

VN222468 – Proposed Residential Development, Primrose Lane, Liversedge

Transport Assessment Addendum Note

Introduction

Vectos (part of SLR) has been commissioned by Jones Homes (Yorkshire) Ltd to provide highways and transportation advice in support of a planning application for a proposed residential development in Liversedge, Kirklees in West Yorkshire.

The site is to the north of the A649 Halifax Road and is currently open land. A total of 77 residential dwellings are proposed at the site with access to be taken from Darley Road.

Following submission of the planning application to Kirklees Council (KC) (application ref: 2023/91116) in April 2023, and a supporting Transport Assessment (TA) dated March 2023 prepared by Vectos, comments have been provided by KC Highways Department. A copy of the KC Highways comments is provided at **Appendix A** to this Note, and further information is requested by Highways to assist in their determination of the planning application. A consultation response has been provided from the KC Public Rights of Way (PRoW) Team, and this is also included in Appendix A. The additional information requested relates primarily to the proposed site layout, and this Addendum Transport Note will address these matters with the submission of further supporting information and justification.

It should be noted that the proposed residential development for the planning application submission comprised of 67 dwellings at the site, and following changes to the application boundary at the post submission stage the proposed scheme will increase to 77 dwellings. The revised site layout plan has been included as **Appendix B** to this Note.

Response to Comments

This Transport Note is structured along the lines of the comments by KC Highways, addressing each query in sequence. KC Highways comments are summarised in italics and each Vectos response is in blue type.

The Councils cost to promote and implement the Traffic Regulation Order (TRO) with regard to introducing parking restrictions on sections of Darley Road / Ripley Road to address existing parking issues will need to be funded by the development. Therefore, a £10,000 contribution should be secured by S106 agreement for this purpose.

The applicant is happy to agree to this S106 contribution.

At the Ripley Road / Halifax Road junction, it is understood that on-street parking occurs within close proximity to the junction, which can affect the available visibility. The Councils Highway Safety Team have confirmed that localised double yellow line restrictions could also be promoted within the immediate vicinity of the junction, which would also

be subject to a TRO process. The associated costs would be covered by the £10,000 S106 contribution identified above.

The applicant is happy to agree to this S106 contribution.

As identified at the pre-application stage, to gain access to the site it is necessary to cross public footpath PROW SPE/110/20 that runs along the full extent of the eastern site boundary. However, there appears to be no public vehicle rights over this footpath, and the land occupied by the PROW is not within the development site boundary and appears to be unregistered. Therefore, the applicant was advised to investigate the legalities of ownership and the available rights to convert these sections of PROW to dedicated all-purpose highway to serve the development. As such, it is understood that the applicant has sought advice from the Councils Highway Design and Public Rights of Way teams, to consider the mechanism that could be used to deliver the site access, which is confirmed in Section 5.5 of the Transport Assessment. It is understood that this matter is still be considered by relevant officers, and further comments will be provided to the applicant in due course.

The land occupied by public footpath PRoW SPE/110/20 at the location of the proposed vehicular access from Darley Road is included within the development site boundary, as shown on the revised site layout plan.

An appropriate delivery mechanism to deliver the site access over the public footpath will be agreed with KC.

A link to Spen Valley Greenway is proposed, as well as links to Bridleway SPE/111/120, which are welcome. However, the paths only appear to be 2m wide, which are inadequate for multi-use routes. Therefore, improvements are required to ensure that they comply with the requirements of LTN 1/20. This must also include information regarding the proposed surfacing and gradients of the routes, to ensure that they are suitable for all users. Links to footpath SPE/110/20 are proposed, which are also welcome. However, there are again no details of the width, surface treatment or gradients.

The proposed linkages to these active travel routes are designed as 3m wide multi-use routes, as shown on the revised site layout plan. The maximum gradient of these proposed linkages will be no steeper than around 1 in 12, in line with Inclusive Mobility (December 2021), which is the Department for Transport's best practice guidance. It is recommended that full details about surfacing can be conditioned as part of the detailed design process.

There is very little level or site sections information available. However, it would appear that new retaining walls may be required adjacent to the PROW, including SPE/116/20 that runs along the southern site boundary (see drawing 3146-1-401 Rev E that shows a new retaining wall adjacent to the footpath). Therefore, details of any new/amended retaining structures need to be clearly identified.

Details of proposed new / amended retaining structures are shown on plans submitted by the architect at the post application submission stage.

It is expected that the width and surface treatment of the footpaths that run along the site boundaries will also be improved. This includes sections of SPE/110/20, where the site boundary wall has partially collapsed into the footpath.

The existing public footpaths that run adjacent to the site are outside of the development site boundary and their land ownership is not within the control of the applicant. It is considered that the S106 contributions requested by KC as

part of this planning application are appropriate in line with the tests set out in paragraph 57 of the National Planning Policy Framework that must be met for planning obligations, and improvements to the public footpaths are not required to make the development acceptable in planning terms.

Further information and amendments to the PROW proposals are required, which must take into account the comments and requirements of the PROW team once their formal consultation response has been provided.

The separate comments from the KC PRoW Team are addressed at the end of this Addendum Transport Note.

The drag distance from Plot 9 to the BCP is approximately 35m, which is in excess of the distance specified in guidance (max 25m). The drag distance from the Bin store to the BCP on the adopted highway is approximately 19m that is in excess 8m (for 240ltr bins). Reversing RCV's is a recognised safety hazard and WISH guidance specifies a maximum reverse distance of 12m. Without provision of a turning head the reverse distance from the loop road to Plot 7 is approximately 35m that is not acceptable.

The proposed layout of this part of the site has been updated to ensure that the bin drag distances are appropriate in line with the relevant KC guidance document entitled 'Emergency Access, Waste Management, Servicing and Deliveries' (2020 version 1), including the provision of a turning head. The preliminary highway layout and vehicle tracking is shown on **Drawing VN222468-D100 Rev E**.

Further details of the waste storage for Plots 10-15 and 16-21 is required (addressing all of the other detailed points raised by Waste Strategy).

It is considered that the bin collection for the two apartment buildings (plots 16-21 and 22-27) can be undertaken from the internal estate road that runs adjacent to the east of the buildings with the refuse vehicle waiting on-street. A refuse plan for the site is included as **Appendix C**.

In addition to the above comments from Waste Strategy, it is noted that the cul-de-sac serving Plots 4-9 is in excess of 20m in length. Therefore, in accordance with West Yorkshire Fire and Rescue advice (and the Councils Highway Design SPD), a turning head must be provided. It is also noted that the maximum hose distance of 45m is exceeded for Plots 8-9.

An appropriately designed turning head is now provided on this cul-de-sac, and the proposed access arrangements for a fire tender ensure a maximum hose distance of 45m is not exceeded for Plots 8-9, as shown on **Drawing VN222468-TR100 Rev E**.

Visitor parking has been provided within layby, which is welcome. However, there are only 15 spaces located within the adopted highway (2 more spaces are provided for the private drive serving Plots 7-9, which are welcome, but would not be publicly accessible). Therefore, there is a slight shortfall in visitor parking provision, and the spaces are not evenly spread across the site. There is also likely to be some overspill parking within the site from existing Darley Road residents and their visitors, and additional visitor bays should be provided for this purpose.

18 visitor bays are proposed to be provided across the site within the adopted highway that generally equates to a ratio of one visitor space per four residential dwelling, however their spatial distribution is somewhat determined by the arrangements of the driveways serving the apartment buildings and individual dwellings. This proposed provision is broadly in line with the guidance outlined in the Kirklees Highway Design Guide Supplementary Planning Document

(SPD) (2019). There are shared parking courts that are located along Ripley Road and Darley Road, which provide off-street parking spaces for the adjacent residential properties, and therefore it is not considered appropriate for this proposed development to provide additional visitor bays for existing Darley Road residents and their visitors.

The swept path analysis demonstrates that a refuse vehicle cannot pass a car at the bend adjacent to Plot 63. This bend should be widened to a minimum of 6.1m, and have a centreline radius of at least 20m, to ensure that vehicles can safely pass and obstructions to the refuse vehicle do not occur.

The shared surface loop section of carriageway in the southern part of the proposed development site adjacent to plot 63 is not designed to accommodate the passing of a car and refuse vehicle, and this is considered appropriate given that this part of the residential site is proposing a 15mph design speed and it will be very lightly trafficked. The proposed design of the carriageway at this bend facilitates the passing of two cars, as shown on **Drawing VN222468-TR100 Rev E**.

Adequate junction and forward visibility splays appear to have been demonstrated. However, these splays must be contained within the adopted highway, which will require some amendment to the hard margin/footway widths to accommodate this. These amendments should be made, and the proposed highway boundary and visibility splays clearly marked on this plan.

Appropriate amendments have been made to the hard margin / footway widths to accommodate the visibility splays within the adopted highway, as shown on **Drawing VN222468-D100 Rev E**.

The proposed materials plan suggests that the shared surfaces around the loop road will be tarmac, rather than block paving that is as recommended in the Highway Design Guide. Therefore, it is recommended that block paving is provided instead, to highlight the transition in street type and encourage lower traffic speeds. This is particularly important as forward visibility of 17m has been shown around the shared surface loop road, which is only adequate if the 15mph design speed is achieved. Details of all proposed highway surfacing should be shown on an amended plan, which should include the treatment of footways and hard margins (which should also be block paved).

The road layout incorporates areas of shared space which is compatible with the low level of vehicle movements expected at the site. Manual for Streets notes in paragraph 7.2.14 that, “shared surface streets are likely to work well where the volume of motor traffic is below 100 vehicles per hour (peak)”. The proposed shared surface street around the loop road will be block paving in line with the guidance outlined in the Kirklees Highway Design Guide SPD (2019). Jones Homes (Yorkshire) Ltd note that on other recent residential development schemes in Kirklees the Council’s S38 Team have requested shared surfaces to be asphalt with block paving edging due to future maintenance costs. It is recommended that full details about surfacing can be conditioned as part of the detailed design process.

No highway level details or long section information has been provided. Therefore, it is unclear whether the gradients are acceptable and to an adoptable standard. It is noted that a max. 1:20 gradient is usually required for all adopted streets, and must be no steeper than 1:12 (including on the inside footway on bends). Shared surface street should not be steeper than 1:20. However, if this is not achievable, then consideration may be given to a shared surface street that is slightly steeper than 1:20, subject to the provision of an 2m wide footway being provided.

This matter is addressed later in the Addendum Transport Note in the responses to the comments on Highway Adoption Issues. Jones Homes (Yorkshire) Ltd have advised that in earlier discussions with John Hincliffe at KC he

has indicated that the Local Highway Authority would accept gradients of 1 in 10 at this proposed residential development given the levels of the site and the difficulties that the existing topography posed.

The drive for Plot 3 is located at a junction, which is not good practice and will prevent a suitable pedestrian crossing (with tactile paving) being provided at the junction. This drive should be relocated, and the plans should clearly demonstrate suitable pedestrian crossing points throughout the site.

The proposed layout of this part of the site has been updated with changes to the driveway positions and the provision of a dropped kerb crossing at the junction, as shown on the revised site layout plan.

There is a portion of the HS117 site along the western site boundary that has been excluded from the development, as it is understood to be outside of the applicant control and is not to be developed at this time. However, consideration of how access to this parcel of land could be accessed if future should to be confirmed.

This parcel of land is now included within the development site boundary, as shown on the revised site layout plan. The preliminary highway layout and vehicle tracking is shown on **Drawings VN222468-D100 Rev E and TR100 Rev E**.

To ensure the safety of pedestrians crossing the PROW at the Darley Road access, and ensure slow speeds to/from the development site, some form of speed reducing feature should be proposed (e.g. a raised speed table could be one option).

The proposed scheme will include a gateway / speed reducing feature at the Darley Road access to facilitate safe pedestrian crossing movements for users of the PROW (SPE/110/20) and to ensure slow speeds to / from the development site, as illustrated on **Drawing VN222468-D100 Rev E**. It is recommended that details of the gateway / speed reducing feature can be conditioned as part of the detailed design process.

Once the site layout arrangements have been amended and agreed in principle by HDM, a Stage 1 Road Safety Audit and Designers Response report is required. An RSA Brief must also be agreed with HDM prior to undertaken the RSA.

A Stage 1 Road Safety Audit and Designer's Response will be submitted to KC as part of the planning application process.

As identified at the pre-application stage, sufficient detail is required at the planning stage, to check that the proposed highways are suitable for adoption, and must clearly show the extent of proposed adoption and any areas that are to remain private (e.g. landscaping areas and PoS). However, not all of the necessary information has been provided to date. Therefore, it is reiterated that the following information is required to enable the site layout to be fully considered:

- *Long sections, cross-sections and contours;*
- *Dimensioned plans, including visibility splays and forward visibility sight-lines (with amendments previously identified);*
- *Kerbing details and surface treatments (with block paving to shared surfaces as previously identified);*
- *Extent of proposed highway adoption and unadopted communal areas to be confirmed. Details regarding the maintenance of unadopted communal areas/facilities is also required;*

- *Details of new PROW connections, including confirmation of their status (e.g. footways or multi-use routes), as well as improvements to existing PROW;*
- *Updated Swept path analysis of revised layout, including the new turning head that is required for the cul-de-sac serving Plot 4-9; and*
- *Any retaining features affecting the highway (including PROW) need to be clearly identified, and sufficient detail provided to ensure that they are suitable in principle.*

Long sections, cross sections and contours plans are being prepared by Vectos and will be provided to KC at a later date.

Dimensioned plans with visibility splays and forward visibility sightlines are shown on **Drawing VN222468-D100 Rev E**.

Indicative details of proposed kerbing and surface treatments, and the extent of proposed highway adoption and unadopted communal areas are shown on **Drawing VN222468-D100 Rev E**.

It is proposed to develop a Site / Road Management Plan (for agreement with the Local Planning Authority) that sets out an appropriate scheme of maintenance for the unadopted communal areas, and it is recommended that this could be secured by planning condition.

Details of new PROW connections has been provided earlier in this Note.

Updated swept path analysis of the revised site layout is shown on **Drawing VN222468-TR100 Rev E**.

Details of proposed new / amended retaining structures are shown on plans submitted by the architect at the post application submission stage.

The supporting Transport Assessment suggests that off-street parking will be provided for all dwellings, in 'general accordance' with Council guidance. Further clarity is required to confirm that the provision is in full accordance with Council guidance, which should include a schedule of all plots with bedroom numbers and parking provision confirmed.

The proposed car parking provision is detailed in the car parking schedule that is included as **Appendix D**.

A number of dwellings include integral garages. Therefore, clarification is required to confirm that they meet the minimum internal dimensions of 3m x 6m.

The integral garages comprise of internal dimensions of at least 3m x 6m.

All dwellings are to be provided with an electric vehicle charging point, which is acceptable and should be secured by planning condition.

The applicant is happy to agree to this planning condition.

Secure cycle parking should be provided for all dwellings. However, no details have currently been provided. Further information is required, which is particularly important for the apartments, where a large external store may be

required. It is noted that the Transport Assessment suggests that cycle parking may be provided with garages. Therefore, if this is proposed, then the garages will need to be enlarged to accommodate this.

For the apartments, cycle stores will be provided for the two buildings to provide secure cycle storage for 12 bikes, and this is shown on the revised site layout plan. For the houses, secure cycle parking storage will be feasible within the curtilages of each dwelling and if desired, residents will be able to secure bicycles in rear gardens.

As previously stated, additional visitor parking should be provided within the adopted highway. This should provide a minimum of 1:4 spaces per dwelling within laybys, with additional spaces provided close to the site entrance to accommodate any overspill parking from Darley Road residents/visitors.

Details on proposed visitor parking provision has been provided earlier in this Note.

Given the sites location adjacent to Spen Valley Greenway, and the numerous PROW that exist within the immediate vicinity of the site, the site well placed to be accessed on foot and by cycle. However, as previously mentioned, improvements to the proposed pedestrian/cycle links and existing PROW are required to ensure that the opportunities to maximise accessibility by these modes is realised.

The proposed linkages to these active travel routes are designed as 3m wide multi-use routes, as shown on the revised site layout plan. The existing public footpaths that run adjacent to the site are outside of the development site boundary and their land ownership is not within the control of the applicant. It is considered that the S106 contributions requested by KC as part of this planning application are appropriate in line with the tests set out in paragraph 57 of the National Planning Policy Framework that must be met for planning obligations, and improvements to the public footpaths are not required to make the development acceptable in planning terms.

HDM have consulted with WYCA to obtain their views on the proposals, and they have requested that a financial contribution of £20,000 is sought to provide Realtime Information Displays at the nearest stops on Halifax Road (Stop ID's 15037 and 15038), which should be secured by a S106 agreement.

The applicant is happy to agree to 50% of this S106 contribution (£10,000) to install a Realtime Information Display at the eastbound bus stop on Halifax Road adjacent to the junction with Ripley Road, which consists of a shelter. However, the westbound bus stop consists of a flagpole with a timetable, and this existing arrangement is not considered feasible for providing a Realtime Information Display.

The supporting Transport Assessment includes provisional information regarding the Travel Plan that will be provided for this site, and confirms that a final Travel Plan will be agreed in due course. This is acceptable, and a final Travel Plan should be secured by condition.

The applicant is happy to agree to this planning condition.

To enable the Travel Plan to be affective, a Sustainable Travel Fund (STF) will be required. Based on the 67 dwellings that are proposed, the STF will be £34,819.90, which is based on the current cost of a WY Metro Residential Bus Only MCard cost of £519.70 per plot. It is noted that the STF may be used for a variety of Travel Plan measures that can be agreed in the final Travel Plan, although given the good quality bus services that are available, the MCard scheme may be appropriate for this site, and should form part of the Travel Plan offer.

The applicant requires further justification for this level of S106 contribution, and SLR would suggest that the Sustainable Travel Fund calculation is updated to reflect the revised number of dwellings and is based on a future public transport mode share target (informed by TRICS person trip rates / Journey to Work Census Data) in line with the Travel Plan strategy for the site.

Kirklees Council requires developers to contribute to the Councils cost of assisting with monitoring and implementing the Travel Plan, with an annual fee charged for the initial five year monitoring period, with two rates based on the size of the development. For this development, the lower rate that applies to 'Small Scale Major Development' (residential developments of between 50-199 units) is applicable, which is £2,000 per annum for the first five years from the development being brought into use. The above fee covers assistance with the development of the Travel Plan and assist the Travel Plan Coordinator in implementing, maintaining, and monitoring the approved Travel Plan. The total Travel Plan Monitoring Fee is £10,000 (5 x £2,000) and should be secured via S106 agreement.

The applicant is happy to agree to this S106 contribution.

No details have been provided relating to the proposed construction access strategy for this site. This will need to be provided in due course, and a Construction Management Plan (CMP) should be secured by condition. The CMP condition should include specific requirement for construction access arrangements, HGV turning and loading arrangements, contractor parking, as well as adequate wheel washing and street cleansing facilities. It is noted the Temporary Traffic Regulation Orders (TTRO) may also be required on Darley Road and Ripley Road during the construction period.

In addition to the CMP, highway conditions surveys (including PROW) must be undertaken in advance of work commencing on site, with any remedial works required both during and post construction implemented by the development. The necessary conditions surveys must be undertaken jointly with the Local Highway Authority, and should be secured by planning condition.

The applicant is happy to agree to the above planning conditions.

Kirklees PROW welcomes the proposed connectivity to public bridleway Primrose Lane (Spe/111/120), however these links should be appropriately provided for multi-modal use (not motor-vehicular). The proposed link alignments from the estate footway/roadway should generally avoid right-angled bends in them. Routes should be appropriately secured for use in perpetuity, either through formal agreement, condition or other requirement.

The proposed linkages to these active travel routes are designed as 3m wide multi-use routes, as shown on the revised site layout plan.

Public paths through the development should be improved through widening and appropriate construction works, e.g., to the south and east sides of the development, footpath provision should be at least 2 metres wide, and wider where enclosed by high boundaries on both sides. The submitted proposals do not match reasonable expectations for new developments. Some relevant paths are within the identified site boundaries, some relevant paths are adjacent and could be widened by using land within the development. Improvements should be secured appropriately.

The existing public footpaths that run adjacent to the site are outside of the development site boundary and their land ownership is not within the control of the applicant. It is considered that the S106 contributions requested by KC as

part of this planning application are appropriate in line with the tests set out in paragraph 57 of the National Planning Policy Framework that must be met for planning obligations, and improvements to the public footpaths are not required to make the development acceptable in planning terms.

Sections submitted do not include the public footpath to the south of the site (Spe/116/20), even though the indicated extents of the sections do. Sections should include adjacent public rights of way and relevant information provided regarding any retaining structures and boundary treatment proposals. Generally, there is a paucity of sections provided for public rights of way consideration, and relevant information regarding the need for retaining structures is lacking.

Details of proposed new / amended retaining structures are shown on plans submitted by the architect at the post application submission stage.

Details and information on the provision of the shown link to the Spen Valley Greenway (NCN66) would be required and should be appropriately secured in any decision (or the mechanism identified).

The applicant is happy for the details of this connectivity proposal to be secured by planning condition.

The red line boundary of the site does not meet the ordinary road network at Darley Road, which the application identifies as the only means of access to the development site, either for construction or residential use.

The land occupied by public footpath PRoW SPE/110/20 at the location of the proposed vehicular access from Darley Road is included within the development site boundary, as shown on the revised site layout plan.

Provision of new routes may potentially be by condition, with appropriate triggers for submission of details, agreement, implementation and retention.

The above comment is noted.

Submission of details for the construction and provision of improvements identified in these comments would be required.

The above comment is noted.

Summary

Vectos (part of SLR) has been commissioned by Jones Homes (Yorkshire) Ltd to provide highways and transportation advice in support of a planning application for a proposed residential development in Liversedge, Kirklees in West Yorkshire. The proposed residential scheme will comprise of 77 dwellings with access to be taken from Darley Road.

Following submission of the planning application 2023/91116 in April 2023, comments have been provided by KC Highways Department on the Vectos TA requesting that further information is provided. This Addendum Transport Note has provided additional information to address the Highways Consultation Response and the consultation response from the KC PRoW Team, and it includes details on the transport elements of the revised site layout plan.

In conclusion, Vectos consider that the proposed residential development at Primrose Lane in Liversedge meets the objectives of local and national transport policy, and that the scheme is acceptable in highways and transportation terms.

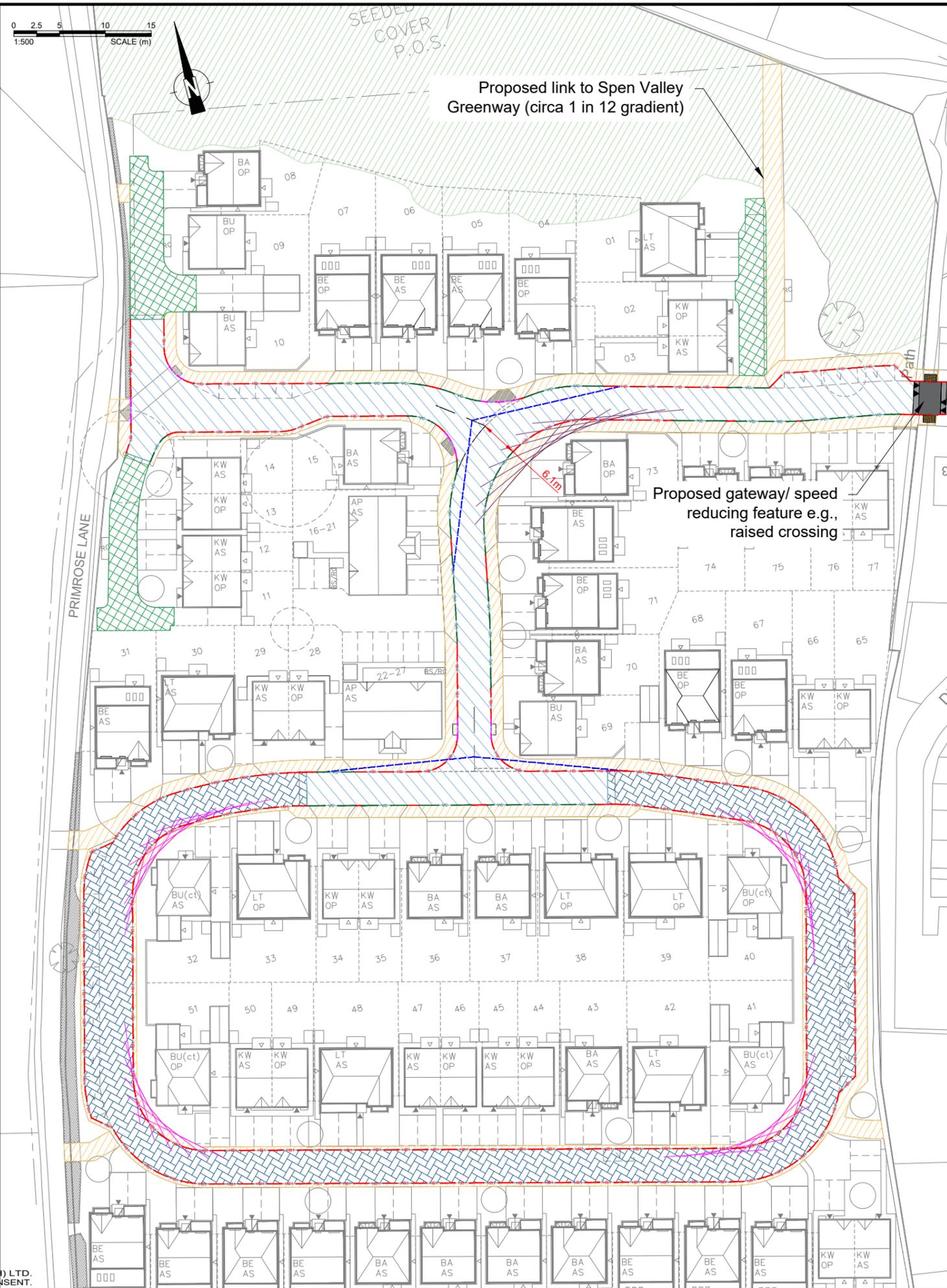
Drawings

Visibility

-  25m Forward Visibility Splays for a 20mph road speed in accordance with Manual for Streets (MfS)
-  17m Forward Visibility Splays for a 15mph road speed in accordance with Manual for Streets (MfS)
-  25m Junction Visibility Splays for a 20mph road speed in accordance with Manual for Streets (MfS)

Preliminary Construction Details (Subject to Detailed Design)

-  **New Carriageway Construction (to be adopted)**
50mm thick HRA 35/14 F surf 40/60 PSV 65 (30% with surface applied coated chippings)
60mm thick AC 20 HDM bin 40/60 des
100mm thick AC32 Base 100/150 REC
300mm thick Type 1 Granular un-bound mixture Sub Base
-  **Full Footway Construction (to be adopted)**
20mm thick AC6 dense surf 100/150 H/S (excluding limestone)
50mm thick AC20 dense bin 100/150 Rec (Clause 903)
225mm thick type 1 granular sub-base (Clause 803)
-  **Raised Plateau Construction (to be adopted)**
200x100x80mm Block pavours
30mm thick sharp sand bedding layer
190mm thick AC32 Base 100/150 REC
180mm thick Type 1 Granular un-bound mixture Sub Base
180mm thick 6F1 Capping layer
-  **Proposed shared drives to be privately managed**
-  **125x255mm pre-cast concrete half-battered kerb with 100mm kerb face on concrete bed and backing**
-  **125x255mm pre-cast concrete half-battered kerb with 25mm kerb face on concrete bed and backing**
-  **Vehicle Crossing consisting of :**
125 x 255/150mm hand to suit dropper kerbs
125 x 150mm pre-cast concrete bullnosed kerbs
2mm kerb face
-  **Drop kerb consisting of :**
125 x 255/150mm hand to suit dropper kerbs
125 x 150mm pre-cast concrete bullnosed kerbs
5mm kerb face with a tolerance of +1mm and -2mm



- Notes:**
- This is not a construction drawing and is intended for illustrative purposes only.
 - White lining is indicative only.

E	Site Layout Updated	DJR	OM	23.01.24
D	Site Layout Updated	WD	OM	21.03.23
C	Site Layout Updated	WD	OM	20.01.23
B	Updated Alignment	DJR	OM	14.12.22
A	Amendments to drawing following comments	DJR	OM	07.12.22

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
Jones Homes (Yorkshire) Ltd

PROJECT:
Primrose Lane, Liversedge

DRAWING TITLE:
General Arrangement & Visibility Splays

SCALES:
1:750 at A3

DRAWN:	WD	CHECKED:	OM	DATE:	05.12.22
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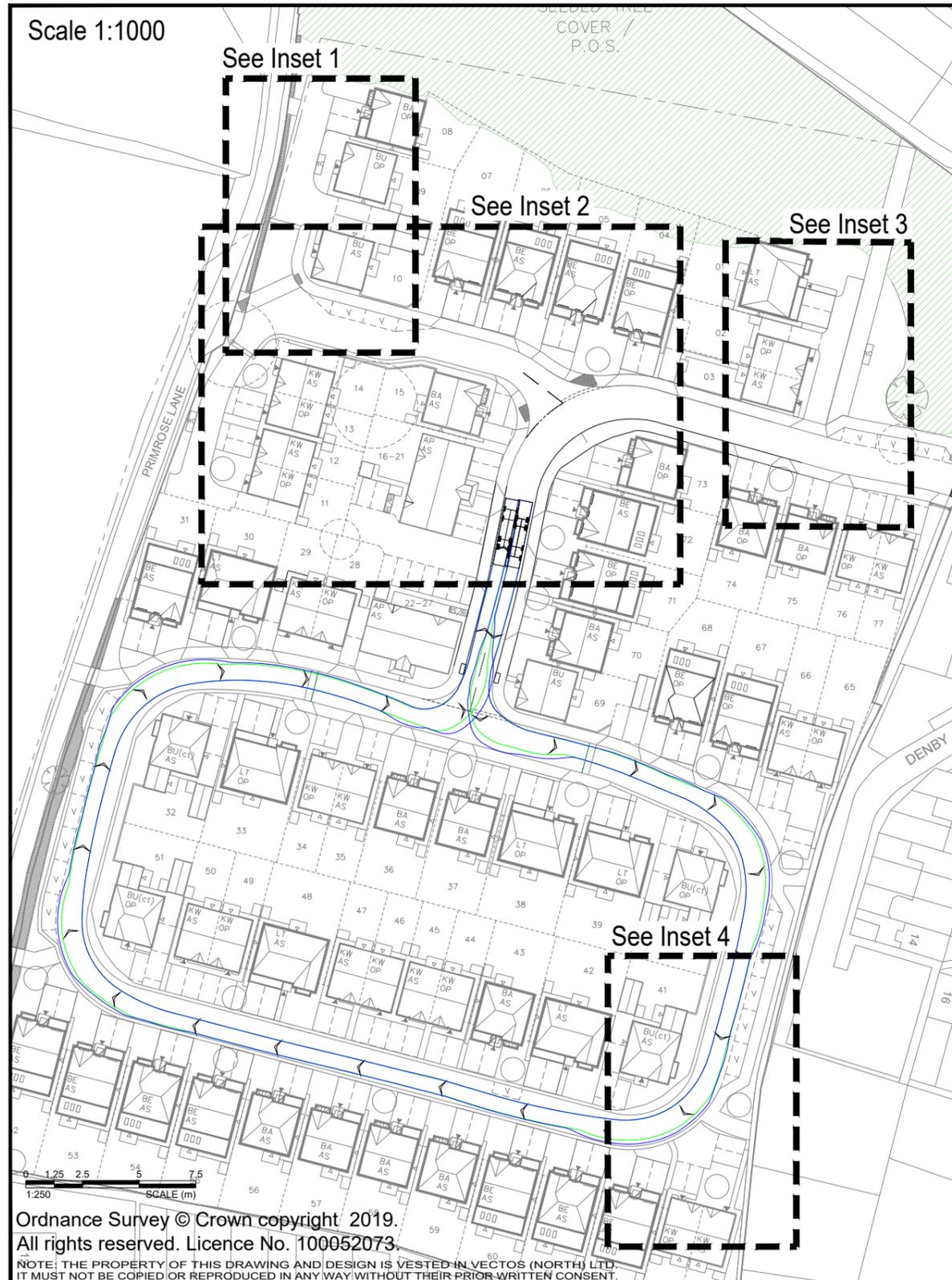
vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

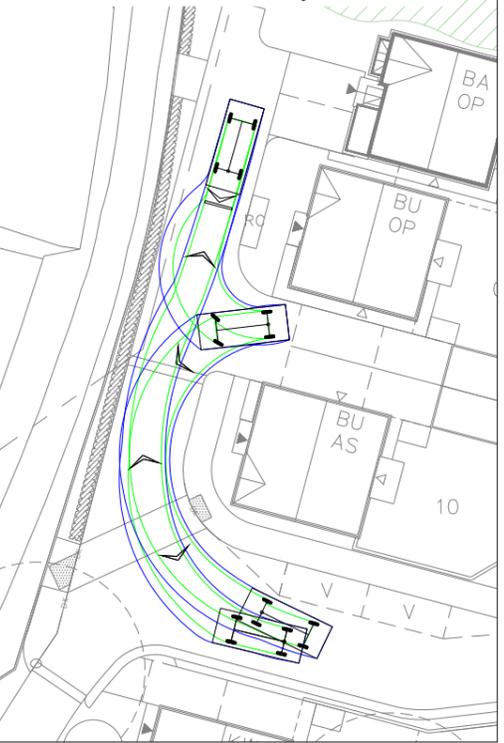
DRAWING NUMBER: **VN222468-D100** REVISION: **E**

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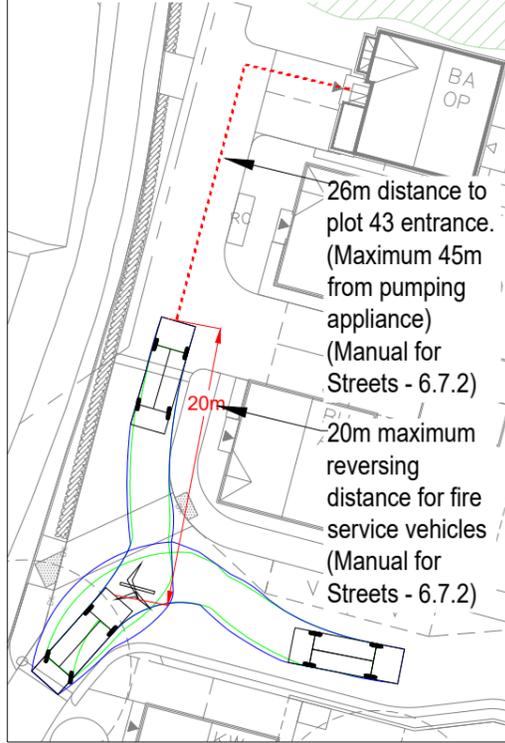
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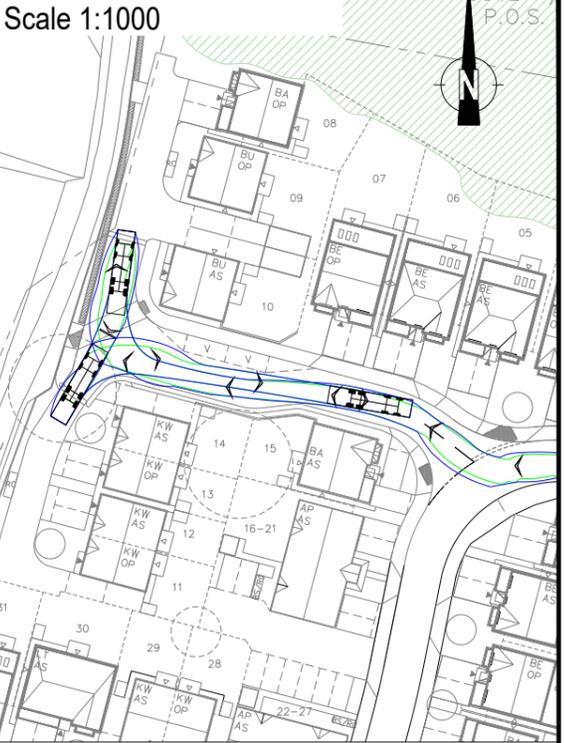
Inset 1a - Online Delivery Vehicle



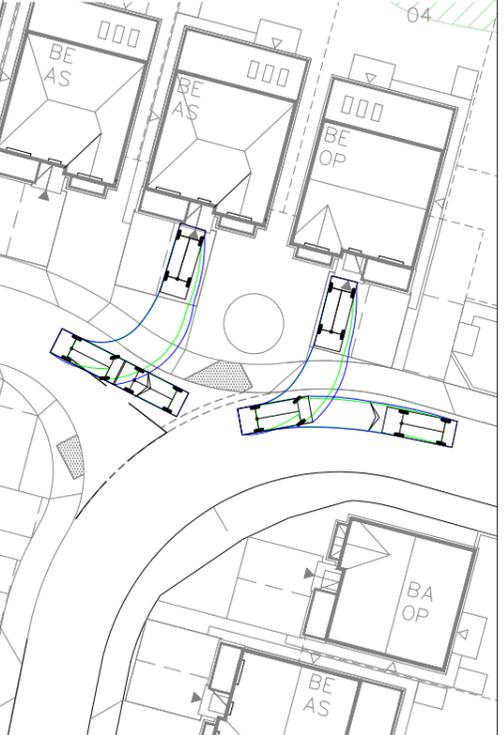
Inset 1b - Fire Tender



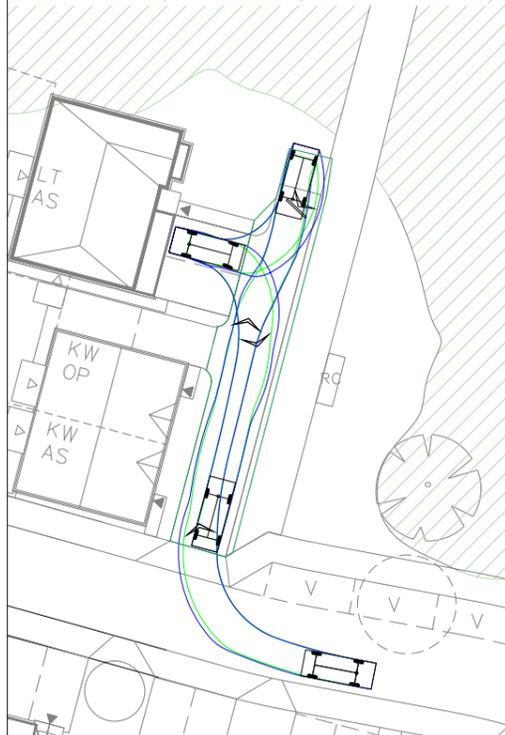
Inset 2a - Refuse Vehicle



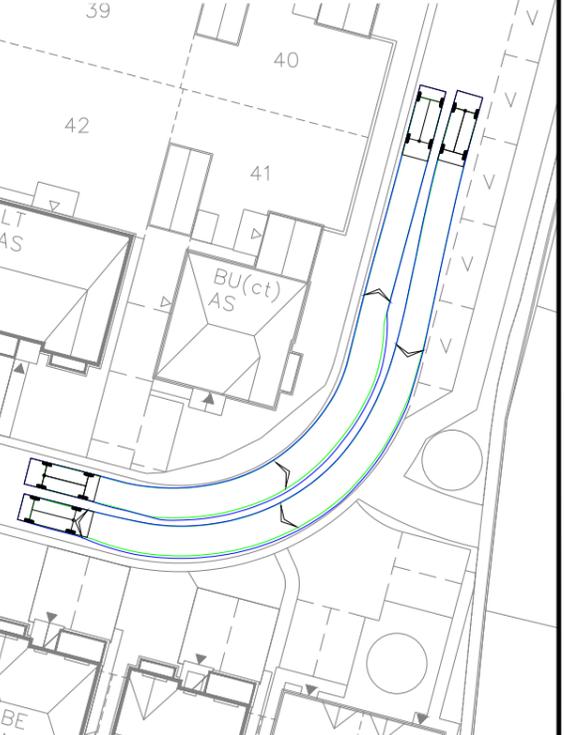
Inset 2b - Two Cars Leaving Driveways



Inset 3 - Large Car using Shared Drive



Inset 4 - Two Cars Passing on Bend



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Amendments to drawing following comments	DJR	OM	07.12.22
B	Updated Alignment	DJR	OM	14.12.22
C	Site Layout Updated	WD	OM	20.01.23
D	Site Layout Updated	WD	OM	21.03.23
E	Site Layout Updated	WD	OM	25.01.24

Notes:

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- White lining is indicative only.

KEY

Distance from pumping appliance to dwelling entrance

Vehicle Type	Overall Length	Overall Width	Overall Body Height	Min Body Ground Clearance	Max Track Width	Lock to lock time	Wait to Wall Turning Radius
GOL Vehicle	6.300m	2.500m	3.097m	0.336m	1.900m	4.00s	7.000m
Pumping Appliance	7.900m	2.500m	3.300m	0.140m	2.500m	4.00s	7.750m
11.85m Large Refuse Vehicle (4 axle)	11.850m	2.500m	3.751m	0.304m	2.500m	6.00s	11.035m
Large Car (2006)	5.079m	1.872m	1.525m	0.310m	1.831m	4.00s	5.900m

Primrose Lane, Liversedge

Swept Path Analysis - Online Delivery Vehicle, Fire Tender, Refuse Vehicle and Large Car

DRAWN: WD CHECKED: OM DATE: 01.12.22 SCALES: 1:500 at A3 - Unless Shown

Jones Homes (Yorkshire) Ltd

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN222468-TR100 REVISION: E

Appendix A

Consultation Response from KC, Highways Development Management (HDM)

2023/91116 Land off, Primrose Lane, Hightown, Liversedge, WF15

Erection of 67 dwellings

Date Responded: 10/07/23

Responding Officer: A Darwin

Responding Ref: K9-5SE/3

RECOMMENDATION: Further information/amendments are required regarding the following issues, which are detailed in the main body of the report:

- The mechanism for providing the all-purpose highway access to the site from Darley Road to be confirmed.
- Amendments to the site layout are required, including a new turning head for Plot 4-9.
- Further details and amendment to the waste strategy are required to address the Waste Strategy Team comments.
- Further highway details are required, including surfacing, gradient and other information, to determine whether the proposed highways are suitable for adoption. This should include updated Swept Path Analysis information for the amended layout.
- Once an acceptable highway layout has been agreed, a Stage 1 Road Safety Audit is required (RSA Brief must be agreed in advance with HDM).
- Further details and improvements to the PROW network are required, including surfacing, width, gradient and other information, which respond to the detailed PROW Team comments that are to be provided.
- Additional visitor parking to be provided within the adopted highway.
- Confirmation that adequate off-street vehicle parking is provided for all dwellings. Further details of cycle parking is also required, including for the apartment units.

Development Overview:

The site is located in the western part of Liversedge and is allocated for residential development in the Local Plan under site reference HS117, which comprises of 3.12ha of land. However, the net site area is reduced to around 2.5ha in order to safeguard the area of woodland (Protected Open Space) in the northern part of the site.

The development proposes 67 dwellings, including 55 no. houses (8 no. 3-bed, 39 no. 4-bed & 8 no. 5-bed units) and 12 no. (2-bed) apartments. Vehicular access to the site is proposed from an extension of Darley Road along the eastern site boundary.

Pre-application advice was provided regarding these proposals (HDM comments included in Appendix B of the supporting Transport Assessment). Some of the issues raised in the pre-application advice have been addressed in the development proposals and supporting information. However, not all issues have been fully addressed, and amendments to the proposals and further information are required, as described later in these comments. The scope of the supporting Transport Assessment was agreed at pre-application stage, and the report has been prepared in accordance with the agreed scope.

Reference to Plans/Documents:

- Transport Assessment (TA) by Vectos, dated March 2023 (v3) that includes a Framework Travel Plan section;
- Drawing VN222468-D100 Rev D – General Arrangement and Forward Visibility Splays (included in TA);
- Drawing VN222468-TR100 Rev D – Swept Path Analysis – 3.5t Panel Van, Large Car and Refuse Vehicle (included in TA);
- Proposed Site Layout drawing - 3416-1-001 Rev V;
- Proposed Materials drawing - 3416-1-100 Rev E.

Policy:

Local Plan Policies – LP3, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD, Housebuilder Design SPD, NPPF.

Reference should also be made to the Councils latest 'Waste Management Design Guide for New Developments' document and S38 design guidance documents that provide detailed requirements relating to the highway and development layout. See links below:

<https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf>

<https://www.kirklees.gov.uk/beta/regeneration-and-development/highways-guidance-and-standards.aspx>

Site Access:

Vehicular access to the site is proposed via an extension to Darley Road, providing a single point of access from the eastern site boundary. Darley Road then connects to the wider highway network via Ripley Road to the south, which connects to the A659 Halifax Road via a priority junction, which includes right turn ghost island markings.

The principle of providing a single point of vehicular access to the development is acceptable. It is noted that as Ripley Road currently serves circa 200 dwellings, the proposed 67 dwellings would increase this to circa 267 dwellings. Therefore, given that a loop road is proposed within the site, no secondary emergency access is considered necessary in this instance, which is in accordance with the advice contained within the Councils Highway Design SPD.

As highlighted by HDM at the pre-application stage, significant levels of on-street parking currently occur on Darley Road/Ripley Road, which may impact on refuse/emergency vehicle access to the site. As such, Section 7 of the supporting Transport Assessment includes 2 no. overnight parking surveys to determine the level and location of on-street parking that occurs. These surveys identified on-street parking currently takes place mainly on Darley Road, with between 32-34 vehicles recorded during the two surveys. Of these parked vehicle, the majority were observed parking partially on footways. Parking was also observed at or close to the Linton Close junction, and to a lesser extent at the Dacre Close junction. Significant levels of double parking were also observed at the bend to the north of the Linton Road junction.

To address the above parking issues, the Transport Assessment suggests that localised double yellow line parking restrictions could be used to prevent obstructive parking, with the TA suggesting that this could include the bend to the north of the Linton Road junction. HDM have discussed this proposal with the Councils Highway Safety Team, who have advised that whilst they would not normally promote parking restrictions on residential estate roads, in this case, localised parking restrictions could be considered. However, they would only support the promotion of the restrictions on the inside of the bend north of Linton Close, and potentially at the Linton Close and Dacre Close junctions, to reduce the risk of obstructive parking in these areas. It is also noted that any parking restrictions proposed would be subject to a separate formal public consultation as part of the necessary Traffic Regulation Order (TRO) process that is required. Therefore, the final extents of any restrictions that may be proposed/approved will not be determined at this stage. The Councils cost to promote and implement the TRO will need to be funded by the development. Therefore, a **£10,000** contribution should be secured by S106 agreement for this purpose.

At the Ripley Road/Halifax Road junction, visibility splays in excess of 2.4x43m are provided in both directions, which are adequate based on the 30mph speed limit. However, it is understood that on-street parking occurs within close proximity to the junction, which can affect the available visibility. This has also been observed by HDM during recent site visits, with 2-3 cars observed parking to the west of the junction in front of the bungalow properties. Whilst on-street parking has been observed near to the junction, this does not appear to have resulted any turning collisions, with no incidents of any type recorded at the junction over the latest 5 year period.

In light of the above, the Councils Highway Safety Team have confirmed that localised double yellow line restrictions could also be promoted within the immediate vicinity of the junction. However, these would be limited to within 10m of the junction to the east and 18.5m to the west (both measured from nearside channel line of minor road). These limited restrictions would ensure that obstructive parking does not occur close to the junction, but would still allow 3 no. on-street parking spaces to be available for residents living in the 3 no. bungalows that do not benefit from drives (parking for these dwellings is available in a parking court, to the east of the Ripley road junction). As previously stated, the necessary TRO would be subject to a separate formal public consultation. Therefore, the final extents of any restrictions that may be proposed/approved will not be determined at this stage. The Councils cost to promote and implement the TRO will again need to be funded by the development. However, these costs would be covered by the S106 contribution previously identified.

As identified at the pre-application stage, to gain access to the site it is necessary to cross public footpath PROW SPE/110/20 that runs along the full extent of the eastern site boundary. However, there appears to be no public vehicle rights over this footpath, and the land occupied by the PROW is not within the development site boundary and appears to be unregistered. Therefore, the applicant was advised to investigate the legalities of ownership and the available rights to convert these sections of PROW to dedicated all-purpose highway to serve the development. As such, it is understood that the applicant has sought advice from the Councils Highway Design and Public Rights of Way teams, to consider the mechanism that could be used to deliver the site access, which is confirmed in Section 5.5 of the Transport Assessment. It is understood that this matter is still be considered by relevant officers, and further comments will be provided to the applicant in due course.

Notwithstanding the above, it is noted that the red line boundary for the development does not include the section of PROW SPE/110/20 between the site and the all-purpose highway on Darley Road. Therefore, the implications of this needs to be considered by planning colleagues, who may determine that changes to the red line boundary are required.

Public Rights of Way (PROW)

There are a number of PROW within the vicinity of the site, including footpaths SPE/110/20 and SPE/116/20 that run along the eastern and southern site boundaries respectively, and Public Bridleway SPE/111/120 on Primrose Lane along the western site boundary. The Spen Valley Greenway also runs along the northern site boundary, which forms part of National Cycle Network Route 66.

The Councils Public Rights of Way team have been consulted regarding the proposals, and their detailed comments are awaited. However, it is understood that they have a number of concerns regarding the proposals, and further information and amendments are likely to be required to the PROW proposals in due course.

Whilst the applicant will need to await the detailed PROW comments, to ensure that all of their concerns are addressed, it is noted that there is very limited detail relating to the required PROW works, with HDM's initial comments as follows:

- A link to Spen Valley Greenway is proposed, as well as links to Bridleway SPE/111/120, which are welcome. However, the paths only appear to be 2m wide, which are inadequate for multi-use routes. Therefore, improvements are required to ensure that they comply with the requirements of LTN 1/20. This must also include information regarding the proposed surfacing and gradients of the routes, to ensure that they are suitable for all users.
- Links to footpath SPE/110/20 are proposed, which are also welcome. However, there are again no details of the width, surface treatment or gradients.
- There is very little level or site sections information available. However, it would appear that new retaining walls may be required adjacent to the PROW, including SPE/116/20 that runs along the southern site boundary (see drawing 3146-1-401 Rev E that shows a new retaining wall adjacent to the footpath). Therefore, details of any new/amended retaining structures need to be clearly identified.
- It is expected that the width and surface treatment of the footpaths that run along the site boundaries will also be improved. This includes sections of SPE/110/20, where the site boundary wall has partially collapsed into the footpath.

Further information and amendments to the PROW proposals are required, which must take into account the comments and requirements of the PROW team once their formal consultation response has been provided.

Site Layout/Servicing/Waste Collection:

The Councils Waste Strategy Team have provided detailed comments regarding the proposals, and these need to be fully addressed. A summary of the key issues that remain outstanding that affect the site layout are as follows:

- The drag distance from Plot 9 to the BCP is approximately 35m, which is in excess of the distance specified in guidance (max 25m). The drag distance from the Bin store to the BCP on the adopted highway is approximately 19m that is in excess 8m (for 240ltr bins). Reversing RCV's is a recognised safety hazard and WISH guidance specifies a maximum reverse distance of 12m. Without provision of a turning head the reverse distance from the loop road to Plot 7 is approximately 35m that is not acceptable.
- Further details of the waste storage for Plots 10-15 and 16-21 is required (addressing all of the other detailed points raised by Waste Strategy).

In addition to the above comments from Waste Strategy, it is noted that the cul-de-sac serving Plots 4-9 is in excess of 20m in length. Therefore, in accordance with West Yorkshire Fire and Rescue advice (and the Councils Highway Design SPD), a turning head must be provided. It is also noted that the maximum hose distance of 45m is exceeded for Plots 8-9.

The following issues have been identified with site layout that need to be addressed:

- Visitor parking has been provided within layby, which is welcome. However, there are only 15 spaces located within the adopted highway (2 more spaces are provided for the private drive serving Plots 7-9, which are welcome, but would not be publicly accessible). Therefore, there is a slight shortfall in visitor parking provision, and the spaces are not evenly spread across the site. There is also likely to be some overspill parking within the site from existing Darley Road residents and their visitors, and additional visitor bays should be provided for this purpose.
- The swept path analysis demonstrates that a refuse vehicle cannot pass a car at the bend adjacent to Plot 63. This bend should be widened to a minimum of 6.1m, and have a centreline radius of at least 20m, to ensure that vehicles can safely pass and obstructions to the refuse vehicle do not occur.
- Adequate junction and forward visibility splays appear to have been demonstrated. However, these splays must be contained within the adopted highway, which will require some amendment to the hard margin/footway widths to accommodate this. These amendments should be made, and the proposed highway boundary and visibility splays clearly marked on this plan.
- The proposed materials plan suggests that the shared surfaces around the loop road will be tarmac, rather than block paving that is as recommended in the Highway Design Guide. Therefore, it is recommended that block paving is provided instead, to highlight the transition in street type and encourage lower traffic speeds. This is particularly important as forward visibility of 17m has been shown around the shared surface loop road, which is only adequate if the 15mph design speed is achieved. Details of all proposed highway surfacing should be shown on an amended plan, which should include the treatment of footways and hard margins (which should also be block paved).
- No highway level details or long section information has been provided. Therefore, it is unclear whether the gradients are acceptable and to an adoptable standard. It is noted that a max. 1:20 gradient is usually required for all adopted streets, and must be no steeper than 1:12 (including on the inside footway on bends). Shared surface street should not be steeper than 1:20. However, if this is not achievable, then consideration may be given to a shared surface street that is slightly steeper than 1:20, subject to the provision of a 2m wide footway being provided.
- The drive for Plot 3 is located at a junction, which is not good practice and will prevent a suitable pedestrian crossing (with tactile paving) being provided at the junction. This drive should be relocated, and the plans should clearly demonstrate suitable pedestrian crossing points throughout the site.
- There is a portion of the HS117 site along the western site boundary that has been excluded from the development, as it is understood to be outside of the applicant control and is not to be developed at this

time. However, consideration of how access to this parcel of land could be accessed if future should to be confirmed.

- To ensure the safety of pedestrians crossing the PROW at the Darley Road access, and ensure slow speeds to/from the development site, some form of speed reducing feature should be proposed (e.g. a raised speed table could be one option).

Once the site layout arrangements have been amended and agreed in principle by HDM, a Stage 1 Road Safety Audit and Designers Response report is required. An RSA Brief must also be agreed with HDM prior to undertaken the RSA.

Highway Adoption Issues:

The internal road layout shall be built to adoptable standards, as set out in the Kirklees 'Highway Design Guide SPD' and 'Highways Guidance Note – Section 38 Agreements for Highway Adoptions' March 2019 (version 1) and associated documents.

As identified at the pre-application stage, sufficient detail is required at the planning stage, to check that the proposed highways are suitable for adoption, and must clearly show the extent of proposed adoption and any areas that are to remain private (e.g. landscaping areas and PoS). However, not all of the necessary information has been provided to date. Therefore, it is reiterated that the following information is required to enable the site layout to be fully considered:

- Long sections, cross-sections and contours;
- Dimensioned plans, including visibility splays and forward visibility sight-lines (with amendments previously identified);
- Kerbing details and surface treatments (with block paving to shared surfaces as previously identified);
- Extent of proposed highway adoption and unadopted communal areas to be confirmed. Details regarding the maintenance of unadopted communal areas/facilities is also required;
- Details of new PROW connections, including confirmation of their status (e.g. footways or multi-use routes), as well as improvements to existing PROW;
- Updated Swept path analysis of revised layout, including the new turning head that is required for the cul-de-sac serving Plot 4-9.
- Any retaining features affecting the highway (including PROW) need to be clearly identified, and sufficient detail provided to ensure that they are suitable in principle.

Development Parking:

The supporting Transport Assessment suggests that off-street parking will be provided for all dwellings, in '*general accordance*' with Council guidance. Further clarity is required to confirm that the provision is in full accordance with Council guidance, which should include a schedule of all plots with bedroom numbers and parking provision confirmed.

A number of dwellings include integral garages. Therefore, clarification is required to confirm that they meet the minimum internal dimensions of 3m x 6m.

All dwellings are to be provided with an electric vehicle charging point, which is acceptable and should be secured by planning condition.

Secure cycle parking should be provided for all dwellings. However, no details have currently been provided. Further information is required, which is particularly important for the apartments, where a large external store may be required. It is noted that the Transport Assessment suggests that cycle parking may be provided with garages. Therefore, if this is proposed, then the garages will need to be enlarged to accommodate this.

As previously stated, additional visitor parking should be provided within the adopted highway. This should provide a minimum of 1:4 spaces per dwelling within laybys, with additional spaces provided close to the site entrance to accommodate any overspill parking from Darley Road residents/visitors.

Road Safety:

The councils Road Safety Team have been consulted regarding the proposals, and they have not identified any significant issues on the local network, other than the on-street parking issues that occur on Darley Road and at the Ripley Road/Halifax Road junction that have been previously mentioned.

The supporting Transport Assessment includes an assessment of personal injury collision data on the local network within the latest 5 year period. This review has confirmed that there have been no recorded incidents on Darley Road, Ripley Road or at the Ripley Road / Halifax Road junction during the search period, which suggests that there aren't any significant issues on the local highway network that need to be addressed, with the exception of the additional double yellow line TRO's that have previously been mentioned that will need to be funded by the development (and subject to a separate consultation process to determine whether they are acceptable).

Accessibility and Travel Plan:

Given the sites location adjacent to Spen Valley Greenway, and the numerous PROW that exist within the immediate vicinity of the site, the site well placed to be accessed on foot and by cycle. However, as previously mentioned, improvements to the proposed pedestrian/cycle links and existing PROW are required to ensure that the opportunities to maximise accessibility by these modes is realised.

The site is within walking distance of bus stops on Halifax Road, which are accessible via continuous footways of adequate width. A pedestrian refuse island is also provided on Halifax Road, circa 90m east of the Ripley Road junction, which will enable access to the westbound stops. There are frequent bus services on Halifax Road, which have been confirmed in the Table 4.1 of the Transport Assessment, which is extracted below.

Service No.	Route	Approximate Frequency (services per hour)					
		Mon – Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
200	Heckmondwike - Leeds	2	2	2	1	2	1
260	Huddersfield - Cleckheaton	1	1	1	1	1	-
261	Huddersfield – Heckmondwike	1	1	1	-	1	-
268 MAX	Bradford - Wakefield	4	4	4	1	4	2

Table 4.1: Frequency of Bus Services on A649 Halifax Road and A638 Bradford Road

HDM have consulted with WYCA to obtain their views on the proposals, and they have requested that a financial contribution of **£20,000** is sought to provide Realtime Information Displays at the nearest stops on Halifax Road (Stop ID's 15037 and 15038), which should be secured by a S106 agreement.

The supporting Transport Assessment includes provisional information regarding the Travel Plan that will be provided for this site, and confirms that a final Travel Plan will be agreed in due course. This is acceptable, and a final Travel Plan should be secured by condition.

To enable the Travel Plan to be affective, a Sustainable Travel Fund (STF) will be required. Based on the 67 dwellings that are proposed, the STF will be **£34,819.90**, which is based on the current cost of a WY Metro Residential Bus Only MCard cost of £519.70 per plot. It is noted that the STF may be used for a variety of Travel Plan measures that can be agreed in the final Travel Plan, although given the good quality bus services that are available, the MCard scheme may be appropriate for this site, and should form part of the Travel Plan offer.

Kirklees Council requires developers to contribute to the Councils cost of assisting with monitoring and implementing the Travel Plan, with an annual fee charged for the initial five year monitoring period, with two rates based on the size of the development. For this development, the lower rate that applies to ‘Small Scale Major Development’ (residential developments of between 50-199 units) is applicable, which is £2,000 per annum for the first five years from the development being brought into use. The above fee covers assistance with the development of the Travel Plan and assist the Travel Plan Coordinator in implementing, maintaining, and monitoring the approved Travel Plan. The total Travel Plan Monitoring Fee is **£10,000** (5 x £2,000) and should be secured via S106 agreement.

Transport Assessment and Traffic Impact

The Transport Assessment includes an assessment of the development traffic impact on the local highway network. This assessment has been undertaken in accordance with the scope agreed at the pre-application stage.

The assessment has demonstrated that the development can be accommodated on the local highway network in capacity terms. This includes no significant adverse impact on capacity at the Ripley Road / Halifax Road junction, which would remain within capacity (Max. RFC of 0.32 on any traffic stream) following the introduction of additional development traffic at this junction.

The trip rates and associated development trip generations that have been included in the assessments, are as follows:

	Trip Rate			Trip Generation		
	Arr	Dep	Total	Arr	Dep	Total
AM Peak	0.145	0.397	0.542	10	27	37
PM Peak	0.374	0.166	0.54	25	11	36

Table 6.2: Proposed Development Trip Rates and Trip Generation

The Transport Assessment concludes *‘the traffic impact of the proposed development cannot reasonably be considered to be severe, and as a result the tests included within the NPPF are not exceeded.’* HDM broadly agrees with this conclusion, and raises no objection to the proposal in relation to traffic impact.

Construction Management Plan

No details have been provided relating to the proposed construction access strategy for this site. This will need to be provided in due course, and a Construction Management Plan (CMP) should be secured by condition. The CMP condition should include specific requirement for construction access arrangements, HGV turning and loading arrangements, contractor parking, as well as adequate wheel washing and street cleansing facilities. It is noted the Temporary Traffic Regulation Orders (TTRO) may also be required on Darley Road and Ripley Road during the construction period.

In addition to the CMP, highway conditions surveys (including PROW) must be undertaken in advance of work commencing on site, with any remedial works required both during and post construction implemented by the development. The necessary conditions surveys must be undertaken jointly with the Local Highway Authority, and should be secured by planning condition.

Planning Conditions/Section 106:

Conditions and informatives:

- To be advised

Section 106 Contributions/Requirements;

- TRO Contribution for Darley Road & Ripley Road / Halifax Road junction - **£10,000**
- Provision of 2 No. Real Time Information displays (Stop ID's 15037 and 15038) - **£20,000**;
- Sustainable Transport Fund (STF) **£34,819.90** (based on 67 dwellings)
- Travel Plan Monitoring Fee - **£10,000** (£2,000 x 5yrs).

Conclusion:

Further information and amendments required, see recommendation box.

Consultation response from KC PROW (footpaths)	
2023/91116 Land off, Primrose Lane, Hightown, Liversedge, WF15	
Erection of 67 dwellings	
Date Responded : 13/7/23	Responding Officer : Giles Cheetham
<p>Kirklees PROW objects to the application as made. Amended and new submissions may address concerns raised.</p> <p>Kirklees PROW welcomes the proposed connectivity to public bridleway Primrose Lane (Spe/111/120), however these links should be appropriately provided for multi-modal use (not motor-vehicular). The proposed link alignments from the estate footway/roadway should generally avoid right-angled bends in them. Routes should be appropriately secured for use in perpetuity, either through formal agreement, condition or other requirement.</p> <p>Public paths through the development should be improved through widening and appropriate construction works, e.g., to the south and east sides of the development, footpath provision should be at least 2 metres wide, and wider where enclosed by high boundaries on both sides. The submitted proposals do not match reasonable expectations for new developments. Some relevant paths are within the identified site boundaries, some relevant paths are adjacent and could be widened by using land within the development. Improvements should be secured appropriately.</p> <p>Sections submitted do not include the public footpath to the south of the site (Spe/116/20), even though the indicated extents of the sections do. Sections should include adjacent public rights of way and relevant information provided regarding any retaining structures and boundary treatment proposals. Generally, there is a paucity of sections provided for public rights of way consideration, and relevant information regarding the need for retaining structures is lacking.</p> <p>Details and information on the provision of the shown link to the Spen Valley Greenway (NCN66) would be required and should be appropriately secured in any decision (or the mechanism identified).</p> <p>Matters concerning access to the site described in both the Kirklees HDM pre-app response attached to the submitted transport assessment and in the submitted transport assessment at paragraph 5.5 are still being considered by relevant officers.</p> <p>https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2023/91116&file_reference=985159</p> <p>The red line boundary of the site does not meet the ordinary road network at Darley Road, which the application identifies as the only means of access to the development site, either for construction or residential use.</p>	

Provision of new routes may potentially be by condition, with appropriate triggers for submission of details, agreement, implementation and retention.

Submission of details for the construction and provision of improvements identified in these comments would be required.

Appropriate comments should be sought from other relevant service areas, including highways (DM and section 38), highways structures, landscape. Please re-consult PROW on any relevant amended or new planning application submissions.

If consent is granted, please add the following footnote:-

FOOTNOTE Public footpaths Spenborough 110 and 116 and public bridleway Spenborough 111 cross or are near to the development site and must not be interfered with or obstructed, prior to, during or after development works, without written consent from the highway authority. In addition, and separately, temporary traffic regulation orders may be required for the undertaking of work proposed in this application.

The Council's public rights of way team may be contacted by telephone 01484 221000 and ask for Sharon Huddleston. The Public rights of way team may also be contacted at PO Box 1720, Huddersfield HD1 9EL and the email address is publicrightsofway@kirklees.gov.uk

Appendix B



LEGEND:

- SF10 - 1800mm HIGH TIMBER SCREEN FENCE
- SF1 - BRICK WALL & TIMBER SCREEN FENCE
- SF12 - 450mm HIGH TIMBER KNEE RAIL
- █ EXISTING HEDGE TO BE RETAINED
- █ EXISTING HEDGE REMOVED FOR NEW FOOTPATHS
- █ PROPOSED HEDGE
- PROPOSED TREE
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED
- - - EXTENT OF NATURAL ENVIRONMENT AREA
- v VISITOR PARKING
- ▭ REFUSE COLLECTION POINT
- ▭ COMBINED BIN STORAGE & REFUSE COLLECTION POINT
- ▭ STRUCTURED TREE PLANTING
- ▭ PROPOSED SEWER DIVERSION & EASEMENT
- EXISTING YORKSHIRE WATER MAINS
- CS CYCLE STORAGE



DD	26.01.24	PG	-	SEWER DIVERSION UPDATE
CC	26.01.24	PG	-	PATHWAYS AT PLOTS 32, 40, 41, 51 & 73 AMENDED FOR FORWARD VISIBILITY; PLOT 73 PUSHED BACK TO ACCOMMODATE SPEED REDUCTION RAISED CROSSING, TACTILE PAVING, CYCLE STORES FOR APARTMENTS AND SEWER & ELECTRIC MAINS DIVERSION ADDED PATHWAY AT PLOTS 1-3 LEADING TO OFF SITE CYCLE TRACK UPDATED

PRIMROSE LANE	
PROPOSED SITE LAYOUT	
title: PRIMROSE LANE HIGHTOWN	
client: JONES HOMES	
client ref: 	Niemen Architects Desk 2, The Waterscape 42 Leeds & Bradford Road Kirkstall, Leeds, LS5 3EG T: 0113 239 5400 office@niemen.co.uk
date: 22/02/22	scale: 1:500@A1
drawing no: 3416-1-001	revision: DD

Schedule of Accommodation						
To be read in conjunction with drawing no. 3416-1-001 - Latest revision						
Housetype	No. of Beds	Type	No. of Units	Percentage	Sq. Ft.	Total Sq. Ft.
AP	2	Bedrooms Apartment	12	15.58	650	7800.00
KW	3	Bedrooms Semi-detached/Detached	22	28.57	1009	22198.00
BA	4	Bedrooms Detached	13	16.88	1354	17602.00
BE	4	Bedrooms Detached	16	20.78	1619	25904.00
BU	4	Bedrooms Detached	3	3.90	1473	4419.00
BU(ct)	4	Bedrooms Detached	4	5.19	1692	6768.00
LT	5	Bedrooms Detached	7	9.09	1810	12670.00
Totals			77	100.00		97361.00

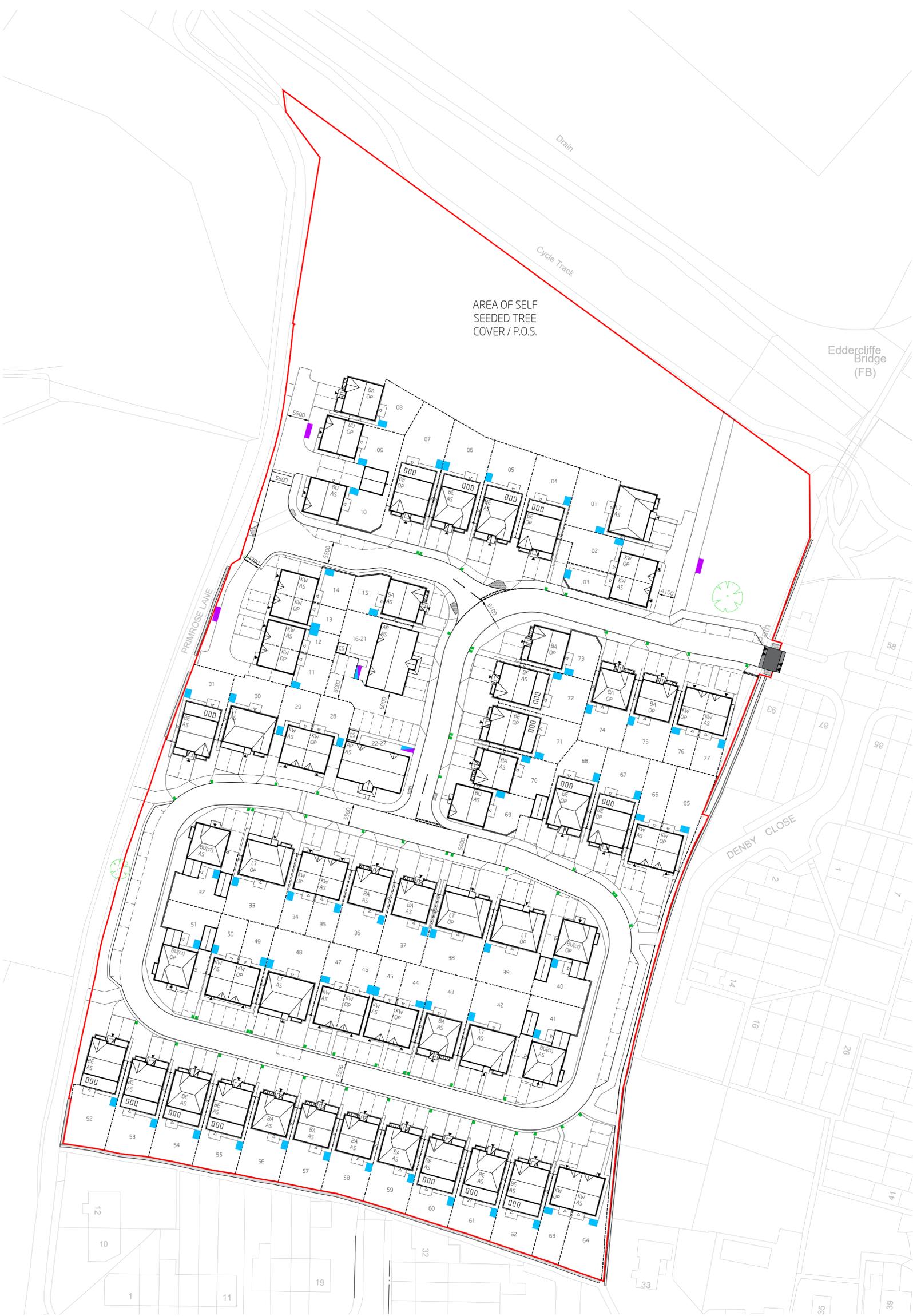
PLANNING
 subject to structural review
 subject to accurate measured survey

Appendix C



LEGEND:

- FLAGGED REFUSE COLLECTION POINT
- BIN LOCATION
- COMBINED BIN LOCATION AND COLLECTION POINT
- BIN PRESENTATION POINT



H	26/01/24	PG	-	UPDATED IN LINE WITH SITE LAYOUT REVISION DD
G	19/1/23	PG	-	UPDATED IN LINE WITH SITE LAYOUT REVISION BB
F	31/03/23	PG	-	UPDATED IN LINE WITH SITE LAYOUT REVISION V
E	13/03/23	SM	ED	UPDATED IN LINE WITH SITE LAYOUT REVISION T
D	07/03/23	PG	-	UPDATED IN LINE WITH SITE LAYOUT REVISION S
C	24/01/23	PG	-	UPDATED IN LINE WITH SITE LAYOUT REVISION Q
B	25/11/22	PG	-	BIN PRESENTATION POINTS ADDED

PRIMROSE LANE	
REFUSE PLAN	
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<p>date: 09/11/22</p>	<p>scale: 1:500@A1</p>
<p>drawing no: 3416-1-110</p>	<p>checked: ED</p>

PLANNING

subject to structural review
subject to accurate measured survey

DO NOT SCALE - ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE - THIS DRAWING IS COPYRIGHT

Appendix D

Land off Darley Road, Liversedge - Car parking Schedule

Plan Ref: 3416-1-001 Rev BB

Housetype	Type	Number	Bedrooms	Required Spaces	Driveways	Garage spaces	Total Required	Total Provided
Apartment	Apartment	12	2	1	12	0	12	12
Keswick	Semi	22	3	2	44	0	44	44
Banbury	Detached	13	4	3	26	13	39	39
Bentley	Detached	16	4	3	32	16	48	48
Buckley	Detached	3	4	3	6	3	9	9
Buckley CT	Detached	4	4	3	16	4	12	20
Latchford	Detached	7	5	3	14	14	21	28

Total 185 200