

**Consultation Response from KC,
Highways Development Management**

2019/94099 Kirklees Council Depot, 1-3, St Paul's Road, Mirfield, WF14 8AX

Demolition of existing building and erection of two-storey supported living apartment block (13 apartments) with associated offices, gardens and parking spaces

Date Responded: 17/02/20 | Responding Officer: J Turner | Responding Ref: K10-9NW/9

This application seeks approval for the demolition of an existing building and the erection of a two-storey supported living apartment block (13 apartments) with associated offices, gardens and parking spaces at Kirklees Council Depot, 1-3 St Paul's Road, Mirfield.

The proposal consists of five two-bedroomed apartments and eight with a single bedroom. Eleven off-street parking spaces are to be created. The site will use the existing entrance onto St Paul's Road. A bin store is to be provided adjacent to the public highway; detailed comments on this arrangement have been made by the Waste Strategy Co-ordination officer.

A Transport Statement submitted by TPS Transport Consultants provides detail of the TRICs data for this form of accommodation finding that trip generation is likely to be as low as four vehicle movements in the morning peak and three in the evening peak.

Details have also be provided to justify the levels of parking being offered. The Highway Design Guide SPD recommends one space per 1-2 bedroomed apartment, so in theory the proposal is under this provision by two spaces. However, the Transport Statement rightly states that the site is in a sustainable location within easy walking distance of the recognised centre of Mirfield and all the amenities found there. It also validates the parking numbers by noting the likely low levels of car ownership given the intention for these apartments to be retirement homes for those over the age of 55.

Given that the parking provision has been justified using empirical data, and access arrangements are considered satisfactory, this scheme is deemed acceptable from a highways perspective.

Please add the following conditions to the decision notice:

Areas to be surfaced and drained

Prior to the development being brought into use the areas to be used by vehicles and/or pedestrians have been surfaced and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.

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

Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction for all new retaining walls/ building retaining walls adjacent to the existing/proposed highways including any modifications to the existing retaining wall on St Paul's Road shall be submitted to 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.

Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new surface water attenuation tanks/pipes/manholes located within the proposed highway footprint shall be submitted to 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. See <https://www.kirklees.gov.uk/beta/regeneration-and-development/highways-guidance-and-standards.aspx> for further details.

Important Notes:

All new storm water attenuation tanks/pipes/culverts/manholes with internal diameter/ spans exceeding 0.9m must be located off the adoptable highway. Any decision to locate these facilities within the adoptable highway footprint must be accompanied with a full risk evaluation report with particular reference to their proposed inspection, structural assessment and maintenance regime in compliance with the CDM Regulations 2015 requirements.

The adopting authority (i.e. Yorkshire Water) will also be required to produce and submit a legally binding agreement to the Highway Authority explicitly stating that they will be fulfilling their obligations in relation to the systematic and cyclical inspection and structural assessment of any attenuation structure located within the highway footprint, in full compliance with BD63- Inspection of Highway structures.

Furthermore, all new precast pipes/ culverts/storage tanks proposed for use within the footprint of an adoptable highway must comply with the Specification for Highway Works (SHW-Series 500 or 2500) and/or must be accredited with a BBA (The British Board of Agrément Roads and Bridges) or HAPAS (Highway Authority Product Approval Scheme) or equivalent certificate.

(Condition No 2 should only be included if the provision of a storm water attenuation facility is conditioned by the Flood Management team).

Footnote;

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. 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. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.