

Consultation Response from KC, Highways Development Management
2024/90421 Helme Edge Farm, 31, Crosland Edge, Meltham, Holmfirth, HD9 5RS
Erection of single storey ancillary store/office accommodation/tool shed/toilet/kitchen facilities/tasting room
Date Responded: 25/07/2024 Responding Officer: CNB Responding Ref: K3-16/2

This application is for the erection of a single-story ancillary building for a number of uses including storage, office and commercial uses with parking via an existing residential access on to Harrison Lane, a 30mph/60mph (NSL), two-way single carriageway rural distributor road of approximately 6.3m width at the access with no footways and only limited street lighting present.

The closest bus stop is on a low frequency route and is approximately 390m from the site, with a return stop within 550m using a footpath and stops on a high frequency route being over 1.8km away. This would mean that the site would be essentially car based for visitors.

The application site was subject to pre-application advice (23/21039) where a transport statement was requested to show adequate visibility splays from the access, trip generation details, parking details including turning space within the site and booking details to control parking demand.

In principle, we do not have any highway concerns with the proposal to erect an ancillary storage shed within the garden of an existing dwelling, however the propensity for it to generate trips with the suggested use as a wine tasting facility does cause a slight concern as we would not like to see any development in this location that may cause un-safe on-street parking within a transition zone for a national speed limit road.

Additional information in the form of a Highways Technical Note from TPS Transport Consultants was submitted to address the highways concerns that resulted in HDM not supporting the application, including a car park layout, trip generation details and visibility splays. These comments should be read in relation with the previously submitted comments (appended below).

Visibility Splays

These are now provided on drawing No D1001 and have been calculated based on speed survey figures along Harrison Lane. The speed survey was carried out to suitable standards and the results and 85th percentile speed are acceptable. The visibility splays are indicated on the drawing at 63m to the left (based on DMRB calculations) and 42m to the right (based on MfS calculations) and these are acceptable with the wall lowered to 0.6m as suggested previously by the applicant.

Parking Layout

This has been revised on drawing No D1001 and now shows the three residential parking spaces required by the residential unit (two garaged and one driveway) and 5 visitor parking spaces, including 1 accessibility space. This increase is acceptable and safe manoeuvring is indicated so all vehicles can enter and exit the site in forward gear. The revised layout also allows for a Transit sized service vehicle to be able to access the site and turn.

Trip generation

Wine tasting visits are to be limited to a maximum of 10 guests at a time and there is 1 additional staff member not based on site (staff parking is provided within the wider site). The number of visitors is to be managed at the time of booking and we would request that this includes a level of car park management to ensure no overflow parking occurs in an unsuitable on-street location outside the property. This would be best managed through a car park management plan rather than as a Traffic Regulation Order along the frontage of the site as this would be unreasonable expensive for the proposals. We would like to see a car park management plan/statement added as a condition and this should provide details of the method of management of visitor parking to ensure that all trips generated by the site can be absorbed by the provided on-site parking. The Operational Parking Statement provided with the initial application may be acceptable if it was updated to include the 5 parking spaces and provided full details of how parking will be managed and what mitigation will be provided if the car park regularly exceeds capacity.

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

conditions.

Conditions

Prior to the development being brought into use, the visibility splay sightlines indicated on drawing No 1001D are cleared of all obstructions to visibility exceeding 0.6 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

The development shall not be brought into use until a Car Park Management Plan/Statement has been submitted to and approved in writing by the Local Planning Authority. The Car Park Management Plan shall include details of:

- i. Methods of limiting the parking demand so that the provided spaces within the proposed car park are not exceeded, including information provided at the time of booking and a booking system for parking within the site.
- ii. Method(s) of informing resident of events taking place where high volumes of guests are expected. (for example this might include leaflet, text, website, notice board etc).
- iii. Information for guests on travel options.
- iv. Proposed mitigation in the event that parking demand exceeds parking capacity.
- v. Mechanism for review of the Car Park Management Plan.

The development shall thereafter be operated in accordance with the approved Car Park Management Plan for the lifetime of the development.

Reason: This is a pre-commencement condition to ensure the site can be made safe and accessible and in the interests of highway safety, to ensure pedestrian safety and in the interests of residential amenity.

Original Response (sent 13/06/2024)

This application is for the erection of a single-story ancillary building for a number of uses including storage, office and commercial uses with parking via an existing residential access on to Harrison Lane, a 30mph/60mph (NSL), two-way single carriageway rural distributor road of approximately 6.3m width at the access with no footways and only limited street lighting present.

The closest bus stop is on a low frequency route and is approximately 390m from the site, with a return stop within 550m using a footpath and stops on a high frequency route being over 1.8km away. This would mean that the site would be essentially car based for visitors.

The application site was subject to pre-application advice (23/21039) where a transport statement was requested to show adequate visibility splays from the access, trip generation details, parking details including turning space within the site and booking details to control parking demand.

In principle, we do not have any highway concerns with the proposal to erect an ancillary storage shed within the garden of an existing dwelling, however the propensity for it to generate trips with the suggested use as a wine tasting facility does cause a slight concern and we would need to assess the proposals for trips generated by this use. There would be an intensification of use of the access and that is why the aforementioned details were requested at pre-application. We would not like to see any development in this location that may cause un-safe on-street parking within a transition zone for a national speed limit road nor an increase in use of the access if safe visibility splays cannot be obtained.

Visibility Splays

As the speed limit changes to the National Speed Limit immediately to the north of the site access, the expected road speed may be greater than the posted 30mph speed limit due to a transition period between the two speed limits and so these splay y-lengths should be based on DMRB calculations based on the posted speeds of the road, these being 30mph (70m) to the south of the access and 60mph (215m) to the north of the access. Based on maps we estimate that a visibility splay y-length of approximately 180m can be achieved and an ATC speed survey will need to be submitted showing the actual recorded speeds on the road, and these results may allow the visibility splay lengths to be reduced appropriately. The speed survey should gather a minimum of 100 recordings of vehicles travelling southbound (towards the site) from a location approximately 225m to the north of the site access. For a visibility splay of 180m we would expect recorded 85th percentile road speeds to be below 56mph.

Drawing No 102 (and 104 Rev A) both show part visibility splays of 2.4m x 70m, the visibility splay of 70m to the right would be acceptable, however the visibility splay to the left is almost wholly within the national speed limit zone and so a visibility splay y-distance of 215m would be required. It is noted that on both drawings the full extent of the visibility splay is not shown on the drawing. The drawings both indicate that the boundary wall for the site will be lowered to no higher than 600mm and this is acceptable providing the full splay length is achievable.

We would need to see that the required visibility splay is achievable to the left for vehicles leaving the site to enable us to fully assess the access for highway safety and this will need demonstrating on a drawing along with the full extent of the visibility splay to the right.

Trip Generation

The submitted documents state that the application site would offer approximately 3 wine tours/tastings per day, and this would attract approximately 6 cars per session, with the number of vehicles being managed at the time of booking. This trip generation would not be expected to have a severe impact on the operation or efficiency of the local highway network and would be acceptable. The only concern would be parking demand with the limited number of parking spaces available at the premises.

Parking Layout and Management

A parking layout is shown in drawing No 102 Rev B and this is for 1 residential space and 5 visitor spaces, including one accessible space. There is also a double garage for residential parking which would provide the required 3 residential spaces for a dwelling of this size.

The drawing shows the proposed spaces are approximately 2.4m x 4.8m with a turning headway of approximately 6.3m that allows vehicles to enter and exit the car parking areas in forward gear and this is acceptable.

The drawing 102 Rev B shows two cars parked adjacent to the existing dwelling in unsuitable spaces and we do not think two cars could realistically park in this space (there may be suitable parking for 1 vehicle), this would reduce the available spaces to 3 residential space and 4 visitor spaces. This would be a concern if the applicant claims that trip generation would be approximately 6 cars per visit as this would mean that there would be a demand for on-street parking in a most unsuitable location on a narrow road at the change point of a national speed limit zone (as mentioned in the pre-application comments) and this would be a highway safety concern. Details will need to be provided on how this parking will be managed so that the demand for parking spaces does not exceed the supply of visitor spaces.

A revised Operational Parking Statement (dated Feb 2024) was provided with the application and this indicates that the visits will need to be pre-booked and at the time of booking details of the parking

limits can be relayed to the customers and the demand for this parking can be managed through this process. The limit of vehicles booked in to visits should not exceed the available parking spaces. This can be conditioned to ensure compliance with the parking limits for the lifetime of the development.

Waste collection from the site may need to be done via a commercial waste collector due to the commercial nature of the proposal site, however the collection of the waste is expected to continue as the current residential waste collection.

Until suitable visibility splays can be provided based on speed surveys and a strong and workable parking management plan is provided (this should be conditioned and include visitor, staff and residents parking) we cannot support the application at this time.