress shall be set back from Occupation Lane as shown on drawing CS2/02 and shall be hung as to only open inwards. So long as such gates or barriers are in position they shall be retained to only open inwards.

Reason: In the interests of highway safety and to avoid the need for vehicles to wait in the highway

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout 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

Before development commences, details of suitable storage, bin presentation points and access for collection of wastes from the dwellings hereby approved 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 and to meet the requirements set out in Local Plan Policy LP24 part d(vi).

Footnote

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