

**Consultation Response from KC,
Highways Development Management****2024/90936 Building off, Slaithwaite Gate, Scapegoat Hill, Huddersfield, HD7 4NS****Demolition of existing storage building and erection of new storage building****Date Responded: 06/11/2024.****Responding Officer: D. Stainsby****Responding Ref: K1-45/22****RECOMMENDATION**

The drawing submitted has addressed points 1 and 2 below. However, no further information has been submitted to address points 3, 4, 5 and 6.

As a result, the proposal in its current form is still unacceptable from a highway's perspective.

Further information is required on points 3, 4, 5 and 6 is required, as detailed below

This application is a resubmission of application No. 2023/90497 for the demolition of existing storage building and erection of new storage building at Slaithwaite Gate, Scapegoat Hill, Huddersfield, HD7 4NS.

That application could not be supported as the proposals did not provide enough information for them to be acceptable to Highways and the following information was required:

- 1) A revised layout showing the required visibility splays should be provided to ensure that the minimum visibility can be provided for vehicles leaving the site.
- 2) A revised layout showing the on-site vehicle parking spaces and the on-site vehicle turning area should be provided.
- 3) A revised layout showing the gradient of the access road should be provided to ensure that the gradient of the access road meets the requirements of the Kirklees Highway Design Guide SPD.
- 4) A swept path analysis to show that a Kirklees fire service vehicle can both access and turn within the site, in the case of an emergency, needs to be provided.
- 5) If required, details of waste storage and collection should be provided, with the location of a waste collection presentation point being clearly marked on a drawing.
- 6) A revised layout should be provided showing that any gates to the site are set back sufficiently to ensure that vehicles waiting to enter the site do not obstruct the highway.

The application was refused on Highway safety grounds and a subsequent appeal to that decision was also dismissed on highway safety grounds.

To address the matters raised the Applicant has now submitted a drawing to show the appropriate sight lines, turning and parking spaces.

The drawing submitted has addressed points 1 and 2 above. However, no further information has been submitted to address points 3, 4, 5 and 6.

As a result, the proposal in its current form is still unacceptable from a highway's perspective, further information is required on points 3, 4, 5 and 6 is required, as detailed above.

INTERNAL LAYOUT:

Two parking spaces have been provided and a swept path shows that there is enough space for a vehicle to turn within the site.

The approved vehicle parking and turning areas will need to be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded.

www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens

SITE ACCESS

Visibility splays of 2.4m x 43m are shown on the submitted drawing and are acceptable. However, it was requested that the width of the site access should be a minimum of 4.5m to allow two-way vehicle movements in and out of the site and this has not been achieved

No further information on the gradient of the proposed access road has been provided and there is a steep incline leading from the highway into the site.

Local guidance suggests that the desirable maximum carriageway longitudinal section gradient on all adoptable Street Types is 1 in 20 (5%). If this is not achievable, then the specific circumstances should be discussed with the council in order to address potential mobility and safety implications. A gradient no steeper than 1 in 10 (10%) is preferred.

The gradient of a non-priority route on the approach to a junction should be a gradient of 1 in 40 (2.5%) for the initial 10 metre length with an absolute maximum of 1 in 25 (4%).

A revised layout showing the gradient of the proposed access road should be provided to ensure that it meets the requirements of the Kirklees Highway Design Guide SPD.

Gates to the site access road need to be set back sufficiently from the adopted highway to ensure that vehicles can pull on to the site when waiting to enter so as not to cause an obstruction on the highway.

EMERGENCY ACCESS

The vehicle access to the site is longer than 20m and the emergency access requirements require that a turning area for fire tenders is also required when the route is longer than 20m.

A swept path analysis to show that a Kirklees fire service vehicle can both access and turn within the site in the case of an emergency needs to be provided.

WASTE STORAGE AND COLLECTION:

If there is a need for waste storage, then no bin storage areas have been shown on the proposed plan. Details of waste storage and collection should be provided, with the location of a waste collection presentation point being clearly marked on a drawing in such a location that is easily accessible to the collection team and where it will not obstruct the parking, access or the adopted highway for road safety reasons.

Details for waste storage requirements can be found in the document “Waste Storage and Collection Guidance for New Developments” which is available from waste.planning@kirklees.gov.uk. Or at <https://www.kirklees.gov.uk/beta/planning-applications/guidance-and-advice-notes.aspx>). The proposal in its current form is unacceptable from a highway’s perspective, further information is required as detailed above.