

Consultation Response from KC, Highways Development Management (HDM)**Application Ref. 2024/92365 - Land at Blackmoorfoot Road/Felks Stile Road, Crosland Moor, Huddersfield, HD4 7AD**

(amended details) Reserved Matters application (including the considerations of appearance, scale, layout, access (including pedestrian and cycle access into and within the site and vehicular access within the site), and landscaping) for the erection of 469 residential dwellings and associated works including landscaping and the provision of open space, pursuant to [EASTERN PARCEL of] permission 2024/92614 for variation and removal of conditions 4 (access works), 8 (Blackmoorfoot Road improvements), 10 (junction details), 16 (retaining wall design), 17 (highway structure design), 18 (surface water drainage strategy), 37 (external lighting strategy) and 39 (crime mitigation measures) of previous outline permission 2020/92546 (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works

Date Responded: 01/12/25**Responding Officer: A Darwin****Responding Ref: K2-16/11**

RECOMMENDATION:

No objection – Subject to additional planning conditions (See end of response for further details).

Overview:

HDM has been reconsulted on Reserved Matters (RM) application 2024/92365, submitted pursuant to outline planning approval 2024/92614 (which varies the original outline approval 2020/92546). This application relates to the eastern residential site parcel, being progressed by Vistry West Yorkshire for 469 dwellings.

HDM previously provided comments on RM application 2024/92365 on 29/10/24 as part of a joint response that also covered the RM application for the western residential parcel (2024/92235 by Miller Homes for 231 dwellings, also pursuant to outline application 2024/92614 and approved on 21/11/25).

As part of the approval for 2024/92235 (western parcel), tie-in level information for the streets linking the two residential parcels was agreed with both applicants and secured by condition. This tie-in level condition will also need to be applied to this RM application, should approval be granted. In addition to this, a combined 'Movement Plan' drawing (reference n2114_420 Rev. M) has been produced to cover both RM sites, ensuring that a comprehensive movement strategy for both sites is delivered. The streets within both of these RM sites have also undergone separate Stage 1 Road Safety Audits (RSA), and both RSA processes have now been satisfactorily closed out.

HDM is therefore able to provide these final comments on RM application 2024/92365 for the eastern site parcel. Following extensive discussions with the applicants since the previous combined HDM response, and after reviewing additional supporting information and amendments, HDM offers no objection to the proposals, subject to the imposition of additional planning conditions (see end of response for details). These conditions will supplement those already imposed on the wider outline permission and complement those included in the RM approval for the western parcel (2024/92235).

Supporting Information:

Below is a list of the latest information provided in support of this RM application (western parcel), which has been reviewed to formulate this response:

Drawings submitted for Reserved Matters Approval

- Technical Layout / n2114V_008-01 Rev. M
- Presentation layout / n2114V_009 Rev. M
- Tree Root Protection & Visibility Splays / GLY0043 GA-V 02 Rev. B
- Tree Root Protection & Visibility Splays / GLY0043 GA-V 03 Rev. B

Additional supporting drawings / documents reviewed for information purposes

- Movement Plan / n2114_420 Rev. M
- 08.24007-ACE-00-ZZ-D-C- 2610 - P3 - Footpath and Cycle Route Plan
- Adoption Extents Plan n2114V_200 Rev. B
- BMF PROW Path Link / ENG-006
- AMA-22224-SK050-P10 - Proposed Parallel Crossing Facility
- AMA-22224-SK060-1.1-P10 - Proposed Site Access on Blackmoorfoot Road

- AMA-22224-SK-074-P05 - Road Dimensions
- AMA-22224-SK-085-P09 Active Travel Infrastructure Plan (Vistry) 2.3 and 3.3
- AMA-22224-SK-094-P06 All Visibility Splays (Vistry) 1.2 and 2.2
- AMA-22224-SK-097-P05 Panel Van Turning Heads (Vistry) 1.2 and 2.2
- AMA-22224-SK-098-P05 'Indicative Double Yellow Line and Bus Stop Clearway Plan' (Vistry) 1.2 and 2.2
- AMA-22224-SK100-P07 SPA1 (Vistry) - 1.3, 2.3 & 3.3
- AMA-22224-SK101-P07 SPA2 (Vistry) - 1.3, 2.3 & 3.3
- AMA-22224-SK102-P07 SPA3 (Vistry) - 1.3, 2.3 & 3.3
- 08.24007-ACE-00-ZZ-D-C - 2139 - P4 - S38 Setting out Layout
- 08.24007-ACE-00-ZZ-D-C-2030-P03 - S38 Highway Longsections Overview for Information
- 08.24007-ACE-00-ZZ-D-C-2031-P03 - S38 Highway Longsections Phase 1 Sheet 1 of 3
- 08.24007-ACE-00-ZZ-D-C-2032-P05 - S38 Highway Longsections Phase 1 Sheet 2 of 3
- 08.24007-ACE-00-ZZ-D-C-2033-P03 - S38 Highway Longsections Phase 1 Sheet 3 of 3
- 08.24007-ACE-00-ZZ-D-C-2034-P04 - S38 Highway Longsections Phase 2 Sheet 1 of 3
- 08.24007-ACE-00-ZZ-D-C-2035-P03 - S38 Highway Longsections Phase 2 Sheet 2 of 3
- 08.24007-ACE-00-ZZ-D-C-2036-P02 - S38 Highway Longsections Phase 2 Sheet 3 of 3
- 08.24007-ACE-00-ZZ-D-C - 2037_Planning Longsections Combined ARP-Adept Sh.1_For Information_P02
- 08.24007-ACE-00-ZZ-D-C - 2038_Planning Longsections Combined ARP-Adept Sh.2_For Information_P02
- RSA1 Brief (Rev 2) - Dated 22.10.25
- RSA1 Report (Initial Issue) - Dated 29.10.25
- RSA1 Design Response Report (Rev 0) - Dated 26.11.25
- AMA HTN – 22224 LTN1/20 Technical Note Blackmoorfoot Road – Dated 23.12.2024.

It is noted that a few minor drafting issues have been identified with some of the above drawings, which have been highlighted to the applicant. Therefore, it is understood that they are going to address these issues with a resubmission of the affected drawings. However, as the anticipated changes are very minor in nature and will not include any alteration to the design of the development, these drawing amendments should not affect this final HDM response. Therefore, a further re-consultation with HDM should not be necessary, unless other substantive changes are made to the proposals.

Principles of the proposed internal street and active travel route network

Active Travel England (ATE) have continued to raise a number of queries regarding the proposals in their latest consultation response dated 06/11/25. The majority of these issues have been addressed in the proposals (or will be addressed via condition), albeit detailed information has not been provided by the applicant to directly respond to all of the ATE queries. This is with the exception of document 'AMA HTN – 22224 LTN1/20 Technical Note Blackmoorfoot Road – Dated 23.12.2024' that has been provided; and includes traffic flow data of the internal street network, to help identify the appropriate level of cycle infrastructure that is required within the site (a specific request of ATE).

Therefore, below is a summary of the principles of the proposed street and active travel network. This has been informed by the various submission information, including the explanatory text contained in the approved Stage 1 Road Safety (RSA) Audit Brief that covers the proposed internal street and active travel route network, and was agreed between the applicants transport consultant (AMA) and HDM to inform the Stage 1 RSA process.

Access to the full development site (both western and eastern parcels) is proposed from Blackmoorfoot Road and Felks Stile Road, which are to be connected by an internal spine road (Primary Loop Road) that has been designed to accommodate a future bus route. However, only the Blackmoorfoot Road access and a section of the internal spine road falls within this RM application boundary (eastern parcel). These site access arrangements have been designed to incorporate cycle facilities (shared cycle/footways) that will link the on-site facilities to the wider all-purpose highway network.

A Secondary Loop Road will then run through the centre of the development site in a 'U' shape from north-south, which links to the Primary Loop Road at either end. Accessed from the Secondary Loop Road will be a series of tertiary streets that serve the remainder of the development, and include a number of shared surface streets.

The developments Primary Loop Road has been designed in accordance with the Type A classification (from the Kirklees Highway Design Guide SPD) with a design speed of 25mph. The Secondary Loop Road and a number of the streets accessed from it have been designed in accordance with Type B classification streets, which have a design speed of 20mph. The shared surface streets have been designed in accordance with Type C classification streets, which have a design speed of 15mph. Speed restraint features have been incorporated into the street layout, to achieve the proposed design speeds.

The carriageway width of the Primary Loop Road has been designed at 6.75m wide, which is sufficient to accommodate the proposed bus route and is in accordance with the Kirklees Highway Design Guide SPD. The Secondary Loop Road and other Type B streets have been designed at 5.5m wide. The Type C shared surface streets have also been designed at 5.5m wide. The centreline radii across the site generally accords with local standards (See Table 1 of the Kirklees Design Guide SPD), and includes widening on bends where necessary to ensure the free movement of traffic (including cyclists). Adequate visibility has been demonstrated at all junctions, links and crossing points, to allow safe usage by all users. Trees planting and other landscape features have been designed to ensure that they do not adversely affect visibility. All Type A and B streets include 2m wide footways on both sides as a minimum (and in some cases, a wider 3m footway, a 3m wide shared cycle/footway or segregated cycle tracks and footways are proposed).

The movement of pedestrians and cyclists has been considered across the whole site and a movement strategy has been agreed, as shown the 'Movement Plan' drawing n2114_420 Rev. M, which takes into account the guidance and design principles contained in LTN 1/20. Beyond the Primary Loop Road, it has been established that cyclists can be accommodated 'on-carriageway' based on the anticipated traffic flows. Therefore, the cycling infrastructure provided on the Secondary Loop Road is beyond the minimum requirements set out in LTN 1/20, and is primarily aimed at facilitating movement of less experienced cyclists (e.g. child cyclists/wheelers), with faster / more experienced cyclists anticipated to stay on-carriageway.

Shared cycle/footways have been used in most cases within the wider site, although a segregated route has been incorporated on a section of the secondary loop within the eastern RM parcel (which is feasible due to the limited frontage access and junctions on this section of street). Whilst it is acknowledged that shared cycle/footways are not the preferred option recommended in LTN 1/20, this approach has been taken to avoid frequent changes between segregated and unsegregated provision that would otherwise be required, to ensure route continuity is achieved, to ensure an over-engineered environment is not created, and to minimise the land take requirements for transport related infrastructure. However, to mitigate the risk of pedestrian / cycle (and other wheeler) conflict, the shared use facilities have been designed so that they are generally only provided on one side of the street, with a dedicated footway provided on the other side, to ensure that pedestrians can choose to use a pedestrian only route should they wish. This includes the section of the Primary Loop Road

adjacent to the proposed carehome site (subject to future RM application), where a footway is proposed on the carehome side of the street.

The Active Travel Infrastructure Plans (AMA-22224-SK-085 P09 – 2.3 & 3.3) show the proposed footways (pink), footpaths (blue), shared footways / cycleways (yellow) and segregated cycle tracks / footways (green). The active travel provision has been carefully considered to ensure that routes are provided on key desire lines across the site. This includes:

- Pedestrian/cycle links to the primary accesses on to Blackmoorfoot Road and Felks Stile Road;
- Pedestrian/cycle link to the northeast corner of the site. This will initially connect to the PROW network (Footpath HUD/234/50), with cyclists being required to wheel bikes along the footpath before continuing their journey from Crossland Hills Road (via the PROW on Quarry Road). This provision is expected to be improved in future to a continuous pedestrian / cycle link once the remaining part of the Local Plan site allocation (HS23) is progressed, and an extended pedestrian/cycle route can be provided through that site.
- A number of pedestrian connections are proposed to the PROW network (HUD/234/50, HUD/234/40 and HUD/234/20) to the north. This includes improvements to an existing (but not formally recorded) footpath link that heads west towards Linthwaite from the existing PROW network.
- Pedestrian/cycle links to the public open spaces and play/games areas.
- Street V9 has been designed to allow a pedestrian/cycle link to be created to the adjacent Local Plan site HS20 to the east in future.

A controlled parallel crossing is proposed on the Primary Loop Road toward to the eastern extent of the site, within the vicinity of the proposed local centre use (that will be subject to a future RM application). Other uncontrolled crossings are also provided on the Primary Loop Road, which incorporate a raised plateau. Set-back footway / cycleway crossing points have been provided across the minor arms of the three main junctions on the northern side of the Primary Loop Road (two of which are included within the eastern RM site). These crossings have been designed without design priority for pedestrian / cyclists, which is a strategic decision. This approach has been taken, as the cycle route has a relatively steep 1:15 gradient in places, and is two-way. Therefore, defined priority was not considered to be a suitable approach in this situation. However, the crossings have been inset into the minor arms and include a raised plateau, to provide good quality crossing points in accordance with LTN 1/20 design principles. Where the pedestrian and cycle facilities cross junctions and links along the Secondary Loop Road, raised plateau crossings (without defined priority) are provided throughout the site.

It is concluded that the streets and active / sustainable travel network that is proposed across the development site is acceptable in principle.

Active Travel and Sustainable Transport Matters

As confirmed above, the proposed streets and active / sustainable travel network that is proposed across the development site is acceptable in principle, which includes those elements contained within this RM application site.

Preliminary design information has been provided for the pedestrian and cycle facilities that are proposed within the street network, which have been subject to an independent Stage 1 Road Safety Audit (RSA). The Stage 1 RSA process did not raise any fundamental issues with the proposals that cannot be addressed at the detail design stage (or have already been addressed through changes to the preliminary layout), and the Stage 1 RSA Response Report has been closed out. Further RSA's (Stage 2 and 3) will be required as part of the S38 Technical Approval / Highway adoption process in due course.

In addition to the on-street pedestrian and cycle facilities, a network of footpaths and shared use paths are proposed within the site, including routes through the public open spaces (POS), which provide direct and motor-traffic free routes for active travel users. As recommended by ATE, it is expected that all routes that are proposed to be utilised by cyclists (and other wheelers) will include a hard paved / bound surface. Further design details of all footpaths and shared use paths and associated features (e.g. gates will be required where the paths join the existing PROW network to the north), together with a timescale for their delivery, should be secured by condition.

ATE have also requested that details of the proposed lighting of off-street paths is confirmed. However, HDM note that there is already a planning condition relating to a required lighting strategy (Condition 37) on the outline approval. Therefore, this matter can be addressed at the discharge of condition stage.

In addition to the on-site pedestrian and cycle facilities, the applicants for both of the residential RM applications have agreed to provide the following improvements to the footpath network to the north of the site, within the 'blue land' identified in the outline permission, which include:

- Improvements to an existing (but not formally recorded) footpath link that heads west towards Linthwaite from the existing PROW network (from the transition between HUD/234/40 & HUD/234/20), which is shown indicatively on drawing ENG-006 (submitted with the RM application for the western parcel).
- Replacement gates (new field gate and separate pedestrian gate, to replace the existing gate and stile) at the end of Quarry Road, to enhance the accessibility of PROW HUD/234/50 in the interim situation before the remainder of the Local Plan site allocation (HS23) that is beyond these two RM sites is progressed in future (that would be expected to provide an enhanced active travel link at that time).

The above improvements are welcomed. However, as has been secured by condition to the RM application for the western parcel, it has been agreed that the footpath improvement will be extended to include an improved footpath surface along the section of HUD/234/40 that links the improved path towards Linthwaite to the paths within the NEAP/MUGA area.

Further design details of the above improvements and associated features, together with a timescale for their delivery should again be secured by condition (See conditions 9 and 21 of 2024/92235).

As mentioned within the previous HDM comments, a new 'Interim Travel Plan' was submitted with these RM proposals. However, the document is not acceptable and is contrary to the requirements on Condition 11, attached to the outline planning permission. Therefore, HDM request that the submitted 'Interim Travel Plan' document is **not** referenced on any approved plan / document list, should these RM proposals be approved.

WYCA were previously consulted regarding the proposals (see their consultation response dated 12/11/24), and have not raised any concerns regarding the principle of the proposed bus route facilities that have been developed along the Primary Loop Road. However, they have requested that going forward, they are included in discussions regarding the provision of public transport facilities for the development. HDM agree that this is important, as they will be instrumental in assisting with the delivery of new / diverted bus routes through the site (should these be feasible), potentially utilising some (or all) of the Sustainable Transport Contribution funding secured in the developments S106 agreement (and / or other funding sources that may be identified at that time). As confirmed by WYCA in their response, these matters can be discussed further at the Discharge of Condition stage relating to the site Travel Plan(s), which can also agree how to allocate the separate S106 contributions relating to bus stop improvements (that are likely to be utilised for new facilities at the two on-site stops

proposed along the Primary Loop Road, which have been indicatively shown on drawing AMA-22224-SK-098-P05-1.2.

Parking

Off-street car parking is proposed for all dwellings in full accordance with the Kirklees Highway Design Guide SPD recommendations, which is acceptable and should ensure that the need for on-street parking is minimised. This off-street provision includes a combination of drive and garage spaces, which comply with minimum size / design guidance.

HDM and the Councils S38 Team raised concerns regarding the level of visitor parking that was originally proposed, as the recommended provision of 1 space for 4 dwellings (to be provided in laybys or by carriageway widening) that is recommended in the Kirklees Highway Design Guide SPD had not been incorporated; and as the proposed provision was not well spread across the RM site. However, the applicant has made significant improvements to the proposals, which are now acceptable in principle. Whilst the visitor parking provision still does not include 1 space per 4 dwellings in formalised parking laybys, it has been demonstrated that adequate provision will be available in a combination of either on-street laybys, off-street locations, or in informal locations on-street that will not impact the safe and efficient movement of traffic (all modes), including the Councils Design Refuse Vehicle (which has been confirmed by swept path analysis).

Whilst the visitor parking provision is still not evenly spread across the RM site, significant improvements have been made to maximise its accessibility. This includes a comprehensive network of interconnecting footpaths, which allow users of streets where there is a lower level of on-street parking provision, to more easily utilise the provision within an adjacent street.

Therefore, the car parking proposals for the development are acceptable.

The development is required to provide Electric Charging Facilities for all dwellings, which is already secured by Condition 31 of the outline approval.

Secure / covered cycle parking is proposed for all dwellings, either in garages (where available) or cycle sheds. As confirmed by ATE, the facilities need to be accessible via external routes, and should accord with the guidance contained in LTN 1/20. Short stay cycle parking should also be provided within the POS areas. The final details of the cycle parking provision and its delivery should be secured by condition.

Servicing, waste collection, and emergency vehicle access

Following concerns previously raised by HDM and the S38 Team, a comprehensive package of swept path analysis has now been provided, which confirms the following:

- All adoptable turning heads can accommodate the Kirklees Design Refuse Vehicle;
- The Kirklees Design Refuse Vehicle can pass a car on bends, which should ensure that on-street parking does not obstruct the safe passage of a refuse vehicle (or other large vehicles). This is with the exception of a speed control bend on street V15 that does not allow for passing of large vehicles, but has been provisionally accepted by the Councils S38 Team (but will be subject to full S38 Technical Approval in due course);
- Buses can pass on the Primary Loop Road;
- Where necessary, a fire tender can turn on private drives, as well as other larger vehicles such as delivery vans.

The applicant has also indicated suitable locations for bin presentation points adjacent to the highway. These are acceptable in principle. However, the final details will need to be agreed with the Waste

Collection Authority in due course. It is noted that the Waste Collection Authority will not typically allow waste collection to take place within live / incomplete construction sites. Therefore, temporary waste collection arrangements will also need to be agreed. The requirement to agree waste collection facilities is already secured by Condition 13 of the outline permission. However, an additional Condition is required to cover temporary waste collection arrangements.

S38 Highway Design / Adoption

Following a number of iterations of the site layout proposals, the street layout that is now proposed is in general accordance with the Kirklees Highway Design Guide SPD in most respects, and the preliminary horizontal layout is now acceptable to HDM.

Indicative long section information has also been provided for all streets, which confirm that suitable gradients for all streets (generally max. 1:15, or max. 1:20 on shared surface streets) and paths are achievable. This includes suitable vertical alignments at the tie-in points on the streets that join the adjacent (western) RM site along Roads M1/V1, M2/V2 and V6, as demonstrated on the combined indicative long section drawings provided. That said, some of the indicative vertical alignment information provided for some streets is not in full accordance with the Councils Highway Design Guide SPD (e.g. vertical curves below minimum length requirements). Therefore, the vertical alignment of the streets and paths will need to be developed further as the detailed design progresses.

The street layout has been subject to an independent Stage 1 Road Safety Audit (RSA). The Stage 1 RSA process did not raise any fundamental issues that cannot be addressed at the detail design stage (or have already been addressed through changes to the preliminary layout), and the Stage 1 RSA process has been closed out with HDM through the agreement of the RSA Response Report.

In light of the above, the preliminary design proposals for the streets are acceptable in principle, and appear to be suitable for adoption. However, this matter will be considered further by the Highway Authority as part of their S38 Technical review process in due course, which may require further changes to the street layout, including any required changes that may be required as part of the subsequent RSA's (Stage 2 and 3) that will be required.

As requested by HDM, the applicant has provided indicative road marking drawings (AMA-22224-SK-095 P05 – 1.2 & 2.2). These show Double Yellow Lines (DYLs) along the full extent of the Primary Loop Road to prevent parking, to ensure that visibility at pedestrian/cycle crossing points are not obstructed, and to ensure that the proposed bus route is maintained free of obstructions. DYLs are also proposed in other locations, including at all internal road junctions for the initial 10m and within turning heads, to prevent on-street parking issues from occurring on the streets with more limited on-street parking provision. These DYL proposals are indicative only, and will be subject to further consideration at the detailed design stage. However, they are intended to show the extent of DYL restrictions that may be incorporated at the detailed design stage. The costs associated with the Traffic Regulations Orders (TRO's) that will be required to deliver the DYL proposals, together with all other legal orders (e.g. relating to road humps, controlled crossings, speed limits and cycle tracks etc) will need to be recovered as part of the S38 adoption process in due course.

As an adoptable street layout appears to be achievable, and as the applicant has confirmed that they intend to offer the internal streets for adoption, a plan has been provided (Adoption Extents Plan n2114V_200 Rev. B) that indicatively shows the extent of streets, paths, visitor parking spaces and other associated features (e.g. visibility splays) that are to be offered for adoption and those areas that are proposed to be privately maintained. The information contained on this plan is acceptable in principle to HDM, but will need to be agreed in due course with the Highway Authority, as part of the S38 Technical Approval process.

The requirement to provide details of internal estate roads (for each phase) is already secured by Condition 12 of the outline permission, together with the requirement for details relating to highway structures / drainage (Condition 16 & 17). Therefore, additional conditions relating to these matters are not required for this RM application.

However, it is recommended that a new Condition is imposed that requires that the tie-in levels at Roads M1/V1, M2/V2 and V6, which link the two RM residential sites, to be in accordance with the indicative combined long-sections drawings provided. This should be in accordance with Condition 2 that has already been applied to the adjacent residential RM site (2024/92235). This condition has been written to allow flexibility, as this will be necessary to take into account the design development of the S38 works packages, with any changes subject to agreement of revised tie-in levels between all interested parties (e.g. between the separate RM developers and the Highway/Planning Authority).

To ensure the safety of highway users, it is recommended that a condition is imposed that requires all areas to be used by vehicles and pedestrians are laid out, surfacing and drained, such that loose materials and surface water does not discharge or transfer onto the adjacent highway.

Phasing

Some high-level phasing information has been submitted for the development in relation to the sequence of delivery of the various land parcels within whole development site. However, this does not include sufficient information regarding the delivery and phasing of the highways and paths, which need to be considered in more detail.

In particular, care needs to be taken regarding the delivery of the highway, footpath and cycle track infrastructure, which needs to be in place at the appropriate time. This includes the provision of the Primary Loop Road, which is required early in the delivery process to ensure that the bus route is available as soon as possible and to the required standard (e.g. to be substantially completed and acceptable for use by the bus operators). The phasing of streets also requires careful consideration, to ensure that adequate facilities are available for each phase of occupation. Therefore, it is recommended that a condition is imposed relating to the phasing of all streets and paths across the whole site (e.g. all RM application sites).

Recommendation

No objection – Subject to additional planning conditions (See below).

Recommend additional planning conditions (detailed wording to be discussed with planning case officer, and to accord with similar conditions imposed on 2024/92235).

- Details of new on-site paths (for all modes) and timescales for delivery.
- Details of footpath improvements (in 'blue land') and timescales for delivery.
- Details of cycle parking for all dwellings and POS (this may require two separate conditions).
- Temporary Waste Management Arrangements.
- Street tie-in levels between each Reserved Matters site to be in accordance with indicative design information, unless otherwise agreed in writing.
- Vehicle and Pedestrian spaces to be laid out, surfaced and drained.
- Completion of Estate Street Phasing Plan.