

Consultation Response from KC Highways Development Management		
2025/90889 Former Combs Hostel, Hall Lane, Thornhill, Dewsbury, WF12 0PL		
Demolition of existing hostel and erection of residential development comprising 34 dwellings		
Date Responded: 16/04/26	Responding Officer: M Zenner	Responding Ref: 16-23NW/20

RECOMMENDATION: No objection in principle to the proposals but further information and amendments required.

Further information is required regarding the following issues, which are detailed in the main body of the report:

- Design of the proposed site access and site layout to Kirklees adoptable standard;
- Clarification provided and amendments made in relation to the proposed adoptable extents;
- Pedestrian access to dwellings and to rear gardens for refuse / cycle parking access to be addressed;
- Parking spaces / driveway dimensions to be addressed and to provide adequate space for supplementary pedestrian access where necessary;
- Address parking levels across the site including the provision and arrangement of visitor parking spaces;
- Details of waste management storage and collection (including specific vehicle swept path) to be considered for both the proposed new highway and Hall Lane;
- Pedestrian routing through the site to be considered and redesigned;
- Pedestrian link to the private road to the north;
- A scheme to be secured for the junction of Church Lane / Hall Lane junction;
- Long sections should be provided;
- Footways required on both sides of the proposed access road due to gradient;
- Requirement to resurface Hall Lane across the site frontage and upto the junction with The Combs and reinstall the existing lining and marking;
- To provide an additional TSRGD Diagram 1010 marking as per the details below;
- To install tactile paving on Hall Lane at the access to the rear car park for properties 63-79 Hall Lane to improve accessibility.

Development Overview:

It is the LHA's understanding that the proposals are for a residential development of 34 number dwellings, comprising 12 number 3 bedroom dwellings, 18 number 4 bedroom dwellings and 4 number 5 bedroom dwellings.

The LHA understands that there was a previous outline approval on the site approved in 2014 for 31 dwellings under reference 2014/49/92815/E and a follow up reserved matters application in 2018 under reference 2018/92842 which appears to be a similar arrangement to what is proposed within the current submission. Condition 21 of the 2014 application secured a feasibility report for a scheme to improve the sight lines at the junction of Hall Lane with Church Lane and to provide a second access via the private road to the north of the site, to include arrangements, specifications, funding and delivery to be submitted to and approved in writing by the LPA before any development commenced. However, both of these extant permissions have now lapsed.

Reference to Plans/Documents:

- Application Form;
- Design & Access Statement;
- Transport Statement – Paragon Highways May 2025;
- Site Plan As Proposed – Dwg 20-095-100F;
- Site Elevations As Proposed – Dwg 20-095-111;
- Site Plan As Proposed (With Dimensions) – Dwg 20-095-100G;
- Site Location Plan;
- Site Plan / Section As Existing – Dwg 20-095-112;
- Road Adoption Plan – Dwg 20-095-113;
- Landscape Proposals – Layout – Dwg YT/T/608/1 Revision A;
- Plans As Proposed Type A – Dwg 20-095-101A;
- Plans As Proposed Type B – Dwg 20-095-102A;
- Plans As Proposed Type C – Dwg 20-095-103A;
- Plans As Proposed Type D – Dwg 20-095-104A.

Policy:

Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD

Traffic Impact:

It is the LHA's understanding that the previous use was a former hostel which has since been demolished.

The information supplied within the 2014/49/92815/E application detailed that the existing hostel had accommodation for 24 families including 60 bedrooms and the Highways had anticipated the traffic generation for a development (originally shown as 30 dwellings) and concluded that compared to the traffic that could be generated by the existing established use the additional traffic generation would not be significant. The previous use trips were detailed as 17 two-way movements in the AM peak (7 in and 10 out) and 11 two-way movements in the PM peak (6 in and 5 out) compared to the proposed residential use of 17 two way movements in the AM Peak (5 in and 12 out) and 19 two way movements in the PM peak (12 in and 7 out).

No trip generation data has been provided for the proposed use within the current application, however, approved application 2018/92842 was for 34 dwellings and therefore the development trips associated with 34 dwellinghouses have already been approved on the site.

Access Arrangements:

It is noted that condition was secured on the 2014 outline approval for a feasibility report to improve the sight lines at the junction of the B6117 and Hall Lane. The submitted Paragon Transport Statement reviews the existing access issues and suggests the provision of bollards on the footway adjacent to the the junction along The Combs and recommends the installation of warning signing on Church Lane / The Combs, which they feel would improve potential sight lines and raise awareness to the junction. Paragon also recommend that a Stage 1 Road Safety Audit is undertaken in relation to any improvements proposed in and around the Hall Lane / B6117 junction.

The LHA is concerned that the proposed bollards would need to be setback from the kerbline and could restrict the width of the footway for pedestrians. Furthermore, there are existing 'Reduce Speed Now'

signs alongside 'Slow' markings in advance of the junction already in place on the B6117 in either direction.

Highway Safety have been consulted on the improvements outlined in the Transport Statement and have advised that they do not feel the provision of additional signage is required. However, they have recommended that as the Hall Lane road surface is a poor condition and the double yellow lines are no longer visible that it would be beneficial for the applicant to resurface Hall Lane across the proposed site frontage upto the Hall Lane junction with The Combs and reinstall the linings and markings along the route.



The provision of a TSRGD Diagram 1010 marking; as per the adjacent image, has also been recommended by Highway Safety.

Further to this, the LHA would recommend tactile paving is installed on Hall Lane at the access to the rear car park for properties 63-79 Hall Lane to improve accessibility for pedestrians.

Vehicular Access:

The proposals indicate frontage access for 12 properties to be taken from the existing highway on Hall Lane via a series of dropped kerbs which are acceptable in principle despite amendments to the driveway dimensions being required. The proposals also appear to show a limited turning area connected to the public highway on Hall Lane, located between the driveway for Plot 23 and the driveway for Plot 22, the proposals show 1.2m high boundary walls to both properties which would restrict visibility for turning vehicles and no swept paths have been provided to demonstrate the extents required for the turning of a refuse vehicle or a fire tender. Further information and clarification should be provided.

The proposed junction arrangement to the new highway does not appear to comply with the standards for a Type B highway as set out in the Kirklees Highway Design Guide. The junction radii for the proposed access junction is currently shown as 10m and is required to be 6m.

Whilst a visibility splay of 2.4m x 43m has been demonstrated in either direction to the nearside kerbline for the proposed site access junction, there should be nothing higher than 0.6m contained within visibility splays which must be located within the publicly maintainable highway.

A Stage 1 Road Safety Audit (RSA1) of the junction arrangements should be carried out by an independent team, when there is an agreed layout, before planning permission is granted. The audit brief and auditor qualifications should be agreed with the LPA/LHA in advance.

The removal of existing vehicular access will be required as part of any approval and the highway access arrangements would need to be delivered via a Section 278 agreement.

Pedestrian And Cycle Access:

The provision of a 2m wide footway along the Hall Lane frontage is proposed which is of wider benefit.

Pedestrian access to the site would be improved by dropped kerbs and tactile paving being provided at the site access junction and the provision of a footway along the south side of the proposed access road to comply with the Kirklees Highway Design Guide.

The provision of pedestrian access link to the private road to the north would be beneficial for those wishing to access the sports facilities without having to take a lengthy detour.

For access by pedestrians and cyclists to rear gardens to move bins and store cycles driveways should provide additional width to allow access and it is noted that plots 2 and 5 do not have access to their rear gardens and therefore clarity and access should be provided. A clear unimpeded 2m wide pedestrian access should be provided to plots 1-6, less than 1m is provided at present.

The landscape plan reviewed appears to have two additional footways / pedestrian links at the eastern end of the site than the proposed site layout plan, which should be reviewed.

Parking:

The Kirklees Highway Design Guide states that 'it is considered that new:

- 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces;
- 4+ bedroom dwellings provide three off-street spaces;
- 1-2 bedroom apartments provide one space (3+ bed two spaces);
- One visitor space per 4 dwellings is considered appropriate; and
- One cycle space per unit is recommended.'

Therefore, on the basis of the provision of 12 number 3 bedroom dwellings, 18 number 4 bedroom dwellings and 4 number 5 bedroom dwellings, the provision of 90 car parking spaces should be provided for the dwellings and an additional 9 visitor parking spaces.

The provision of 7 visitor parking spaces are proposed, two of which are proposed in a layby parallel to the proposed access road; only these two spaces would be considered adoptable by Kirklees Highways and they must be a minimum of 2.4m x 6m.

In addition 1 cycle parking space per dwelling should be provided, no details have been provided and the LHA is concerned that there is no rear garden access provided to Plots 2 and 5 and the proposed driveways across the site need to be widened for pedestrian / cycle access alongside parked vehicles. Driveways widths of 3.2m are required for a single width driveway and 5.7m for a double width driveway. Driveways for three vehicles in a tandem arrangement should be approximately 15m in length.

Parking spaces should be 2.5m x 5m with 6m aisle width behind them and further widening is required where pedestrian access is needed to access the front door.

Applicants are required to provide electric charging points to encourage the use of electric and low emission vehicles.

The current proposals do not meet the parking standards set out within the Kirklees Highway Design Guide and this should be addressed.

Site Layout / Arrangement:

New development serving more than five dwellings should be laid out to an adoptable standard and be able to be offered for adoption. Full details of the Highway Adoption guidance and standards can be found on the Councils website [here](#). Kirklees Council will only adopt new roads and paths as publicly maintainable highway if they have been suitably designed and constructed in accordance with standards and guidance issued by the Council.

A minimum carriageway width of 5.5m is required and due to the gradients on the site (for a type B local residential street) the provision of a 2m wide footways will be required on both sides of the road in accordance with Table 1 of the Kirklees Highway Design Guide.

Long sections should also be provided to demonstrate compliance with the Equalities Act 2010 and must include details of the vertical alignment to determine appropriate carriageway and footway gradients. Gradients in excess of 8% will not be adopted. The first ten metres of the vertical alignment must be no steeper than 1:40 from the Give Way line of the existing highway to which it ties into.

Two visitor parking spaces are shown to the rear of plot 23, a smooth tie in with the carriageway edge is required.



A radius of 20m is noted on the alignment to the rear of plot 34 which needs to be amended to a 6m radius kerb. The LHA recommend that the carriageway is widened if necessary to enable the swept path of a refuge vehicle to manoeuvre in and out of the junction. The LHA recommend that the carriageway on Hall Road is widened to enable the swept path of a refuge vehicle to manoeuvre in and out of the junction.

No visibility splays have been provided elsewhere on the proposed access road. Visibility splays within the site should be assessed at junctions within the proposed highway to provide 2.4m x 25m, there should be nothing higher than 0.6m contained within visibility splays which must be located within the publicly maintainable highway. Therefore there may be a requirement to re-site parking spaces that are located within close proximity of visibility splays that could impede visibility.



The submitted site layout plan indicates a ramp located north of Plot 30, approximately 60m within the proposed access road. For Local Residential Streets (Type B) speed restraint measures should be sited every 60m and should comply with Kirklees Standard details, therefore a second feature will be required to comply with the standard.

Waste Management:

The Kirklees Waste Management Design Guide for New Developments (Oct 2020) provides guidance on the required waste collection service to domestic properties. The locations of bins is not shown within the plans which should be clarified. Plots 2 and 5 do not appear to have access to their rear gardens to access bins.

Servicing:

New developments and their access roads should be designed to accommodate the manoeuvring of our standard Refuse Collection Vehicle (RCV). Where practicable, highways should be designed to accommodate a refuse vehicle with the following dimensions: Length = 11.85m Width = 2.50m Width when Loading = 4.10m Height = 6.00m (including toploader arms) Turning circle (wall to wall) = 22.07m Turning circle (between kerbs) = 17.88m Gross Vehicle Weight = 32 tonnes.

Computer aided swept path analysis is a critical submission requirement on any domestic development proposing new roads or access. It must be demonstrated that our standard RCV can enter the site safely and efficiently, and manoeuvre around the site to collect from all the proposed presentation points, in a forward gear. Provision to turn the vehicle within the site must also be provided to allow safe exit in a forward gear. All swept path analysis should account for the likely locations of on-street parking, the passing of other vehicles and the need to ensure a 0.5m buffer between the vehicle wheels and the kerb edge. The locations of street furniture must also be factored into this analysis in relation to the overhang of the vehicle.

Clarification of the proposed servicing arrangements for properties fronting Hall Lane is required, as set out in the Access section above, the proposed turning area does not appear fit for purpose.

PROW:

Hall Lane forms part of Bridleway DEW/83/10 which connects to DEW/31/10 just east of the site.

Adoption Issues:

Hall Lane is a partly adopted highway and therefore the LHA would recommend that the applicant checks the limits of the adoption.

The proposed access road is not designed to Kirklees Highway Design Guide standards which needs to be addressed.

Public Transport - Buses:

Local bus stops are located on Church Lane, there are steps up from Hall Lane to Church Lane that provide a more direct route to the bus stops, but there is a more lengthy route available at grade via the Hall Lane and Church Lane junction although pedestrians would be required to walk on the carriageway at some points via this route.

Conclusion: Further information and amendments required, see recommendation.