

Consultation Response from KC, Highways Development Management		
2020/91978 22, Town Head, Honley, Holmfirth, HD9 6BW		
Part demolition of boundary wall to form new off road parking space (within a Conservation Area)		
Date Responded: 15/09/20	Responding Officer: CNB	Responding Ref: K3-41/37
This application is for the part demolition of a boundary wall to form new off-road parking with the access being made on to Town Head. Town Head is a two way single carriageway local link road of approximately 5m width with no footways and with street lighting present. The posted speed is 30mph but the actual speeds are expected to be lower than this due to the narrow road, on street parking and horizontal layout. There is evidence of on street parking occurring on Town Head as a number of the older dwellings don't have off street parking. There is a H-bar marking across an existing access immediately to the north of the proposal site. This access currently provides pedestrian access to a number of dwellings including No 22 and No 24, which would require pedestrian access across the proposed parking area. The proposals as shown in drawing 20 813 102 A are not expected to generate any additional vehicular trips. The proposals are to remove approximately 4m of wall in order to create an access to a garden parking space for 1 car. No visibility splays were provided with the application. Constructions for the splays done on maps suggest that 43m can be achieved to the left, however the visibility to the right is reduced as the splay would need to pass over third party land to achieve the required 43m. However, it should be noted that, as mentioned previously, the actual road speeds on Town Head are expected to be below the posted speed and so the full extent of 43m may not be required. It should also be noted that there is a similar access adjacent to the proposed access and this appears to have operated without record of injury accident. The proposed access would increase the visibility to the right for the existing access. The access is to retain a stone "rumble strip" to create a visual boundary with the adopted highway, this mirrors the existing access to the north. The access would remove the space for one vehicle to park on street and we would recommend that the existing H-bar is extended across the new access to avoid obstruction. It should be noted that a swept path analysis has not been provided to show that a vehicle can access the parking space, however we consider that an opening of 4m should be sufficient to allow for access. It may not be possible to access the parking space from both directions along Town Head due to the sharp angle to the right, however as the highway is too narrow to allow turning in the road, limited routes from the on street parking already exist. Currently there is no off street parking for No 22 and so any vehicles would have to be parked on the road adjacent to the wall, this would cause a localised narrowing of the road and may impede vehicles from exiting the off road parking space opposite. The provision of the off street parking would remove one parked vehicle from the road.		

The off street parking space is approximately 5m x 2.5m and would be suitable for a single car. The surfacing of the parking area should be permeable and in line with national guidance. The details of this should be added as a footnote.

Drawing 20 813 102 A does not show the location of waste bin collection presentation points. This should be clearly indicated in such a location that it will not obstruct wither the access or the adopted highway for road safety reasons. This should be conditioned.

Drawing No 20 813 102 A indicates a timber boundary fence is to be erected to the boundary between 22 and 24 which would remove pedestrian access for No 24. This is not a public right of way and is a private agreement for access and not within the remit of this highways response. We would recommend that the applicant checks with their solicitor regarding this pedestrian route.

With this we consider that, on balance given the visibility splay restrictions put against the removal of on street parking on a narrow road, the application is acceptable on highways grounds with the following conditions and footnotes

Conditions

Prior to first use, the approved vehicle parking area will 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.

Reason: In the interests of highway safety and to achieve a satisfactory layout

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).

Footnotes

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.

Link to national permeable surface guidance

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