

**Consultation Response from KC,
Highways Development Management****2024/91243 Land at Nabbs Lane, Slaithwaite, Huddersfield, HD7 5AU****Erection of one dwelling (within a Conservation Area)****Date Responded: 20/06/2024****Responding Officer: CNB****Responding Ref: K1-33/17**

This application is for the erection of a 3-bed dwelling with integral double garage and an access on to Nabbs Lane, a 30mph two-way single carriageway local access road of approximately 7.8m width with a footway on the side of the proposal site and street lighting present. There are No Waiting At Any Time TRO markings to the front of the site.

It is approximately 220m to stops on a high frequency bus route and approximately 400m to the rail station in Slaithwaite.

The closest convenience store is approximately 245m from the site with a supermarket within 300m and other shops and facilities in Slaithwaite town centre within 350m.

The site is in a relatively sustainable edge of town centre location.

The site benefits from previous outline approvals for a dwelling in both 2018 and 2022 and for a car park in 1994. With the latest outline approval (22/90854 for two semi-detached dwellings) HDM highways requested that further details would be required at reserved matters including details of visibility splays from the access, vehicle and cycle parking and bin storage and collection. The current application has addressed some of these.

The site is adjacent to a highways retaining wall supporting Bank Gate and because of this the Highways Structures Team have been consulted and they have responded with a request that conditions regarding the retaining wall are included with the application and these are included below.

The access appears to be over an existing dropped kerb crossing (presumably created for the car park application in '94), however we would request that the applicant seeks confirmation of this and any works on the highway would need to be done within the correct legal framework with the council as highway authority.

With the previous outline applications, visibility splays for the new access were requested and these should be provided as part of the current application. For a 30mph road the visibility splay measurements should be a minimum of 2.4m x 43m unless speed survey data is provided as evidence that the 85th percentile speeds are lower than 30mph, in which case the visibility splay y-length can be adjusted accordingly. The visibility splays should be clearly indicated on a drawing and submitted to the LPA for written approval and this should be conditioned.

The visibility splay to the left would only need to extend as far as the junction with Church Street, however we do not think this would be achievable due to the proposed build out of the dwelling to house bedroom three and we consider that if this aspect of the design can be moved back away from the rear of the adopted highway sufficiently, then this visibility splay should be achievable.

The proposed dwelling is to have 3-bedrooms and for a development of this type and size there would be a requirement for 2 off-street parking spaces to accord with local guidance. These parking spaces are

indicated on drawing No 09 within an integral double garage with internal measurements of 6.3m x 5.5m and this would be acceptable for two parking spaces. The garage also includes space for cycle storage. There is also a driveway of approximately 6m deep x 5m wide and this would be suitable for a single car parking space and still allow for pedestrian access to the site and storage for waste and recycling bins.

Drawing No 09 also indicates the location of a bin store located approximately 6m from the rear of the adopted footway. There also appears to be suitable space within the driveway for a bin collection presentation point at the rear of the footway without obstructing access to the parking spaces, and this is acceptable.

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 sightlines of 2.4m x 43m along Nabbs Lane shall be shown on a plan and presented to the local planning authority for written approval and afterward these visibility splays 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. If speed survey data can be provided to show evidence that the 85th percentile road speeds are below the posted road speed of 30mph, then the visibility splay y-lengths can be adjusted appropriately based on calculations contained in table 7.1 of manual for Streets.

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

Before the development commences, the design of proposed retaining walls adjacent to the existing highway including any modification to the existing private retaining wall supporting Bank Gate shall be submitted (via the submission of AIPs) and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.

Reason: To ensure that works adjacent to retaining structures do not compromise the stability of the highway

An easement strip of not less than 2.0m wide shall be retained between the proposed building and the existing private retaining wall supporting Bank Gate to facilitate access for its future inspection and maintenance, unless if the proposed building wall directly abuts Bank Gate and is designed to accommodate the required highway loading.

Reason: To ensure that works adjacent to retaining structures do not compromise the stability of the highway and to allow for maintenance of the retaining structures.

Footnote

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.