

Consultation Response from KC, Highways Development Management
2024/91760 Land adj Healey Junior Infants and Nursery School, Healey Lane, Healey, Batley, WF17 8BN
Erection of 19 dwellinghouses with associated car parking, landscaping and boundary treatment and other associated works
Date Responded: 19/12/2024 Responding Officer: CNB Responding Ref: K13-1SE/26

This application is for the erection of 19 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 22/93499, however reserved matters for this never came forward. The current application is for an increased number of dwellings (19) and a slightly changed layout.

These comments are based on additional information submitted by the applicant and should be read in conjunction with the previous set of comments submitted 21st Oct and attached below.

The applicant has confirmed that they would be willing to fund an extension of traffic calming measures on Healey Lane and this should be included within a s106 agreement. The current sketch proposals from the Kirklees Highway Safety team are for 3 round-topped humps between the school and the junction with West Park Road. The cost for this and the processing of the No Waiting at Any Time TRO markings around the access to the development site comes to £42,500 (this would be £35,000 for the safety scheme and £7,500 for the TRO). These are current prices and may increase in line with inflation if the development is delayed).

A stage 1 Road Safety Audit (RSA) brief and auditor's CVs have been sent to the LPA and these will be forwarded on to the Kirklees Highway Safety Team for approval before the RSA should go ahead. We do not consider that any major redesign of the site will be required with the auditor's report and any issues raised can be dealt with by the designer's response, so this can go ahead after approval in this instance.

The applicant has submitted Drawing No (557)2405-GWP-00-00-D-A-(PA)-0005 Rev. P17 Proposed Site Plan.

The s38 team have requested that further information will need to be submitted before they would be happy to start the s38 process, this is the provision of a long section drawing (with details of gradient, vertical curves and chainage), The latest version of the layout drawing 0005 Rev. P17 has resolved all their other concerns.

A highways area plan identifying the areas to be offered for adoption has been provided as drawing 0012 Rev P01.

A swept path analysis showing that a 12m refuse wagon can safely access and turn within the site has been provided as drawing No 2403605. This incorporates the 10m radius kerbs on the junction and allows for parked cars opposite the junction on Healey Lane.

Subject to providing a long section drawing as part of the S38 process, and with the agreement of the Head of Planning, in this instance, given the timescales relating to securing Homes England funding and the need to issue a planning permission, we are prepared to condition the submission of long

sections and Stage 1 RSA. I am satisfied based upon the spot levels on the latest site layout plan, that maximum gradients of no steeper than 1:20 are achievable.

Proposed Conditions:

Preliminary access and street design details – Condition

Prior to commencement of development, the following details associated with the proposed site access and estate streets, as shown on the preliminary site layout plan, ref. (557)2405-GWP-00-00-D-A-(PA)-0005 Rev. P17 Proposed Site Plan, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- Long Sections showing the vertical alignment of all estate streets;
- Stage 1 Road Safety Audit (RSA) based on an Approved RSA Brief, Designers Responses and Agreed RSA Actions, covering all aspects of these works.

The site access and estate streets shall be implemented in accordance with the approved details and thereafter retained and maintained for the lifetime of the development.

Reason:- To ensure the free and safe use of the highway, in the interest of highway safety and amenity.

Kirklees highways structures team conditions

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.

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.

Preliminary street design details – Informative

The discharge of the above condition does not constitute Technical Approval of the estate street works under Section 38 or 278 (or other relevant section) of the Highways Act 1980, for which separate approval is required from the Local Highway Authority.

S106

You should be aware that the previous outline permission (2022/93499) included a S106 agreement included the following highway contributions. Any permission will require a S106 securing these contributions.

Abstract from previous S106**Traffic Regulation Contribution (£7.5K)**

1. Prior to commencement of development pay to the Council the Traffic Regulation Order Contribution
2. Not to commence development until the Traffic Regulation Order Contribution has been paid

Traffic Calming Measures Contribution (£35K)

1. Prior to commencement of development pay to the Council the Traffic Calming Measure Contribution
2. Not to commence development until the Traffic Calming Measure Contribution has been paid

Previous Comments (sent 21/10/2024)

This application is for the erection of 19 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 22/93499, however reserved matters for this never came forward. The current application is for an increased number of dwellings (19) and a slightly changed layout.

Trip Generation

There were no trip generation details provided with the application, however an outline approval was

granted for a slightly smaller development in 2022 and the increase in residential units would not generate sufficient extra trips as to have a severe impact on the operation or efficiency of the local highway network.

Highway Safety

There has been only one injury collision recorded within the last 5 years in the vicinity of the site and this was at the junction of Healey Lane and West Park Road.

Consultation with Kirklees highway safety team for the previous outline application 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 from the applicant and the current price can be obtained from the highway safety team.

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 would require a contribution from the applicant and again this should be done in consultation with the Kirklees Highways Safety team.

These contributions were included within the s106 agreement for the outline permission dated August 2023 and included a TRO contribution of £7,500 and a traffic calming measure contribution of £35,00 and these prices are expected to have increased in line with inflation and increased costs and revised figures should be obtained from the Kirklees Highway Safety team.

Access

The proposed access is shown on drawing No 0005 Rev P11 and is in the same location as the previous outline approval. The drawing does not show a visibility splay dimensions, and these should be added. The previous outline approval indicated a visibility splay of 2.4m x 43m was achievable and this should be replicated on the current drawing.

The junction radii shown on drawing No 0005 Rev P11 looks smaller than the one on the previous outline approval, and this should be increased to 10m radii on both sides in order to allow a refuse vehicle easy access/egress from the site. The main access road is approximately 5.5m wide at the access and has 2m wide pedestrian footways on both sides. These extend part way in to the site where the access becomes a shared space. The access should be designed around a swept path analysis for an 11.85m refuse truck and we would like to see this marked clearly on a drawing to show safe access and egress can be achieved and would not be impeded by on-street parking opposite.

The access on to Healey Lane would need to be constructed within a s278 agreement and we would request that the applicant contacts the Kirklees s278 team at the earliest possible opportunity to discuss their requirements.

Once an access layout has been approved a Stage 1 Road safety Audit will be required and a briefing

and audit team CV should be provided to the LPA for written approval prior to the RSA taking place. This would include any agreed traffic calming measures along Healey Lane.

There are no other pedestrian access routes in to the site and for sustainability reasons we would like to see a pedestrian access on to West Park Road that would create a shorter route to bus stops. With just the proposed shared vehicular/pedestrian access the walking distance from the centre of the site to the closest eastbound stop is approximately 300m, with a pedestrian route directly on to West Park Road this could be reduced to approximately 165m. Westbound stops are slightly closer to the site. This would increase the attractiveness of public transport to residents on the site.

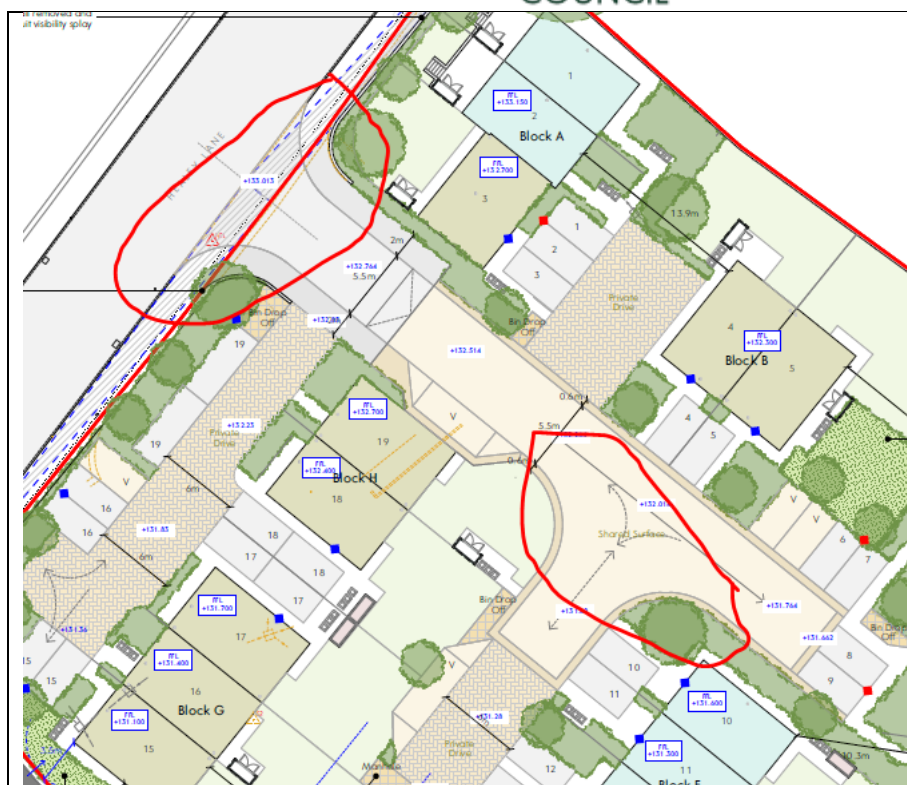
Internal layout and S38 details

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 contacts the Kirklees s38 team to discuss their requirements at the earliest opportunity to avoid any delays in adoption of the access. For the reasons of completing a consultation response it is assumed that adoption would cover the access and the internal layout including the turning head but excluding any private drives, however the extent of the site to be put for adoption should be confirmed.

S38 team consultation notes

The Kirklees S38 team identified a number of concerns in their consultation, and these should be addressed by the applicant to ensure that the site can be adopted by the local highway authority;

There are no visibility splays dimensioned. Junction and Forward Visibility Splays and dimensions must be in accordance with the Kirklees Design Guide (Table 1) and dedicated to Kirklees if they fall out of the existing highway boundary. The visitor bay is located where it will restrict visibility for vehicles exiting the turning head and should be relocated to the other side of the carriageway so that it avoids this. Please request and provide speed survey results for the existing road to determine if the visibility splays are sufficient and establish if additional traffic calming is required.



The application will need to comply with Kirklees Design Guide including some of the key issues below.

Table 1: Summary of Residential Street Types

Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)
Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH
Alignment	Curvilinear	Curvilinear/angular	Angular with alignment shifts
Design speed	25 mph	20 mph	15 mph
Speed restraint feature separation (Maximum)	100m	60m	40m
Forward visibilities	33m	25m	23m
Centreline radius (Minimum)	35m	20m	Based on vehicle tracking
Typical Cross-section	2m footway - verge - carriageway - verge - 2m footway	2m footway - carriageway - 2m footway	hard margin - carriageway - hard margin
Carriageway width	6.75 metres	5.5m	5.5m

Where there is not a footway adjacent to the carriageway a minimum 5.5 metre wide shared surface (Type C) block paved carriageway with a minimum 600mm block paved margin on either side is required as per Table 1 and paragraph 3.14 of the Design Guide. Shared surface carriageway must not be steeper than 1:21 or 5% otherwise a Local Residential Street (Type B) with footways on both sides

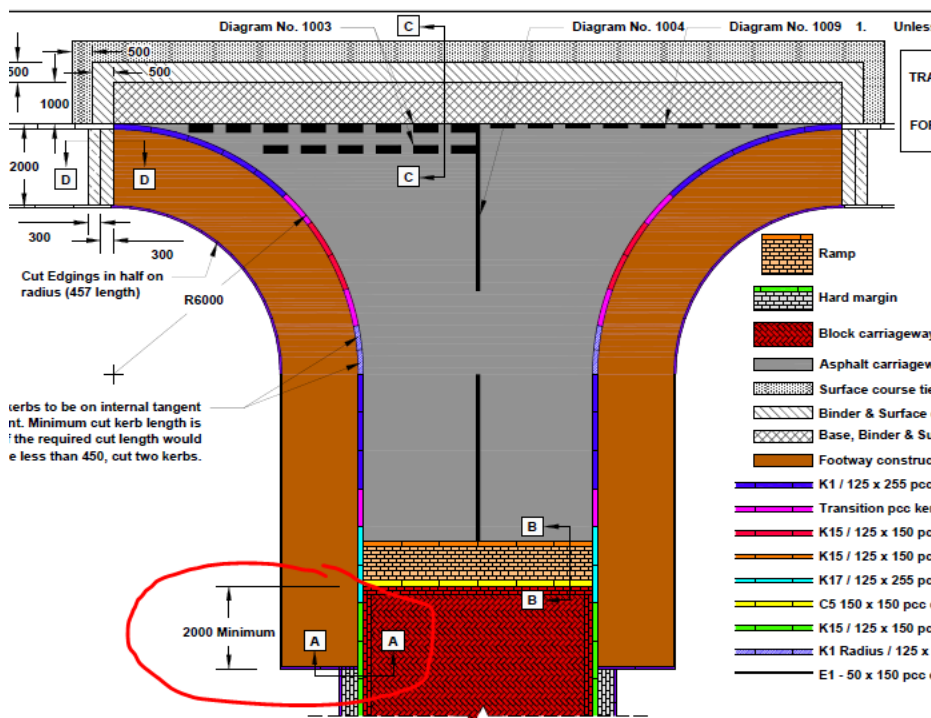
will be required.

3.14 Street Type C (Shared Surface Streets):

This street type has shared surfaces (for pedestrians and motor vehicles) and is designed to accommodate slower speeds, which should be self-enforcing through good design. Pedestrians can safely share the whole street with vehicles; however, designated pedestrian routes may still be required for more vulnerable users within the context and nature of the development, for example older people, people with disabilities and those with children. It is more appropriate if shared surfaces have different surfacing to Type A and B streets (e.g. block paving) and incorporate different surface materials to delineate the different functions of the highway at different points. Street tree planting can also be incorporated within shared surfaces to break up large swathes of hard surfacing. Care should be taken to coordinate street lighting and street tree planting locations to ensure

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010 where necessary. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. Shared surface carriageways will need to be Equalities Act 2010 (DDA) and Kirklees Design Guide compliant and be no steeper than a maximum of 1:21 or 5%. If the carriageway is steeper than 5% then a Local Residential Street (Type B) with footways both sides would be required as per Table 1.

Please ensure the footway extends 2 metres beyond the top of the ramp as per our standard detail.



Kirklees require a swept path analysis for an 11.85m in length refuse vehicle indicating how it can pass an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre.

Cycling facilities must accord with LTN1/20.

Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.

NOTE *The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.*

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE *The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.*

Only visitor parking bays parallel to the carriageway will be adopted. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption. Where parallel parking bays are adjacent Public Open Space or walls please ensure there is a minimum 1 metre wide hardstanding to enable safe entry and exit of the occupants.

No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.

No Highway materials, construction methods, and technical details have been approved at this stage. The detailed design and highway adoption approval will be subject to a full technical audit on application.

Parking

The current Kirklees parking standards for residential units are 2 and 3 bed dwellings to provide 2 off street car parking spaces and 4+ bedroom dwellings to provide 3 off street parking spaces, with a visitor space for every 4 dwellings.

The transport statement suggests that 2 spaces would be provided for 4 bed dwellings and 1 space for 2 bed dwellings and that a total of 24 spaces would be provided which would be a shortfall of 22 spaces. The revised drawing No 0005 Rev P11 appears to show that the parking standards are closer to being met due to the removal of 4 bed dwellings from the designs (these do not appear to be shown in any of the submitted architectural drawings or floor plans or on drawing No 0005 P11 Proposed Site Plan).

Block No	Plot Nos	No of beds	Parking supplied	Parking required	Difference
A	1 & 2	2	2	4	-2
A	3	3	1	2	-1
B	4 & 5	3	2	4	-2
C	6 & 7	3	2	4	-2
D	8 & 9	3	2	4	-2
E	10, 11 & 12	2	3	6	-3
F	13 & 14	2	2	4	-2
G	15, 16 & 17	3	6	6	0
H	18 & 19	3	4	4	0
Combined shortfall					14 spaces

This still indicates a significant shortfall in parking provision for the site of 14 spaces and this would inevitably displace parking on to the adopted highway along Healey Lane and West Park Road or may utilise the proposed visitor parking rendering it unavailable to visitors and we wouldn't like to see an increase in on-street parking in these areas for highway safety reasons. A suitable number of parking spaces to fit with Kirklees standards should be provided or an evidence-based explanation as to why the provision of parking is so much less than required.

It is noted that the site is adjacent to a primary school and there is an existing high demand for drop-off/pick-up parking along Healey Lane during school times and this may have an impact on the available supply of off-site parking at these times.

We would expect that 19 dwellings would have 5 visitor parking spaces, and these are clearly indicated on drawing No 0005 Rev P11. It is noted that the visitor spaces adjacent to the car parking for plots No 16 and No 6 are perpendicular to the highway and therefore would not be adopted. The visitor space adjacent to plot 16 parking are off a private drive and wouldn't be adopted and the two visitor spaces adjacent to plot 6 parking may need to be revised to be adopted. We are concerned that due to the shortfall in residential parking provision the visitor parking spaces will be occupied by residents rather than visitors.

Servicing and waste collection

Access to the site and turning within the site would be required for an 11.85m refuse truck. Drawing No 0007_P04 "Waste Management Strategy" indicates that a servicing vehicle can turn within the site so it can enter and exit the site in forward gear, however the drawing does not indicate the type and size of the vehicle used for the swept path tracking analysis. This information should be provided on the drawing and the tracking analysis should also include the access junction with Healey Lane to show a refuse vehicle can safely enter and leave the site.

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>

We do not feel that we can currently support this application as submitted without the issues detailed above being addressed and additional information provided and so we wish to object on these grounds.

If suitable additional information can be provided to address our concerns then we may be able to re-assess the proposals and provide a more positive response.

The Kirklees highways structures team have requested the following conditions be included in any permission granted.

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.