
Sent: 07 February 2025 13:19

Subject: Lingards Road, Slaithwaite - Revised temporary works proposal

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Good afternoon Richard,

Further to your email below, please see my response red.

The updated drawings are also attached for your reference.

I trust this is satisfactory to yourself, however, should you require any further information, please do not hesitate to contact me direct,

Kind Regards

Paul Watson BSc (Hons)

Haigh Huddleston & Associates

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From: Richard Barson <Richard.Barson@kirklees.gov.uk>
Sent: 16 December 2024 13:49
To: Martin Huddleston <martin@haighhuddleston.co.uk>

Lingards Road, Slaithwaite - Revised temporary works proposal

Hi Martin,

Having reviewed the revised temporary works proposal, please find my comments below.

1. The inset plan shown on the Section drawings for plots 36, 38, 40 and 42 all show plot 34. These drawings should be amended to show the section locations to avoid confusion. **See revised drawings**
2. The proposed ground levels should also be added to all drawings between the proposed buildings and Lingards Road. **See revised drawings**
3. I understand the proposal is to create a benched excavation adjacent to Lingards Road to accommodate the temporary working platform whilst maintaining 45-degree support for the existing highway. Proposed steps are 1m maximum height with bench widths between 1.50m and 2.50m. This equates to overall angles of between 1 in 1.5 or 33 degrees (plot 42) and 1 in 2.5 or 22 degrees (plot 23), with most of the proposed excavation at approximately 1 in 1.8 or 29 degrees. **The benching to accommodate the temporary works has been kept to as shallow gradient as possible for each plot. Therefore on plots that are further away from Lingards Road the gradient of the benching will be much shallower than plots closer to Lingards Road. On all sections we have indicated a 45 degree angle of repose from the rear of the existing highway to ensure that any proposed temporary works does not encroach beyond this line.**
4. The steepest section appears to be at plot 42, immediately south of the site entrance, where a 33-degree temporary benched slope is proposed. However, the greatest perceived risk to the highway is at plot 36 due to the proximity of the proposed excavation to the highway edge and the possibility of groundwater springs in this location. **Once excavation for the temporary works commences, the exposed face will be monitored. If ground water is encountered, a land drain will be introduced connecting into the onsite land drainage system to ensure stability of the temporary works. Full land drainage will be provided to the rear of all the basement retaining walls to the plots along the site frontage.**
5. Having reviewed the ground investigation data, the proposed temporary works are considered reasonable and proportionate. However, I recommend the length of excavation bays are limited to 15m maximum and a formal inspection strategy is implemented if the excavations are to remain unsupported for greater than 1 month, i.e. regular site inspection by geotechnical engineer to confirm integrity of benches and no risk to Lingards Road. **The length of excavation will be limited to one plot at a time, this would be in the region of 15.0-20.0m depending on the plot. We will be attending site to inspect the temporary works and also the formation strata for each plot followed by inspections of the basement retaining walls. Whilst on site at these key stages, we will also monitor the temporary works. If we have any concerns we will take steps to safeguard Lingards Road which may include backfilling the excavation until an alternate temporary works is agreed.**
6. Some enhanced measures may be required where groundwater seepages are encountered during excavation. It would be prudent for the developer to have immediate access to a supply of coarse sandstone aggregate (e.g. 100mm to 150mm clean stone) and separator fabric (e.g. Terram 1000 or similar) should groundwater be encountered. **The known spring to the front of plot 37 is to be investigated further and picked up and diverted through the onsite land drainage system. Should any further groundwater be encountered, a land drain will be installed and also connected into the land drainage system. Materials will be readily available on site as the basement retaining walls all require a land drainage system.**

7. If significant volumes of groundwater or signs of instability are encountered, all excavations should stop and further advice should be sought. **This will be monitored on site with any significant ground water/instability immediately reported to ourselves. Should this occur, excavations will cease and will attend site and feedback accordingly.**

I trust this is all in order but if you have any queries please do not hesitate to contact us.

Best regards,

Richard Barson

Principal Engineer (Highways Asset Management)
Kirklees Council
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Please note, I do not work on Wednesdays.