

<b>Consultation Response from KC, Highways Development Management</b>		
<b>2020/93742 adj, Hebble House, 10, Hebble Court, Thornhill Lees, Dewsbury, WF12 0AY</b>		
<b>Erection of 3 detached dwellings</b>		
<b>Date Responded: 07/01/2021</b>	<b>Responding Officer: Zack Turner</b>	<b>Responding Ref: 16-19NE-4</b>
<p>2020/93742</p> <p>Highways Development Management (HDM) comments as follows.</p> <p>This application site is a parcel of land located to the south of and adjacent to Hebble Court, Thornhill Lees, Dewsbury. The proposal is for the erection of 3 detached dwellings.</p> <p>Review of the site history shows that the application site is adjacent to previous application site (Application 2005/93796) for 15 dwellings, now completed. The 15 dwellings being served from Hebble Court; plots 1 to 10 being served from an adopted shared surface street, plots 11 to 15 being served from an unadopted private drive.</p> <p>It is proposed to serve the 3 additional dwellings from the private drive, bringing the total number of properties served from the private drive to 8. The recently adopted Kirklees Highway Design Guide recommends that an access serving more than 5 dwellings should be laid out to adoptable standard and be able to be offered for adoption. The private drive is currently not laid out to adoptable standard. Accordingly, the section of the private drive serving the proposed additional 3 dwellings should be made up to adoptable standard and offered for adoption.</p> <p>It is appears that the private drive serving plots 11 to 15 has not been built in accordance with the approved plan, which included a turning head at the eastern end of the access, between plots 14 and 15, to enable refuse vehicle turning. The turning head has not been provided, as result of which service vehicles servicing these properties have to reverse in excess of 80m. The layout should be amended to incorporate service vehicle turning.</p> <p>Each property provides 3 off street parking spaces, which is acceptable and accords with recommended guidance.</p> <p>In summary, in its current form HDM are unable to support the proposal, which should be amended to address the aforementioned issues, namely, improving private drive to adoptable standard and provision of service vehicle turning head.</p>		