

Planning Consultation Request

Town and Country Planning Act 1990

APPLICATION FOR PERMISSION TO DEVELOP LAND

Observations By:	KC, Highways Development Management
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Application No.	2022/92882
Proposed Development:	Conversion and extension of existing Listed barn to form one dwelling, part demolition and conversion of existing barn to form one dwelling and erection of one new-build dwelling with associated car parking and external works [Listed Building]
Location:	749, New Hey Road, Outlane, Huddersfield, HD3 3YL
OS Map Reference	SE 408737.5759 417944.764
Applicant/Agent:	Fibre Architects Ltd
Class:	Minor Developments

Your comments on the above proposal are requested. Please e-mail your comments in either a Microsoft Word or PDF Document to DC.Admin@kirklees.gov.uk by **10-Nov-2022**.

If you would like to contact the Case Officer: Katie Chew for any reason then please do so on: Tel. 01484 221000 Ext. 70142.

The submitted plans and documents for the application can be viewed online at the Planning Service Website by holding down Ctrl and Clicking the link below:

<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2022/92882>

*If the plans are not available online after 5 working days of the date of this letter then please e-mail: DC.Admin@kirklees.gov.uk

If I do not receive your response by **10-Nov-2022** then the application may be decided without the benefit of your views.

Dated: 20-Oct-2022

Mathias Franklin
Head of Planning and Development

**Consultation Response from KC,
Highways Development Management**

2022/92882 749, New Hey Road, Outlane, Huddersfield, HD3 3YL

Conversion and extension of existing Listed barn to form one dwelling, part demolition and conversion of existing barn to form one dwelling and erection of one new-build dwelling with associated car parking and external works [Listed Building]

Date Responded: 12/12/22

Responding Officer: CNB

Responding Ref: K1-46/3

This application is for the conversion of outbuildings and new construction to create 3 new dwellings within the curtilage of an existing dwelling with a narrow unsurfaced access on to A646 New Hey Road, a 30mph two-way single carriageway main distributor road of approximately 10m width with a hatched central reserve and with footways and street lighting present. There is residential on-street parking on the side of the application site access and a commercial business located adjacent to the access may also generate parking demand in the immediate area.

The A646 hosts a medium frequency bus route and there are stops within 100m of the site. The site is approximately 2km from the closest convenience store and other services and approximately 1.4km to the closest school.

It should be noted that the access is unadopted and in private ownership and we would recommend to the applicant that they check with their solicitor to ensure that they would have a vehicular access over the path for the new build dwellings. This may need to be negotiated with any joint owners of the track.

No trip generation details were provided with the application, however three dwellings would not be expected to generate sufficient trips as to have a severe impact on the operation or efficiency of the local highway network.

No visibility splays for the access on to A646 New Hey Road were supplied with the application, however due to the layout of the access and the footway along New Hey Road we consider that a visibility splay of 2.4m x 43m can be achieved. It should be noted, however, that residents and commercial property parking along this side of New Hey Road may obscure the visibility splays to both sides, and this may be a road safety concern given that there will be an intensification of use of the access due to the proposals.

The access to the site is very narrow and will be used as both a vehicular and pedestrian access. The narrow aspect to the access means that there will be no space for a separate pedestrian path and vehicle/pedestrian conflict may occur, however given the low number of vehicles and the very slow speeds expected, this will not be a severe safety concern, however it may act as a deterrent to sustainable travel choices at the site.

The main concern we have is with the access to the site. Based on plans provided by the applicant (drawing No AL0002) the access scales to approximately 3.5m at its widest point and a measurement of 3.2m taken from a local resident and this narrowing extends for approximately 15m. This width would only be suitable for a single vehicle to use at any one time and may cause a highway safety concern if a vehicle entering the site from A646 needs to then reverse out back on to the adopted highway to allow a vehicle exiting the site to leave.

With the access being only 3.2m wide this would not allow a fire and rescue vehicle for accessing the site as a width of 3.7m is required in both local and national guidance. The current dwelling is approximately 25m from the adopted highway and is within guidance distances for fire hose use of 45m. However, with the proposals, both plots C and D would be beyond the guidance distances (at approximately 76m and 56m respectively) and this would be a concern.

The parking requirements for 3 bed dwellings would be for 2 off street parking spaces per dwelling with a visitor space provided per 4 dwellings. Drawing No AL0002 shows a total of 11 parking spaces for the 4 dwellings (1 existing and 3 new dwellings) and this number would be suitable. All the parking

spaces shown on the drawing scale to approximately 2.4m wide by 4.8m deep which is acceptable as a standard car parking space. It should be noted that the headway for the parking spaces associated with plot A appears to be below 6m and so vehicles may not be able to get in and out of the spaces easily at 2.4m width and as the parking is bounded by walls to both sides, occupants may also have difficulty fully opening their car doors if two vehicles are parked there. In this case we would be looking to have 3m wide parking spaces for plot A in this location.

Drawing No AL0002 shows what appears to be a swept path analysis for the site showing that a larger vehicle can safely access the site and turn within it so that it can enter and exit the site in forward gear, however no further details were provided as to whether this vehicle was supposed to be a refuse truck and there was no indication that the swept path was done using the size and type of refuse truck used by Kirklees council (11.22m refuse collection vehicle). As the turning head is out of view from the adopted highway, the waste collection vehicle will only know if the turning head is clear of obstruction when it has already entered the site, and this may lead to the requirement for reversing out of the site on to the adopted highway and this would be a highway safety concern. Guidance provided by the Kirklees Waste strategy team indicates that a refuse collection vehicle will not usually traverse a private driveway that is not constructed to adoptable standards and that the bins should be presented for collection within 8m of the adopted highway. The locations presented within the drawing do not conform to this guidance and there is no indication where a suitable bin collection point could be located, and we would not wish to see the bins left obstructing the adopted footway for highway safety reasons. The current bin storage locations are approximately 70m from the adopted highway for the furthest dwellings and this would become an issue for the waste collection team if they were to need to supply an assist service for this dwelling. We would recommend that the applicant contacts the Kirklees Waste Strategy team as the earliest opportunity to try to resolve these issues.

With this we cannot currently support this application and must object on road safety grounds.

If the applicant could suitably overcome our highway safety and layout concerns, then we may be able to reassess the application and reach a more positive conclusion.