



Planning Consultation Request

Town and Country Planning Act 1990

APPLICATION FOR PERMISSION TO DEVELOP LAND

Observations By:	KC, Highways Development Management
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Application No.	2022/93499
Proposed Development:	Outline application for 15 dwellings with new highway access, parking, and associated hard and soft landscaping
Location:	Healey Lane, Batley, WF17 8BN
OS Map Reference	SE 422705.3904 423980.6859
Applicant/Agent:	ADD
Class:	Small Major Developments

Your comments on the above proposal are requested. Please e-mail your comments in either a Microsoft Word or PDF Document to DC.Admin@kirklees.gov.uk by **30-Nov-2022**.

If you would like to contact the Case Officer: Richard Riggs for any reason then please do so on: Tel. .

The submitted plans and documents for the application can be viewed online at the Planning Service Website by holding down Ctrl and Clicking the link below:

<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2022/93499>

*If the plans are not available online after 5 working days of the date of this letter then please e-mail: DC.Admin@kirklees.gov.uk

If I do not receive your response by **30-Nov-2022** then the application may be decided without the benefit of your views.

Dated: 09-Nov-2022

Mathias Franklin
Head of Planning and Development

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

2022/93499 Healey Lane, Batley, WF17 8BN

Outline application for 15 dwellings with new highway access, parking, and associated hard and soft landscaping

Date Responded: 03/05/23

Responding Officer: CNB

Responding Ref: K13-1NE/26

This is an outline application with access only and all other matters reserved for 15 dwellings with a new access on to Healey Lane, a 30mph two-way single carriageway link road with footways on both sides and street lighting present. There are School Keep Clear TRO markings to the northeast of the proposed site access and No Waiting at any Time TRO markings around the junction with Healey Gardens.

There is a medium frequency bus route along West Park Road with bus stops within a 400m walk of the centre of the site. It is approximately 165m to the closest school and convenience stores and other services within approximately 500m.

The site was given outline approval for 15 dwellings as 14/92328, however reserved matters applications were later refused under 17/94229 on layout and design issues.

There were no trip generation details provided with the application, however we do not consider that a development of this size would have a severe impact on the operation and efficiency of the local highway network, with this and the previous outline approval for 15 dwellings in 2014 we would not wish to object on these grounds.

Consultation with Kirklees highway safety team has raised some concerns on both parking and speed issues on Healey Lane and we have been informed that a safety engineering scheme has been proposed for the eastern end of Healey Lane, however this does not extend to the location of the site access.

Highway Safety have proposed that the scheme could be extended between the community centre and the junction with West Park Road and would consist of four features likely to be flat top road humps and/or a junction plateau too with associated drainage and this would require a contribution of £35,000.

In order to protect the entrance to the development and the visibility splays from on street parking, we would also recommend that the applicant funds the process to manage parking at the junction, possibly with No Waiting At Any Time TRO markings, to mirror the ones across the road at Healey Gardens access. The TRO process and markings would cost approximately £7,500, however this should be done in consultation with the Kirklees Highways Safety team to ensure they would be happy to support this.

We consider that these could remove the majority of the highway safety concerns associated with the access if fully completed.

The proposed access to the site is shown in drawing No 2340-D-20-003 Rev A, and this includes a 2.4m x 43m visibility splay (although the north eastern tip of the splay is cut off on the drawing it does appear achievable), this would be acceptable for a road speed of 30mph as posted, and a junction radius of 10m which would be suitable for access with a refuse collection vehicle. There are also 2m wide pedestrian footways on both sides of the access. The access junction with Healey Lane would need to be constructed under the appropriate legal agreement with the highway authority.

No level information was provided with the application so we cannot ascertain the gradient at the access, however this should conform to guidance provided in the Kirklees Highways Design Guide and be no greater than 1:20 with a plateau level with the existing highway for the first 5m into the site. We would request that this information, along with any vertical alignments and transition curves are provided, and this could be conditioned. This information may be required as part of any legal agreement with the highway authority for construction of the access.

No details were shown relating to the amount of highway to be submitted to the council for adoption under a s38 agreement and we would recommend that the applicant (or future developer of the site) contacts the Kirklees s38 team to discuss their requirements at the earliest opportunity to avoid any delays in adoption of the access.

The Kirklees S38 team identified a number of concerns, two of which are not covered elsewhere in this response are;

- 0.6m wide hard margin to be provided along shared space always if no footway provision is made
- Transition from carriageway to shared space should be made using a ramp with a maximum gradient of 1:12

No street lighting details have been provided for the application and this may be required as part of the adoption process, we would recommend that the applicant contacts the Kirklees street lighting team at their earliest opportunity to discuss their requirements.

The access road drawing shows a swept path analysis for a refuse vehicle that indicates it is safe for turning to allow the vehicle to enter and exit the site in forward gear and this is acceptable.

With this we consider the outline application with access only as submitted is acceptable in principle with the contribution to road safety measures and legal agreement in place and a condition for details of the access gradients to be suitably provided.

Condition wording can be provided.

Additional guidance for Reserved Matters

The drawing also shows a proposed layout for the development, although layout is not included within the outline application and will be a separate reserved matters application from a future developer of the site. I have provided guidance for future reserved matters applications based on this layout.

There are two private drive accesses off the main adoptable access road and these serve 4 and 2 dwellings which is within the maximum of 5 dwellings as given in local guidance.

Parking provision should accord with local guidance and be 2 off street parking spaces for a 3-bed dwelling and 3 off street parking spaces with a 4+ bed dwelling, garages should have minimum internal dimensions of 3m x 6m for a single garage and 6m x 6m for a double garage, open parking spaces should be 2.8m x 4.8m. 1 visitor parking space per 4 dwellings should be provided. All these are shown on the submitted layout drawing, but this layout may change for reserved matters.

There may be issues with the parking layout for plots 1 and 2 as parked vehicles may obstruct pedestrian access to the rear of plot 2 and the ability to place the waste bin at the collection point, we would recommend that this layout is adjusted to allow for a path adjacent to the parking along the edge of the gardens of plot 1 and 2, mirroring that on the opposite side of the parking spaces adjacent to plot 3.

The submitted drawing shows the location of bin collection points around the turning head. These should be constructed to the standards given in local guidance which can be found at <https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf>

The Kirklees highways structures team have requested the following conditions be mentioned for reserved matters.

Please arrange for the inclusion of the following conditions for the above site:

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 and building retaining walls adjacent to the proposed/ existing highway 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. 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 or influence zone of highway loading 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-anddevelopment/pdf/highways-structural-procedures.pdf> for further details and in particular, for the certification of oversize pcc manholes and their cover slabs, as advised in this document.

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.