

**Consultation Response from KC,
Highways Development Management****2025/91574 Land adj, Fern Bank, Far End Lane, Honley, Holmfirth, HD9 6NS****Erection of detached dwelling****Date Responded: 11/08/2025****Responding Officer: CNB****Responding Ref: K3-49/34**

These consultation comments relate to the revised plans submitted by the applicant in relation to the relocation of the parking area as shown on drawing No 3641(0-) 03 Rev F and should be read in conjunction with the previous set of HDM consultation comments sent 04/08/2025 and appended below.

This application is for the erection of a 2-bed detached dwelling within the garden of an existing dwelling with parking accessed from 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The site benefitted from a previous outline permission (19/91370), a withdrawn application (23/90444) and a conditional permission for a 3-bed dwelling (24/91909).

The previous set of HDM comments indicated that the visibility splays, especially the one to the right, were sub-standard for the previously recorded speeds on Far End Lane, especially given the blind bend to the northwest of the application site. The revised drawing No 3641(0-) 03 Rev F indicates that visibility splays with y-distances of 39m to the right and 41m to the left can be achieved with the boundary wall reduced in height to 900mm within the visibility splay. Both of these splay lengths are within guidance for the observed 85th percentile speeds and, although below the distances for a 30mph road, they are, on balance, acceptable. The visibility splays should be protected by a condition.

The access to the car parking areas will need to be carried out under a s184 legal agreement with the Council as Highway Authority and a footnote should be added relating to this.

The proposals are for a 2-bed dwelling, as shown on drawing No 3641 (0-) 01 Rev C and 3641(0-) 03 Rev F, and to fit with local parking standards this would need two off-street parking spaces, and these are indicated on drawing No 3641 (0-) 03 Rev F. The parking space also indicates some cycle storage, however this doesn't look suitable as it isn't fully secure or under cover and thus wouldn't be suitable as cycle storage, however there is sufficient space within the site to include a lockable shed for cycle storage so this wouldn't be a concern.

The revised drawing No 3641(0-) 03 Rev F shows the bin storage location has been revised so as not to obscure the visibility splay and this is acceptable.

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. This was requested with the previous approval.

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

Conditions

Prior to the development being brought into use, the visibility splay sightlines of 2.4m x 39m to the right and 2.4m x 41m to the left along Far End Lane as shown on drawing No 3641(0-) 03 Rev F 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 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

Footnote

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.

Previous HDM Comments (sent 04/08/2025)

This application is for the erection of a 2-bed detached dwelling within the garden of an existing dwelling with parking accessed from 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 benefitted from a previous outline permission (19/91370), a withdrawn application (23/90444) and a conditional permission for a 3-bed dwelling (24/91909).

One of the major highways concerns is that Far End Lane has a blind curve to the north of the site and a

speed survey provided with the withdrawn application (23/90444) indicated that the 85th percentile speeds required visibility splays of 2.4m x 43m. The approved application (24/91909) and the outline permission (19/91370) both has car parking areas sufficiently to the south of the site as to enable a 43m y-distance between the parking area and the blind curve.

The current application shows the parking area located further to the north than the previously approved applications (on drawing No 3641 (0-) 03 Rev D) and only a 31m visibility splay y-length is shown to the right (to the north where the blind bend is). There was a considerable amount of negotiation with the previous applications in order to achieve a safe visibility splay and we do not think the splays indicated on the layout drawing is suitable. If the applicant can provide a speed survey to indicate that a visibility splay of 31m is acceptable (85th percentile speed of approximately 24mph heading southbound at a point approximately 25m north of the proposed car parking area). Without this proof we would not be able to support the application on highway safety grounds. The visibility splays should be wholly within the applicant's land and the adopted highway and should pass over nothing greater than 0.9m in height.

The access to the car parking areas will need to be carried out under a s184 legal agreement with the Council as Highway Authority and a footnote should be added relating to this.

The proposals are for a 2-bed dwelling, as shown on drawing No 3641 (0-) 01 Rev C, and to fit with local parking standards this would need two off-street parking spaces, and these are indicated on drawing No 3641 (0-) 03 Rev D. The parking space also indicates some cycle storage, however this doesn't look suitable as it isn't fully secure or under cover and thus wouldn't be suitable as cycle storage, however there is sufficient space within the site to include a lockable shed for cycle storage so this wouldn't be a concern.

The spaces are set up angled to the highway edge 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.

The bin storage area appears to be within the proposed visibility splays and thus would not be acceptable on highway safety grounds, a new location for the bin storage outside the visibility splays should be submitted. As there appears to be sufficient space within the site to create an alternate location not within the visibility splay this can be conditioned.

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. This was requested with the previous approval.

Unfortunately, at this time we cannot support the current application due to highway safety concerns over the submitted visibility splays and must object on highway safety grounds.

If a suitable speed survey can be submitted that shows the visibility splays are within guidance set out

in Manual for Streets or if the parking area can be relocated to show the required visibility splay to the north can be achieved, then we may be able to reassess the proposals with a more positive response.