

These Highways comments are based on additional work done and submitted by the applicant in response to the initial comments of 29/06/23 and appended below.

This application is for the erection of 12 dwellings with parking and an access off Fullwood Drive, a 30mph two-way residential access road of approximately 5.5m width with footways and street lighting present.

The proposed site is approximately 330m to bus stops on a low frequency bus route and approximately 400m to stops on a medium frequency route. These distances can be lowered to approximately 115m and 230m if PROW footpaths are used, although the condition of the PROWs and if they will allow for year-round and bad weather use has not been confirmed. The site is approximately 430m from shops and services and 430m to a school (via PROWs). It should be noted that many of the roads in the area are based on a historical layout and do not provide pedestrian facilities for the full length of the routes.

There is a PROW footpath COL/56/40 that runs adjacent to the edge of the site and there are proposals to link a pedestrian access from the site to the PROW. The Kirklees PROW team have been consulted and should provide comments independently of these highways' comments.

The site was granted outline permission for residential dwellings with access from Fullwood Drive as permission 17/93638.

As part of the outline permission, a contribution of £5115 for provision of bus only metro-cards was requested. This should be included as part of a s106 agreement and should be offered to the purchasers of the dwellings on occupation. The site is below the required size for a Travel Plan to be submitted and so one would not be requested, however the residential metro card scheme will need to be administered by the applicant or housebuilder.

No trip generation details were provided with the application, however the proposals are for an additional two dwellings above the ten granted outline permission in 2017 and so we would expect a slight intensification of vehicular trips on the local network but this increase is not considered to be great enough as to have a severe impact on the operation or efficiency of the local highway network.

Access to the site was granted as part of the outline permission and this was through Fullwood Drive with an access being made at the end of the existing turning head. In the previous highway's comments, concern was raised over the access and it was suggested that the applicant should consider linking the development to the adopted highway by going through the proposed residential development site to the east, however this was not deemed acceptable due to land level constraints and also may cause a severing of the PROW.

It should be noted that Fullwood Drive experiences on-street parking on both sides, even though most of the dwellings appear to have off street parking, and this often obstructs the footways to allow access through. It is assumed that access for refuse collection is obtained,

and this should remain the same for the proposed development, however there may be issues with construction access and due to this we would expect to see a construction access management plan, this could be conditioned if required.

There should also be a condition survey carried out on the access routes to the site with a secondary survey upon completion (done as a joint survey with the Kirklees Highway Maintenance team) with any defects caused during construction identified and rectified by the applicant. This should be conditioned.

All parts of the site that are to be offered up for adoption by the local highway authority under a section 38 agreement should be constructed to adoptable standards and should be approved by the Kirklees Section 38 team. We would recommend interaction with the Kirklees Section 38 team at the earliest opportunity to discuss their requirements. Any construction carried out prior to obtaining technical approval would be at the applicants own risk.

Drawing No (100) 03 Rev I shows an improved access road off the existing turning head and the curve in the road is now designed to match standards with a 20m radius.

The access road measures at approximately 5.5m width and this is acceptable. A swept path analysis for an 11.22m refuse collection vehicle (RCV) was submitted on drawing No 1377 001B and shows that it can safely navigate the access road and turning head. An 11.22m RCV was used rather than the 11.85m RCV as stated in the Kirklees Highways Design Guide as this is what is required by Kirklees Waste Strategy Team in their consultation response. Given the existing narrow roads on the surrounding highway network, it is doubtful that a larger vehicle would be able to reach the site and so the use of a 11.22m RCV is acceptable on balance in this specific instance.

The proposed turning head within the site is an improvement on the existing at the end of Fullwood Drive.

Access to the parking for plots 6 to 9 are off a private drive, which also provides pedestrian access to the PROW. The access road is shown as having a pedestrian footway to the south side which transitions to a shared surface past plot 10.

Drawing No (100) 03 Rev I shows the parking provision for the proposal site now matches the required local standards, parking provision for plots 11 and 12 has been amended with plot 12 being reduced to a single bed dwelling requiring just the one parking space.

The remaining plots appear to have sufficient parking spaces, with plots 1 to 7 having garages. These garages measure 3m x 6m internally and therefore are suitable as parking spaces. We would like to see a condition that removes rights to change the use of the garages away from parking as otherwise there would be a shortfall, and this may lead to on street parking and obstruction issues.

Drawing (100) 03 Rev I shows that there are to be three visitor parking spaces, and this would be acceptable for 12 dwellings.

Drawing No (100)03 Rev I shows the location of waste storage and collection points, and these are generally acceptable (although please note separate consultation comments from the Kirklees Waste Strategy team.

With this we now consider that the application is acceptable on balance, due to the swept path being done for a smaller than standards RCV, with the following conditions and footnotes.

Conditions

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

The development shall not commence until a joint survey with a Council engineer of the existing condition of the highway on XXXXXX has been submitted to and approved in writing by the Local Planning Authority. The survey shall include carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signing and white lining. Upon completion of the development and before any building is occupied a highway condition survey identifying a scheme to reinstate any subsequent defects in the condition of the highway on XXXXXX shall be submitted to and approved in writing by the Local Planning Authority.

All of the identified works shall be implemented before any part of the development is first brought into use.

Reason: In the interests of highway safety and to ensure the maintenance of the highway.

The buildings shall not be occupied until the areas to be used by vehicles and/or pedestrians have been surfaced, sealed 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

Removal of conversion of garages condition.

Wording to be provided.

Highways Structures Notes and Conditions

The Kirklees highways structures team request the following information is supplied or conditioned.

1. Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new retaining walls/ building retaining walls adjacent to the existing/ proposed adoptable highways 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.

2. The proposed development site slopes steeply in a south-westerly direction. Before the development commences a scheme assessing the adequacy of the steep embankment which will be surcharged by the new development shall be submitted to, and approved in writing by, the Council's Highways Structures Section. The details shall include an assessment statement, all necessary ground investigations on which assessment assumptions are based on, method statements for the removal of any bulk excavation together with a full slope stability analysis and structural calculations to verify the structural adequacy of the embankment both in the short-term (i.e. during and immediately after construction) and in the long –term, subject to the results and the outcome of the ground investigation undertaken at this site. The analysis should also identify any remedial measures required to deal with instability issues and these will need to be submitted to and agreed in writing by the Council's Highways Structures Section prior to their implementation and shall be so maintained throughout the life of the development.

3. 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 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-guidanceand-standards.aspx> for further details.

Important Notes:

All new storm water attenuation tanks/pipes/culverts 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 CS450- Inspection of Highway structures.

This application is for the erection of 12 dwellings with parking and an access off Fullwood Drive, a 30mph two-way residential access road of approximately 5.5m width with footways and street lighting present.

The proposed site is approximately 330m to bus stops on a low frequency bus route and approximately 400m to stops on a medium frequency route. These distances can be lowered to approximately 115m and 230m if PROW footpaths are used, although the condition of the PROWs and if they will allow for year-round and bad weather use has not been confirmed. The site is approximately 430m from shops and services and 430m to a school (via PROWs). It should be noted that many of the roads in the area are based on a historical layout and do not provide pedestrian facilities for the full length of the routes.

There is a PROW footpath COL/56/40 that runs adjacent to the edge of the site and there are proposals to link a pedestrian access from the site to the PROW. The Kirklees PROW team have been consulted and should provide comments independently of these highways' comments.

The site was granted outline permission for residential dwellings with access from Fullwood Drive as permission 17/93638.

As part of the outline permission, a contribution of £5115 for provision of bus only metro-cards was requested. This should be included as part of a s106 agreement and should be offered to the purchasers of the dwellings on occupation. The site is below the required size for a Travel Plan to be submitted and so one would not be requested, however the residential metro card scheme will need to be administered by the applicant or housebuilder.

No trip generation details were provided with the application, however the proposals are for an additional two dwellings above the ten granted outline permission in 2017 and so we would expect a slight intensification of vehicular trips on the local network but this increase is not considered to be great enough as to have a severe impact on the operation or efficiency of the local highway network.

Access to the site was granted as part of the outline permission and this was through Fullwood Drive with an access being made at the end of the existing turning head. In the previous highways comments, concern was raised over the access and it was suggested that the applicant should consider linking the development to the adopted highway by going through the proposed residential development site to the east, however this was not deemed acceptable due to land level constraints and also may cause a severing of the PROW.

It should be noted that Fullwood Drive experiences on-street parking on both sides, even though most of the dwellings appear to have off street parking, and this often obstructs the footways to allow access through. It is assumed that access for refuse collection is obtained, and this should remain the same for the proposed development, however there may be

issues with construction access and due to this we would expect to see a construction access management plan, this could be conditioned if required.

The access road through the site is positioned quite clumsily off the existing turning head and drawing (100)03 Rev E shows it coming off at a dogleg from the existing road, this would be an uncomfortable manoeuvre for larger vehicles such as a refuse truck. We would like to see a smoother transition from the existing highway to the proposed access road. There is also a curve immediately after the junction with the existing turning head and this appears to have a centreline radius greater than that requested in local guidance. It may be desirable to amend the layout of the highway to create a better transition and reduce the initial centre line radius of the first curve. Either way the transition and the access road should be shown to be able to take an 11.22m refuse truck by means of a swept path analysis.

The access road measures at approximately 5.5m width and this would be acceptable providing shows that a suitably sized refuse vehicle can access the site without taking up both sides of the carriageway.

The proposed turning head within the site is an improvement on the existing at the end of Fullwood Drive, however we would need to see a swept path analysis to show that an 11.22m refuse truck can safely turn using the turning head.

Access to the parking for plots 6 to 9 are off a private drive, which also provides pedestrian access to the PROW. The access road is shown as having a pedestrian footway to the south side which transitions to a shared surface past plot 10. Details of the transition from segregated footway to shared surface should clearly be indicated and the shared surface should have a maximum gradient of 1 in 20. The gradient of the shared space should clearly be shown on a drawing and if it is steeper than 1 in 20, a 2m segregated footway will be required for road safety reasons relating to accessibility guidance.

Based on details contained in drawing No (100)03 Rev E and drawing (100)16, the proposals do not appear to adhere to local guidance relating to parking provision especially relating to plots 11 and 12 which appears to have only 1 parking space. The concern is that these dwellings may decide to use the adjacent visitor parking spaces and that would reduce the availability of parking.

The remaining plots appear to have sufficient parking spaces, with plots 1 to 7 having garages. These garages measure 3m x 6m internally and therefore are suitable as parking spaces. We would like to see a condition that removes rights to change the use of the garages away from parking as otherwise there would be a shortfall, and this may lead to on street parking and obstruction issues.

The drawings show that there are to be three visitor parking spaces, and this would be acceptable for 12 dwellings, however we have concerns over the two visitor parking spaces to the back of the turning head. In addition to them possibly being used by plots 11 and 12, there may be adoption issues if they are included within the s38 application, and we would

recommend that the applicant liaises with the Kirklees s38 team at the earliest opportunity to avoid any issues further on in the process.

Drawing No (100)03 Rev E shows the location of waste storage and collection points, and these are generally acceptable (although please note separate consultation comments from the Kirklees Waste Strategy team), however this would depend on the locations being accessible to a Kirklees refuse truck and this would require submission of the swept path analysis.

Unfortunately, without the additional information requested above we are currently unable to support the application.

The Kirklees highways structures team request the following information is supplied or conditioned.

1. Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new retaining walls/ building retaining walls adjacent to the existing/ proposed adoptable highways 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.
2. The proposed development site slopes steeply in a south-westerly direction. Before the development commences a scheme assessing the adequacy of the steep embankment which will be surcharged by the new development shall be submitted to, and approved in writing by, the Council's Highways Structures Section. The details shall include an assessment statement, all necessary ground investigations on which assessment assumptions are based on, method statements for the removal of any bulk excavation together with a full slope stability analysis and structural calculations to verify the structural adequacy of the embankment both in the short-term (i.e. during and immediately after construction) and in the long –term, subject to the results and the outcome of the ground investigation undertaken at this site. The analysis should also identify any remedial measures required to deal with instability issues and these will need to be submitted to and agreed in writing by the Council's Highways Structures Section prior to their implementation and shall be so maintained throughout the life of the development.
3. 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 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-guidanceand-standards.aspx> for further details.

Important Notes:

All new storm water attenuation tanks/pipes/culverts 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 CS450- Inspection of Highway structures.