

**Consultation Response from KC,
Highways Development Management****2021/93621 Land off, Fullwood Drive, Golcar, Huddersfield, HD7 4JH****Erection of 12 dwellings and associated works (Within a Conservation Area)****Date Responded: 29/06/23****Responding Officer: CNB****Responding Ref: K2-3NE/4**

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.