

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

2024/91998 former, Almondbury High School, Fernside Avenue, Huddersfield, HD5 8PQ

Erection of special educational needs and disabilities school (Use Class F1), comprising educational buildings, roof mounted photo-voltaic panels, sensory garden spaces, multi- use games areas, landscaping, hardstanding areas, carparking, access with secure fencing and associated ancillary development

Date Responded: 07/11/2024

Responding Officer: CNB

Responding Ref: K6-15NE/3

This application is for the erection of a SEND school on the site of an existing school with an access on to Fernside Avenue, a 30mph two-way single carriageway local distributor road of approximately 7.6m width with footways on both sides and street lighting present. There are priority give way narrowing along the road, presumably to control speeds, with No Waiting at Any Time TRO markings and School Keep Clear and School Bus TRO markings. These extend along the road to the north east to cover the adjacent Hill View Academy primary school.

There are stops on a high frequency bus route within 450m of the centre of the site.

The site benefitted from pre-application advice (submitted on 30/04/2024 and attached below) and a pre-application meeting. The site also benefits from a prior notification for demolition of the existing High School as part of 24/91314.

The proposed SEND school currently exists at a location approximately 1.5km to the west of the proposal site and so many of the trips will already be on the wider local highway network.

In principle we have no objections to the development of the school as it would essentially be a “like for like” development with one school being replaced by another, although it is accepted that the trips generated by the schools will be different, with the proposal site operating a different arrivals regime to the previous school. However, we expect trip rates to be lower with the proposals than with the previous school use.

The access to the site from Fernside Avenue is to be improved, widening the access to create a two-way access of approximately 6m width. The improvements to the access will need to be carried out within a s278 agreement with the local highway authority and we would recommend that the applicant contacts the Kirklees s278 team at the earliest opportunity to discuss their design requirements.

2.4m x 43m visibility splays can be achieved from the proposed new access and this is acceptable.

A series of swept path analysis tracking drawings were included within the Transport Statement and these show that a 12m refuse truck and a fire tender can both safely access the site and that the refuse truck can reach the waste bin storage area. There is also a swept path showing that a 12m refuse truck can use the turning head created adjacent to the access, although it is noted that this turning movement will not be achievable if the main gates are closed.

The proposed parking provision, shown on drawing No 0012 S2 P02 is for 111 staff car parking spaces, 24 visitor parking spaces, 6 accessible spaces, 9 EV parking spaces and, from the Transport Statement, up to 25 mini-bus spaces and 6 taxi spaces and these were based on the proposed number of staff (166) and students (180), with most student arrivals being by mini-bus. The spaces are all of a suitable size with a 6m headway to allow easy and safe manoeuvring in and out of the spaces. Drawing No 0001 S2 P04 indicates that 10 covered cycle spaces are to be provided, however no details have been provided of the cycle storage and so we would request that these are provided as part of a condition.

This number of parking spaces is acceptable based on previous staff surveys indicating that approximately 12% of staff use sustainable and active travel modes, and due to the close locations of the two SEND school sites, this is not expected to change.

In relation to details for the storage and collection of waste bins we defer to our colleagues in the Kirklees Waste Strategy team, however the swept path analysis showing access to the site for a waste collection vehicle indicates that access can safely be made.

Due to the location of the adjacent primary school and possible pedestrian routes to the primary

school crossing the access to the proposal site we would request a construction access management plan is provided for both the demolition and construction phases of the development for highway safety reasons, and this can be conditioned.

The only concern that was raised at pre-app and doesn't appear to have been addressed with the application was the access in to the car park adjacent to the nursery building. This contains a sharp right-hand turn from the side of the proposed turning head that may not be safe for larger maintenance vehicles needing to access the site. We requested that a swept path is provided to show that a maintenance/servicing vehicle can access the site safely or that the access is redesigned to a straight access. These details should be provided and can be added as a pre-commencement condition.

With this we consider that the application is acceptable on highways grounds with the following conditions.

Conditions

Before development commences, details of suitable cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Reason: To comply with the Council's sustainability objectives and to meet the requirements set out in Local Plan Policy LP22 part g.

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction workers and delivery parking facilities, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Reason: In the interests of highway safety

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout of the access to the adjacent parking area (nursery site), including a swept path analysis, have been submitted to and approved in writing by the Local Planning Authority. Before any building is occupied the development shall be completed in accordance with the details shown on the approved plans and retained thereafter.

Reason: To ensure a suitable access and layout in the interests of highway safety

Footnote

Any works within the adopted highway fronting the property will need to be constructed under the correct legal agreement of the 1980 Highways Act. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution.

Pre-Application Highways Advice (sent 30/04/2024)

This is pre-application highways advice for demolition and erection of a school on the site of an existing school with an access on to Fernside Avenue, a 30mph two-way single carriageway local

distributor road of approximately 7.6m width with footways on both sides and street lighting present. There are priority give way narrowing along the road, presumably to control speeds, with No Waiting at Any Time TRO markings and School Keep Clear and School Bus TRO markings. These extend along the road to the north east to cover the adjacent Hill View Academy primary school.

There are stops on a high frequency bus route within 450m of the centre of the site.

The full planning application should contain a transport assessment that lays out the full impacts of the proposals on the operation and efficiency of the highway network. The full scope of this should be agreed with the LPA prior to submission and should cover as a minimum; the trip generation for the site with expected vehicle types and times of highest trip generation; details of trip types and details of pupil transport needs, (drop off and pick up); access to the site (plus any changes to the access); use of and access to/from the adjoining car park; on-site parking for staff and pupil transport; details of parking for drop-off/pick-up times; details of servicing; swept path analysis for mini-buses, servicing and emergency services showing access in to the site and around the site; waste storage and collection details.

The swept path for emergency services should show that a West Yorkshire fire tender can get within required distances of all the required parts of the site. West Yorkshire Fire and Rescue will be able to provide details of their current access requirements for new developments.

We would like to see the access to the site amended to take two-way traffic with any required works on the highway to be done within a s278 agreement. Detailed drawings should be provided. This is indicated as point R in the key of drawing No L0013 P01.

Details would also be required for the proposed use of the old nursery site adjacent to the access. We would also like to see an access into this site submitted with a swept path analysis showing it can easily and safely be accessed by service vehicles. The access on the submitted drawing L0013 P01 Illustrative masterplan shows a very sharp right-angle access that may not allow service vehicles to access the site safely. The applicant may wish to consider closing this access altogether and make the existing exit a two-way access instead.

Drawing No L0013 P01 indicated that a total of 154 parking spaces would be provided within the school, 20 visitor parking spaces (plus 3 mobility and 3 EV parking spaces) and 119 staff parking spaces (plus 3 mobility and 6 EV parking spaces), with parking for a further 30 minibuses, although it is not made clear if these minibuses will remain on site throughout the day. It is assumed that the space will be used essentially for drop-off/pick up due to part of it being within an external play area.

Parking spaces within the site should conform to standards and be approximately 2.4m wide and 4.8m deep, with additional space for accessible spaces and EV charging spaces as per local and national guidance. There should be approximately 6m between rows of parked cars to allow for safe access to/from the spaces, if this is lower than 6m then the width of the spaces should be increased sufficiently to allow manoeuvring, and this should be accompanied by a swept path analysis.

Details of waste storage and collection would also be required, including the location of bin storage and collection areas and the swept path analysis of an 11.85m refuse truck at the site. A bin store is included within the key to drawing No L0013 P01, however this is marked as "Location TBC" and no location is yet marked on the drawing.

Due to the primary school adjacent to the site we would also ask for a construction access management plan to be submitted that controls access for heavy and large delivery vehicles to outside school hours for highway safety reasons and to avoid drop-off and pick-up times. This could be conditioned for pre-commencement if required.