

**Consultation Response from KC,
Highways Development Management****2024/90616 land between, Bradshaw Road and Honey Head Lane, Honley, Holmfirth, HD9 6EE****Erection of two detached dwellings****Date Responded: 08/08/2024****Responding Officer: CNB****Responding Ref: K3-40/6**

This application is for the erection of two detached dwellings within the curtilage of an existing dwelling fronting on to C575 Bradshaw Road, a 30mph two-way single carriageway local distributor road of approximately 8.6m width with footways on both sides and street lighting present.

Plot 1

Plot 1 will front on to C575 Bradshaw Road and is approximately 40m from stops on a low frequency bus route (206m to stops on a med frequency route) and approximately 320m to the closest convenience store, 785m to other shops and services in Honley and approximately 750m to the closest school.

Plot 1 is to be accessed directly off C575 Bradshaw Road and may require a dropped kerb crossing along the full frontage of the site to allow access to the parking places. This will need to be done within a s184 agreement with the council as Local Highway Authority.

Drawing No (20)003 Rev A shows that the car parking will be directly off C575 Bradshaw Road and will require the use of reversing to park due to the lack of turning space on site. Usually with a new development accessed from a classified road we would request that on-site turning is included so vehicles can enter and exit the site in forward gear for road safety reasons. However, there is evidence that neighbouring properties have off-street parking without turning space and as such the principle of "reverse to park" has been established in the immediate area and shouldn't be as much of a highway safety concern because of this.

No visibility splays were provided for the proposed parking access, however based on maps we consider that adequate splays can just be provided. The site previously operated as a vehicular access to the garage of the property, and we would not expect the use of the access to be intensified with one dwelling on the same site. A check with the collisions database indicates that there have been no collisions recorded in the vicinity of the access over the past 5 years and as such we must assume that the access is operating safely.

Drawing No (20)001 Rev A shows that the proposed dwelling at Plot 1 will have 3-bedrooms and local standards require that a dwelling of this size should have 2 off-street parking spaces. These are shown on drawing No (20)003 Rev A and are acceptable.

An additional access and parking is shown on drawing No (20)003 Rev A for the existing dwelling, however this appears to be close up to a street lighting column and bus stop. This new access would need a dropped kerb crossing and again this should be done within a s184 agreement. If sufficient width cannot be obtained to access the site, then the lighting column may need to be moved, and this should be done in conjunction with the Kirklees Street Lighting team and will incur a cost. Further details of the new existing dwelling access will need to be provided to show that there is sufficient space between the lighting column and the edge of the dwelling to form a safe access. This can be conditioned.

Plot 2

The second plot is to be accessed via a shared private driveway off Honey Head Lane, a 30mph two-way single carriageway residential access road of approximately 5.6m width with no footways and very limited street lighting where the road is adopted. The current adoption of Honey Head Lane extends up

to a point just past No 20, with the remainder between No 20 and No 48 currently private but with an expected intention to adopt. Plot 2 is approximately 410m to stops on a low frequency bus route, approximately 840m to the closest convenience store, 1.3km to other shops and services in Honley and 1.2km to the closest school. This is beyond acceptable guidance distances for walking journeys and so the site is viewed as being low sustainability and we expect most journeys to be car based because of this.

Drawing No (20)003 Rev A shows that the access to plot 2 will be via a private driveway off a currently unadopted section of Honey Head Lane and we would recommend that the applicant checks with their solicitor to ensure that the site has vehicular access rights on the private road.

The dwelling at plot 2 is shown to have 3 bedrooms on drawing (20)002 Rev A and local standards demand that a dwelling of this size should have 2 off street parking spaces. Drawing No (20)003 Rev A shows 2 driveway parking spaces and there is an internal garage shown on drawing (20)002 Rev A with internal measurements of 3.7m x 5.7m. The garage internal dimensions are slightly smaller than we would usually request, however the shortfall in length may be made up for in the increase in width, where any storage can be made to the side of the vehicle rather than to the rear and so we would consider the garage suitable as a single parking space.

The current layout of the private driveway shows a visitor parking space parallel to the road opposite the existing houses (52 and 54 Honey Head Lane). This appears to be removed on drawing (20)002 Rev A. As the development only requires 2 off-street parking spaces then we would like to see one of the driveway parking spaces designated as a visitor parking space available to all three dwellings. This should be clearly indicated on an approved drawing so that it has a level of enforcement through planning. This can be conditioned.

The current layout of the private driveway also indicates a turning head for the use of the existing dwellings (52 and 54 Honey Head Lane), this appears to be maintained on drawing No (20)003 Rev A and is shared with the access to the internal garage for the dwelling at Plot 2. We would like to see the turning head clearly identified on a drawing so that its use can be protected through planning enforcement if it is regularly obstructed. This can be conditioned.

Both plots

We would also like to see a Construction Access Management Plan (CAMP) due to the limited access on C575 Bradshaw Road to plot 1 and the narrow private driveway access to plot 2. The CAMP will be required to indicate the routes to be taken by construction and delivery traffic in to the site, details of delivery and contractors vehicles parking on site, details of site welfare facilities and materials storage and details of wheel washing facilities to avoid mud or debris from being dragged on to the road for highway safety reasons. This can be conditioned.

No details were provided relating to the storage and collection of waste at the site, this should be clearly indicated on a drawing and include a bin collection presentation point that is located where the collection team can access the bin and where it won't obscure the adopted highway or footway for highway safety reasons. This should be conditioned.

Waste Collection Guidance Note

The type and number of bins required should be in accordance with guidance supplied by the Kirklees Cleansing Department in the document "Waste Storage and Collection Guidance for New Developments" which is available from;

<https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf>

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

Conditions

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout of the access to parking for No79 Bradshaw Road have been submitted to and approved in writing by the Local Planning Authority. This may require the location of the existing street lighting column (unit No 136108) to be considered and may require a swept path analysis to indicate the safe ingress and egress of vehicles to the parking spaces can be made. 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

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout of parking and visitor parking for both the proposed dwelling at plot 2 and the existing dwellings at No 52 and 54 Honey Head Lane 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

Before the development is brought into use, turning facilities in the form of a vehicle turning head shall be indicated on a drawing and submitted to and approved in writing by the Local Planning Authority. The approved turning head shall thereafter be made available for use at all times, shall be kept free from obstruction to such use and shall be maintained in full working order throughout the lifetime of the development

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

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

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

The granting of planning permission does not authorise the carrying out of works within the highway and 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.

The approved vehicle parking areas will need be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded.

www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens