

**Consultation Response from Chris Bembridge KC,
Highways Development Management**
2023/90444 Land adj, Fern Bank, Far End Lane, Honley, Holmfirth, HD9 6NS
Erection of detached dwelling
Date Responded: 20/12/23
Responding Officer: CNB
Responding Ref: K3-49/34

This application is for the erection of a 3 / 4 bed detached dwelling within the garden of an existing dwelling with a new one-way access on to Far End Lane, a 30mph two-way residential link road of approximately 8.9m width adjacent to the site, with a footway opposite and street lighting present.

The site is approximately 180m from bus stops on a medium frequency route, 500m from shops and services in Honley centre and approximately 630m from the closest primary school.

These HDM comments are based on revised plans and additional information submitted by the applicant in the form of revised layout drawings No 3479 (0-) 05 Rev D dated 28/11/23 from One17 Design. These HDM comments should be read in conjunction with the two previous sets of consultation comments (submitted on 25/05/2023 and 13/10/2023 and appended below).

The revised plans show a completely amended parking and vehicular access layout and therefore have implications for highways. The layout of the dwelling itself remains relatively unchanged.

The site benefits from outline permission for a dwelling as part of application No 19/91370 and this permission had the dwelling located to the north of the site and the parking access to the south. Previous iterations of the current application had the access to the parking from the north, however the current iteration has replaced the parking back to the south of the site.

One of the major highways concerns was that Far End Lane has a blind curve to the north of the site and the previous iterations had a possible exit that had visibility splays considerably shorter than would be considered safe. The current iteration shows the car parking returned to the south of the site and this allows for a visibility splay y-distance of 53m to the right from the central parking space on drawing No 3479 (0-) 13 Rev B, and this would be considered to be within standards as provided in Manual for Streets. The visibility to the left is shown to have a y-length of 43m, although this passes through a wall which on the drawing is indicated to be lowered to 0.9m for the length of the visibility splay. It is recommended that a condition is added to maintain the clear visibility splays for highway safety reasons.

The proposals are for a 3 bed dwelling, as shown on drawing No 3479 (0-) 05 Rev D, however it is noted that there is an additional room marked as a study adjacent to the other bedrooms on the first floor and is it possible that this may be used as a fourth bedroom by future occupiers and so we have assessed the parking requirements as a 4-bed dwelling. The revised submitted drawings No 3479 (0-) 13 Rev B and No 3479 (0-) 05 Rev D all show three parking spaces of approximately 2.5m x 5m and this would be acceptable for the proposals. The spaces are set up as 90-degree parking and would require a reversing manoeuvre to access the spaces. It is noted that there are other dwellings on Far End Lane that have off street parking without turning space and so the process of reversing to park has been established in the area.

No bin collection presentation location was provided on the revised drawings, although with the removal of the wall to the front of the site, sufficient space is available for collection presentation at the rear of the adopted highway and so we would be happy to see provision of this information, indicated clearly on a drawing, as a pre-occupation condition.

Due to the location of the site being on a residential street with limited parking and visibility issues

caused by the blind bend adjacent to the outbuilding of No 39 Far End Lane, we would like to see a construction access management plan providing prior to development commencing, this should provide details of the types and numbers of vehicles expected at the site, locations for parking for contractors and deliveries, location of materials storage and site facilities, details of any traffic management that may be required, including use of a banksman for deliveries, and wheel washing facilities to avoid the spreading of mud or debris on to the adopted highway for highway safety reasons. This should be conditioned.

With this we consider the application is acceptable on highways grounds with the following conditions.

Conditions

Prior to the development being brought into use, the sightlines of 2.4m x 43m and 2.4m x 53m along Far End Lane, as shown on drawing No 3479 (0-) 13 Rev B shall be cleared of all obstructions to visibility exceeding 0.9 m in height and these shall be retained free of any such obstruction throughout the lifetime of the development.

Reason: To ensure adequate visibility in the interests of highway safety

Prior to the development being brought in to use, details of suitable storage, bin presentation points and access for collection of wastes from the dwelling 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).

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 numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction workers and delivery parking facilities, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. 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.

Reason: In the interests of highway safety

Previous Comments (sent 13/10/23)

This application is for the erection of a 3 / 4 bed detached dwelling within the garden of an existing dwelling with a new one-way access on to Far End Lane, a 30mph two-way residential link road of approximately 8.9m width adjacent to the site, with a footway opposite and street lighting present.

The site is approximately 180m from bus stops on a medium frequency route, 500m from shops and services in Honley centre and approximately 630m from the closest primary school.

These HDM comments are based on revised plans and additional information submitted by the applicant in the form of revised layout drawings and a Transport Statement dated August 2023 from HDC Support LTD. These HDM comments should be read in conjunction with the previous comments (submitted on 25/05/2023 and appended below).

The revised plans appear to show slight design changes to the dwelling that would not have an impact on the previously submitted highways comments.

The site benefits from outline permission for a dwelling as part of application No 19/91370, however the current application differs greatly from the outline permission in relation to location within the site, size, access location and type and parking provision. Due to this the previous outline permission can only be viewed as an acceptance of the use of the site for a dwelling and the changes made since then will require separate highways analysis. We consider that the previously approved outline access arrangements were better and safer than the currently proposed access arrangements but appreciate that the design changes in the dwelling do not allow this favoured access to be retained.

The access shown is a one way "in/out" design, with the entrance sharing part of the existing access to No 39 Far End Lane and the exit being located approximately 15m to the southeast along Far End Lane. Visibility splays were requested previously, and these have now been provided on an excerpt from drawing 3479 (0-) 13 Rev A within the Transport Statement. The version contained within the Transport Statement is low resolution and cannot be scaled to check measurements, there doesn't appear to be a full version of the drawing, with visibility splays clearly marked, submitted as part of the planning application. Due to this we cannot fully check the measurements shown on the drawing extract.

A swept path analysis was previously requested to indicate that vehicles can safely access/egress the site and this has been provided on drawings No HDC/2023/09/01 and HDC/2023/09/01, however it should be noted that the swept path drawings use the previous house design rather than the revised design. It is also noted that the swept path analysis drawings don't show the vehicles accessing the marked car parking spaces with the explanation that "Access to the parking spaces would require some element of shunting backwards and forwards" this may not make the parking spaces as desirable as they should be which may lead to a preference for people to park on the highway for ease.

The splay Y lengths are marked on the drawing as being 32m to the right and 43m to the left, with an x-length of 2.4m.

It should be noted that the visibility splay Y-lengths are measured from the "exit" from the site, however there is no reason why an occupant or visitor to the dwelling could not use the entrance as an exit as there is no way of enforcing the in/out route. The use of the entrance as an exit would reduce the visibility splay lengths considerably (to approximately 4m to the right). To sufficiently alleviate this concern, the removal of the "entrance" access with in and out being obtained by a single access would be preferable, however this will require additional turning space to be made available within the site.

A speed survey was carried out to obtain an 85th percentile speed to calculate the required visibility splay Y-lengths (using Manual for Streets calculations), however it should be noted that the speed survey was only carried out for 2 hours (between 10:08 and 12:09) and that only 63 observations were taken for northbound traffic and 52 observations for southbound traffic (the recommended observations are 100 in each direction). This lack of time variation and low number of observations may affect the results and thus indicate incorrect visibility splay Y-lengths are required.

The visibility splays shown on the drawing, irrespective of their accuracy, both cross through existing walls and no indication has been made with the current application that these walls will be either moved or reduced in height to 1m for the full length that the visibility splay crosses them. The Revised Elevations drawing No 3479 (0-) 11 Rev C indicates that the wall crossing the visibility splay to the right has been dropped in height while the wall crossing the visibility splay to the left remains higher, no wall height measurements have been provided. It is noted that the walls opposite the site are at approximately 1m and so lowering the existing walls to this height would not be out of place. We would prefer to see details of this boundary treatment provided, however it could be conditioned to have nothing within the visibility splays to be above 1m in height.

The proposals state that the dwelling is to have 3 beds, however, as noted previously, we have concerns that the drawing submitted shows sufficient space for 4 bedrooms and that after determination there is nothing stopping the occupier of the dwelling from using the “study” as a bedroom. However, as the application states that there is to be only 3 bedrooms, we have assessed the application at this level. For a 3-bed dwelling local guidance states that there should be 2 off-street parking spaces and the submitted drawing shows this.

The parking spaces shown on drawing No 3479 (0-) 12 scale to approximately 5m x 2.5m. Where parking bays are adjacent to a wall or fence, it is recommended that the drives have a minimum clear width of 2.6m to allow for the wall side door to be opened (with the one-way system as proposed, the wall side door would be the driver’s door on a RHD vehicle). The slight increase in width of the parking space caused by a car parking sufficiently distant from the wall to allow the door to be opened may obstruct the access to the driveway based on the submitted swept path analysis, this would be especially noticeable if the parked car is in the space closest to the entry.

Drawing No 3479 (0-) 05 Rev C shows a bin storage point, however this is located behind a gate and would not be suitable as a collection presentation point. This should be clearly marked on a drawing and should be in such a location that it is accessible to the bin collection crew but not where it would obstruct the access, parking or adopted highway for road safety reasons. This can be conditioned, and suitable wording can be provided.

With this we still cannot support the application as the applicant has not sufficiently provided evidence that the proposed layout of parking and access arrangements would be safe and so we wish to object on highway safety grounds.

Previous Comments (sent 25/05/23)

This application is for the erection of a 3 / 4 bed detached dwelling within the garden of an existing dwelling with a new one way access on to Far End Lane, a 30mph two way residential link road of approximately 8.9m width adjacent to the site, with a footway opposite and street lighting present.

The site is approximately 180m from bus stops on a medium frequency route, 500m from shops and services in Honley centre and approximately 630m from the closest primary school.

The site benefits from outline permission for a dwelling as part of application No 19/91370, however the current application differs greatly from the outline permission in relation to location within the site, size, access location and type and parking provision. Due to this the previous outline permission can only be viewed as an acceptance of the use of the site for a dwelling and the changes made since then will require separate highways analysis.

Two previous applications were submitted and withdrawn for the site (22/91069 and 22/93221) with Highways comments being submitted for the former application prior to withdrawal. These applications were closer in design to the current application and so the submitted highway comments have been considered. We consider that the previously approved outline access arrangements were better and safer than the currently proposed access arrangements but appreciate that the design changes in the dwelling do not allow this favoured access to be retained.

The current application Highways consultation comments have been based on drawing No 3479 05 Rev B Proposed Floor Plans as submitted with the application.

The access shown is a one way “in/out” design, with the entrance sharing part of the existing access to

No 39 Far End Lane and the exit being located approximately 15m to the southeast along Far End Lane. This appears to be to avoid the blind bend adjacent to No 39, however we would like to see a swept path analysis for the access clearly shown on a drawing. This should be 2.4m x 43m along the nearside kerb of Far End Lane and should not cross anything higher than 1m (this may require the lowering of the boundary wall to 1m to achieve the visibility splay). With the proposed lay-out of the site we do not consider that these safe visibility splays can be easily achieved and as such there may be a highways safety concern.

There was a suggestion from the applicant that a footway along the northern side of Far End Lane could be added and this would push traffic out towards the centre of the road and allow visibility splays to be achieved this way. Unfortunately, the highway is not suitable for the inclusion of a kerbed footway along the proposed length, it would not link in to any existing pedestrian facilities without extending it as far as Old Turnpike to the northwest of the site and there may be issues with large farm vehicles and refuse wagons turning out of Field End Lane being obstructed by a kerbed footway opposite. The suggestion of a painted only footway would not be effective in creating a suitable visibility splay or providing protection for pedestrians and may incur a lasting maintenance cost for re-painting.

The entrance and exits should be clearly marked and signed and this can be conditioned.

If any gates are to be added to the access, then the entrance gates should be set back from the edge of the highway by approximately 5m to allow an arriving vehicle to be able to completely leave the adopted highway whilst waiting for the gates to be opened. The gates should also be set to open inwards only. The current layout shown in the drawing may not allow this without the relocation of the proposed parking spaces. This also should be conditioned as it would otherwise cause a highway safety concern.

The proposals state that the dwelling is to have 3 beds, however we have concerns that the drawing submitted shows sufficient space for 4 bedrooms and that after determination there is nothing stopping the occupier of the dwelling from using the “study” as a bedroom. However, as the application states that there is to be only 3 bedrooms, we have assessed the application at this level. For a 3-bed dwelling local guidance states that there should be 2 off-street parking spaces and the submitted drawing shows this. It should be noted that the two spaces are below the recommended width of 2.8m as they measure off plan to only 2.2m wide, however there appears to be space within the red line boundary to amend this. We do have concerns that the parking spaces as shown on the drawing would be difficult to access and would discourage use of them leading to displacement of parking on to the street and we wouldn’t like to encourage any development in this location that promotes on-street parking for highway safety reasons. Due to this we would like to see a swept path analysis showing that the access and egress and both spaces can be safely used when there are cars parked on one or other of the spaces. This can be conditioned.

With this we cannot currently support the application due to the uncertainty that safe visibility splays can be achieved and so we wish to object to the application on these grounds.

If the applicant can provide a drawing that clearly shows that suitable and safe visibility splays can be achieved, we may be able to re-assess the application and reach a more positive conclusion.