

This is an outline application for the erection of residential development on land to the rear of, Midway House, 51, Huddersfield Road, Meltham, Holmfirth.

The site is located off the Huddersfield Road (B6108) in the centre of Meltham.

The site is accessed via an existing private drive directly off Huddersfield Road, positioned between Midway House and a 2-storey property which presently operates as a café. The private drive is a short narrow access measuring approximately 22 metres in length which serves Midway House, the ancillary barn and parking/delivery/collection area. It also allows access to a small cluster of residential properties which lie to the northwest of the site access.

This application is supported by a Transport Statement prepared by Paragon Highways. This is summarised as follows:

The proposals are for the conversion of a substantial 3-storey property known locally as Midway House, use Class B1 to two cottages, along with the conversion of the existing barn and construction of 4 x semi-detached dwellings, resulting in a total of 7 new dwellings.

The development will incorporate an improved vehicular access arrangement including minor junction widening the provision of a new turning facility, together with the removal of the existing boundary hedge line located within the curtilage of Midway House to improve visibility in an easterly direction onto Huddersfield Road.

The proposed layout will incorporate a turning facility positioned to the front of the 4 semi-detached properties to the north of the site. The turning area will be able to accommodate a fire tender and will allow vehicles to enter and exit the site in a forward gear.

15 parking spaces are proposed to serve the proposed units. Each of the 2 and 3 bedroomed units will have two off-street parking spaces with 1 visitor parking space.

A bin collection area is proposed at the site access for 7 bins.

In terms of traffic generation the development includes the relocation of an existing established business which previously occupied the site. The site operated 5 days a week and employed up to 7 members of staff.

On average the previous operation had the potential to create in excess of 14 trips per day by employees at peak times. Additionally, the site received daily deliveries and regular collections by large vehicles/lorries to the ancillary storage barn throughout the day, thus creating additional trips to and from the site.

The previous use of the site generated on average 18 trips by staff/visitors and between 2-4 two-way trips by delivery vans or large HGVs. A traffic survey was undertaken between 6 January 2020 and 17 January 2020 to provide some background on the journeys made utilising the existing access onto Huddersfield Road.

To determine the traffic generations of the proposed development it has been necessary to consider the typical trip rates and generations from the national TRICs database. The typical peak hour trip rates (morning peak 0800 - 0900 hours and evening peak 1700 - 1800 hours) and the likely traffic generations of 7 dwellings.

The proposed dwellings would generate around 5 vehicle movements during each of the network peak hours. When compared to the existing use of the site, this would provide net decrease of 2 vehicle movements using the access during the network peak times, and an overall decrease of vans and HGVs accessing the site.

The Paragon Transport Statement concludes that the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the safe operation of the local highway.

Highways Development Mangement would agree wth the conclusions of the Paragon Highways and have no objection to these proposals.

Suggested conditions:

Layout and parking

Notwithstanding the details shown on the approved plan 2015 06 rev A, 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

Construction access

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 routing of construction traffic to and from the site, construction workers parking facilities and the provision, use and retention of adequate wheel washing facilities within the site. 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.

Footnote;

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) regarding obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be

major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.