

**Consultation Response from KC,
Highways Development Management**
2021/90209 adj, 18, Wells Road, Thornhill, Dewsbury, WF12 0LE
Erection of detached dwelling

Date Responded:15/03/21	Responding Officer: CNB	Responding Ref: K16-23/32
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This application is for the erection of a 3 bed detached dwelling with parking and a new access on to Wells Road. Wells Road is a 30mph two way single carriageway residential cul-de-sac of approximately 4.5m width but with pinch points of only 3.2m, with a footway on the side of the proposal site and some street lighting. Wells road is very narrow and there is a turning head adjacent to the proposal site, however Kirklees Highway Safety have records of complaints that this turning head is often parked in and that some delivery and servicing vehicles (including emergency services vehicles) cannot access down the road due to obstruction caused by parked vehicles.

There are stops on a medium frequency route within 150m and there are shops and facilities approximately 680m from the site. There are schools approximately 1km from the site.

The site was granted planning permission for a dwelling previously, but this permission has lapsed. Most recently the site was submitted for planning permission for a 5 bed dwelling (19/91764) but this was refused on, amongst other things, highways grounds due to parking and access issues. The refusal was taken to appeal but the appeal was dismissed.

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

The access is new and would need to be done within the appropriate legal agreement (s184) and this will need to be added as a footnote. No visibility splays were provided with the application and from drawing No 2672 02 we do not think that 2.4m x 43m visibility splays would be achievable, however, on balance given the very low speeds expected and the low volumes of traffic at this end of the cul-de-sac, we don't consider this to be a concern.

The proposals are for a three bed dwelling and to comply with local guidance this would require two off street parking spaces. These are provided with a double car deck on the upper floor connected to the access on to Wells Road. As the parking area is positioned above living accommodation and may be problematical to create with a permeable surface, we would like to see drainage details that avoids allowing runoff rainwater to go on to the highway. This should be conditioned.

Due to the intensification of use caused by the proposals and to avoid any additional parking on the adopted highway where it would be unsuitable or cause obstruction, we would request that the applicant provides measures to manage parking on the highway, specifically on the existing turning head adjacent to the dwelling. Kirklees Highways Safety have confirmed that they would be happy to support this and an approximate cost for the TRO work would be £5,472. This should be conditioned.

The topography of the site drops away sharply from the edge of Wells Road and because of this the details of any retaining structures should be provided to the Kirklees Highways Structures team for approval. This should be conditioned. We would recommend that the applicant contacts the structures team as soon as possible to discuss their requirements.

A bin collection presentation point was shown on drawing No 2672 02, however the location may not be ideal as some of the bins may be blocked by parked vehicles and therefore may not be able to be collected and the layout may need adjusting slightly and this should be conditioned.

Due to the narrow width of Wells Road and issues around parking and obstruction, we would also request that a construction access management plan is submitted prior to commencement that provides details of delivery and plant access, parking for both deliveries and contractors, location of material storage and site welfare facilities, traffic management for large deliveries in order to avoid obstruction of the highway and the safety of all users (including the use of a banksman if required) and the use of wheel washing facilities to avoid the spreading of mud or debris on to the adopted highway. This should be conditioned.

With this we consider that, on balance given the location of the proposals, the narrow aspect of the cul-de-sac and existing parking issues, the application is acceptable on highways grounds with the following conditions.

Conditions

The dwellings shall not be occupied until the areas to be used for parking have been surfaced, sealed and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.

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

The development shall not commence until a scheme detailing measures to manage parking on the turning head on Wells Road to the east of the the proposal site and all associated works, together with appropriate Safety Audits has been submitted to and approved in writing by The Local Planning Authority. Unless otherwise agreed in writing no part of the scheme shall be brought into use until the approve scheme has been implemented.

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

No development shall take place until details of the siting, design and material to be used in the construction of retaining walls/ structures near or abutting highway have been approved in writing by the Highways Structures.

Reason: To ensure that any new retaining structures do not compromise the stability of the highway

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

Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the highways structures team for works near or

abutting highway and any retaining structures. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to Farhad Khatibi (structures team leader 01484 221000) at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail.

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.