



Water Street Holmfirth

Condition Survey and Remediation
Statement rev 3

December 2025

Project number 2501

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Contents

1.0	Introduction	7
2.0	Condition and remediation.....	9
2.1	Co-op Lane	9
2.2	Water Street	16
2.3	Ford Gate.....	22
2.4	Dobb Lane	30
2.5	Dam Head.....	51
2.6	Spring Lane.....	58
3.0	Conclusion	61

Appendices

Appendix A Photograph location plans

Appendix B Remediation plans

Figures

Figure 1	Summary of Co-op Lane survey	10
Figure 2	Co-op Lane location A	10
Figure 3	Co-op Lane location B	11
Figure 4	Co-op Lane location C	11
Figure 5	Co-op Lane location D.....	12
Figure 6	Co-op Lane location E	12
Figure 7	Co-op Lane location F	13
Figure 8	Co-op Lane location G.....	13
Figure 9	Co-op Lane location H.....	14
Figure 10	Co-op Lane location I.....	14
Figure 11	Co-op Lane location J.....	15
Figure 12	Co-op Lane location K	15

Figure 13 Summary of Water Street survey	16
Figure 14 Water Street location L.....	17
Figure 15 Water Street location M.....	17
Figure 16 Water Street location N	18
Figure 17 Water Street location O	18
Figure 18 Water Street location P	19
Figure 19 Water Street location Q.....	19
Figure 20 Water Street location R	20
Figure 21 Water Street location S	20
Figure 22 Summary of Ford Gate survey	23
Figure 23 Ford Gate location T	24
Figure 24 Ford Gate location U	24
Figure 25 Ford Gate location V	25
Figure 26 Ford Gate location W	25
Figure 27 Ford Gate location X	26
Figure 28 Ford Gate location Y	26
Figure 29 Ford Gate location Z.....	27
Figure 30 Ford Gate location AA	27
Figure 31 Ford Gate location AB	28
Figure 32 Ford Gate location AC	28
Figure 33 Ford Gate location AD	29
Figure 34 Summary of Dobb Lane survey	31
Figure 35 Dobb Lane location AE	32
Figure 36 Dobb Lane location AF	32
Figure 37 Dobb Lane location AG.....	33
Figure 38 Dobb Lane location AH.....	33
Figure 39 Dobb Lane location AI.....	34
Figure 40 Dobb Lane location AJ.....	34
Figure 41 Dobb Lane location AK	35
Figure 42 Dobb Lane location AL	35
Figure 43 Dobb Lane location AM.....	36

Figure 44 Dobb Lane location AN	36
Figure 45 Dobb Lane location AO	37
Figure 46 Dobb Lane location AP	37
Figure 47 Dobb Lane location AQ	38
Figure 48 Dobb Lane location AR	38
Figure 49 Dobb Lane location AS	39
Figure 50 Dobb Lane location AT	39
Figure 51 Dobb Lane location AU	40
Figure 52 Dobb Lane location AV	40
Figure 53 Dobb Lane location AW	41
Figure 54 Dobb Lane location AX	41
Figure 55 Dobb Lane location AY	42
Figure 56 Dobb Lane location AZ	42
Figure 57 Dobb Lane location BA	43
Figure 58 Dobb Lane location BB	43
Figure 59 Dobb Lane location BC	44
Figure 60 Dobb Lane location BD	44
Figure 61 Dobb Lane location BE	45
Figure 62 Dobb Lane location BF	45
Figure 63 Dobb Lane location BG	46
Figure 64 Dobb Lane location BH	46
Figure 65 Dobb Lane location BI	47
Figure 66 Dobb Lane location BJ	47
Figure 67 Dobb Lane location BK	48
Figure 68 Dobb Lane location BL	48
Figure 69 Dobb Lane location BM	49
Figure 70 Dobb Lane location BN	49
Figure 71 Dobb Lane location BO	50
Figure 72 Summary of Dam Head survey	52
Figure 73 Dam Head location BP	52
Figure 74 Dam Head location BQ	53

Figure 75 Dam Head location BR	53
Figure 76 Dam Head location BS.....	54
Figure 77 Dam Head location BT.....	54
Figure 78 Dam Head location BU	55
Figure 79 Dam Head location BV.....	55
Figure 80 Dam Head location BW.....	56
Figure 81 Dam Head location BX.....	56
Figure 82 Summary of Spring Lane survey.....	58
Figure 83 Spring Lane location BY.....	59
Figure 84 Spring Lane location BZ.....	59
Figure 85 Spring Lane location CA.....	60
Figure 86 Spring Lane location CB.....	60

1.0 Introduction

1.1 Paragon Highways have been appointed to carry out an initial visual condition survey of the highway along Co-op Lane, Ford Gate, Spring Lane, Dam Head, Dobb Lane, and Water Street in the district of Kirklees.

1.2 The requirement to provide a condition survey is identified in the Planning Condition points 26 and 27 which state:

- 26) Development shall not commence until a survey of the existing condition of the highway on the following roads: Co-op Lane, Ford Gate, Spring Lane / Dam Head, Dobb Top and Water Street has been submitted to and approved in writing by the Local Planning Authority. The survey shall include carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signing and white lining. Upon completion of the development and before any dwellinghouse is occupied a highway condition survey identifying a scheme to reinstate any subsequent defects in the condition of the highway on the aforementioned streets attributable to the types of vehicles serving the development during the construction period shall be submitted to and approved in writing by the Local Planning Authority. All of the identified works shall be implemented before no more than 50% of the dwellinghouses on the site are occupied.
- 27) Prior to the commencement of superstructure works, a scheme of works to re-surface the private roads forming the accesses into the site (Water Street / Dam Head / Pond Track to units 1 and 2) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide the following:
 - a) A condition survey and justification statement including photographic imagery setting out which areas of the access roads require re-surfacing; and
 - b) A remediation statement for the areas requiring resurfacing to include the materials and methods for repairing the carriageway.

The re-surfacing shall be implemented in accordance with the approved scheme prior to the occupation of no more than 14 dwellinghouses on

the site and thereafter maintained to that standard for the lifetime of the development.

- 1.3 Both the visual and photographic condition survey was carried out on the 25th October 2025.

2.0 Condition and remediation

2.1 Co-op Lane

2.1.1 Condition

- 2.1.1.1 Co-op Lane features a carriageway approximately 5.5 m wide, widening at its junction with the A6024 Woodhead Road. The eastern side includes a 15 m footway, beyond which lies an old stone block paved drive, with an unevenly laid stone drainage channel at the Water Street junction. The western side has a footway extending to its junction with Old Road. Both footways measure approximately 0.9 m in width and are delineated from the carriageway by 100 mm high precast concrete kerbing.
- 2.1.1.2 The carriageway comprises several bituminous finishes with extensive statutory undertaker trenches and patching, multiple potholes, and uneven areas, resulting in poor overall condition. Road markings, including white and yellow lining, are faded and in poor condition. Both bituminous footways exhibit statutory undertaker patching and minor vegetation encroachment but remain in fair condition. The precast concrete kerbing, with its 100 mm upstand, is in good condition.
- 2.1.1.3 Surface water drainage utilises D400 gullies, partially fed by an uneven stonework drainage channel on the eastern side. While the drainage ironwork is in good condition, the statutory undertaker boxes are worn, displaying old bitumen patches, and are in poor condition overall.
- 2.1.1.4 Road markings consist of white lining at the A6024 junction and single yellow lining with associated signage extending approximately 15 m from the junction. The road is subject to a 30 mph speed limit and benefits from street lighting.
- 2.1.1.5 Figure 1 provides a summary of the condition and photographic survey of Co-op Lane. Figures 2 to 12 show the condition of Co-op Lane in detail, whilst the plans at Appendix A show the photograph locations.

Co-op Lane	
Carriageway	Worn
	Uneven
	Potholes
	Patching
	Worn white lining
	Worn yellow lining
	Worn and damaged statutory undertaker equipment

Figure 1 Summary of Co-op Lane survey



Figure 2 Co-op Lane location A



Figure 3 Co-op Lane location B



Figure 4 Co-op Lane location C



Figure 5 Co-op Lane location D



Figure 6 Co-op Lane location E



Figure 7 Co-op Lane location F



Figure 8 Co-op Lane location G



Figure 9 Co-op Lane location H



Figure 10 Co-op Lane location I



Figure 11 Co-op Lane location J



Figure 12 Co-op Lane location K

2.2 Water Street

2.2.1 Condition

- 2.2.1.1 Water Street is a minor bituminous carriageway measuring approximately 5.5 m wide at its junction with Co-op Lane, rapidly narrowing to a single lane of approximately 3 m width. The carriageway serves several residential properties and private parking spaces before terminating at a public footway that provides access to Bottoms Mill Dam and the A6024 Woodhead Road.
- 2.2.1.2 The carriageway comprises several bituminous finishes with extensive statutory undertaker trenches and patching. Multiple potholes are present, many exhibiting lifting of patch material, alongside several uneven areas. The overall carriageway condition is poor.
- 2.2.1.3 No footways or positive drainage systems are present along Water Street. A single short length of stone channelling delineates one parking space and is in good condition. The statutory undertaker boxes are uniformly old and worn. No white lining delineates the junction, no speed limit signage is present, and the road lacks street lighting.
- 2.2.1.4 Figure 13 provides a summary of the condition and photographic survey of Water Street. Figures 14 to 21 show the condition of Water Street in detail, whilst the plans at Appendix A show the photograph locations.

Water Street	
Carriageway	Worn
	Uneven
	Potholes
	Material loss
	Minor surface course cracking
	Foundation failure
	Worn and damaged statutory undertaker equipment

Figure 13 Summary of Water Street survey



Figure 14 Water Street location L



Figure 15 Water Street location M



Figure 16 Water Street location N



Figure 17 Water Street location O



Figure 18 Water Street location P



Figure 19 Water Street location Q



Figure 20 Water Street location R



Figure 21 Water Street location S

2.2.2 Remediation

- 2.2.2.1 Water Street exhibits deterioration typical of a carriageway of this nature and age. Primary defects include potholes, uneven and worn surfaces, material loss, minor cracking, worn and damaged statutory undertaker equipment, and localised foundation failure. No white lining is provided at the Water Street/Co-op Lane junction.
- 2.2.2.2 Remediation will require planing and resurfacing along the majority of Water Street's length. Areas exhibiting foundation failure will require excavation of existing bituminous material and reconstruction with surface and binder courses over a regulating Type 1 sub-base.
- 2.2.2.3 White lining should be installed at the Water Street/Co-op Lane junction.
- 2.2.2.4 Worn or damaged statutory undertaker equipment should be renewed. Whilst repair and replacement remains the responsibility of individual statutory undertakers, consideration should be given to contacting them to request renewal.
- 2.2.2.5 Details of the proposed remediation works are shown on the plans at Appendix B.

2.3 Ford Gate

2.3.1 Condition

- 2.3.1.1 Ford Gate comprises two distinct sections: a public carriageway and a private track (Ford Gate Lane).
- 2.3.1.2 The public carriageway section measures approximately 6 m in width, commencing at the crossroads junction of Old Road/Water Street/Co-op Lane/Ford Gate and terminating where the private track begins, while the public highway continues as Dobb Lane. The western/northern side features residential frontages, whilst the eastern/southern side is bounded by a stone wall separating Ford Gate from the River Holme.
- 2.3.1.3 The public carriageway is bituminous, with extensive statutory undertaker trenches and patching. Surface defects include cracking, discrete deep carriageway failures, uneven areas, and potholes. Material loss is evident adjacent to house frontages, with vegetation growth present along the stone wall. The overall carriageway condition is fair. Delineation between house frontages and the carriageway varies, with two properties utilising precast concrete kerbing and two having stone walls, one of which incorporates precast concrete edging.
- 2.3.1.4 Surface water drainage utilises various methods, including D400 gully covers and frames, weep holes through the stone wall adjacent to the river, and a linear drainage channel adjacent to one property, which appears to comprise open channel manhole sections. The drainage infrastructure is in good overall condition. The statutory undertaker boxes are worn and exhibit bitumen patches, with at least one box partially buried within the carriageway. Overall, they are in poor condition.
- 2.3.1.5 The stone boundary wall is approximately 1 m high, well-constructed, and in good condition.
- 2.3.1.6 The road is subject to a 30 mph speed limit and benefits from street lighting.
- 2.3.1.7 The private section of Ford Gate (Ford Gate Lane) is accessed via a dropped crossing over a small section of footway. This section comprises

approximately 15 m of bituminous surfacing leading to a single lane track. White lining delineates the private section and is in good condition.

- 2.3.1.8 The private section features a 15 m bituminous carriageway transitioning to an unmetalled single lane track approximately 3 m wide, consisting of two wheel tracks separated by a grassed central area. Several residential properties are accessible from this track. The statutory undertaker boxes and track surface are both in good condition.
- 2.3.1.9 The footway at the junction between the public and private sections is bituminous with statutory undertaker trenches and patching, exhibiting an uneven profile with patches beginning to lift.
- 2.3.1.10 The precast concrete kerbing features a 25–100 mm upstand and is in good condition.
- 2.3.1.11 Figure 22 provides a summary of the condition and photographic survey of Ford Gate. Figures 23 to 33 show the condition of Ford Gate in detail, whilst the plans at Appendix A show the photograph locations.

Ford Gate	
Carriageway	Worn
	Uneven
	Potholes
	Patching
	Minor surface course cracking
	Worn white lining
	Worn yellow lining
	Worn and damaged statutory undertaker equipment
Footway	Statutory undertaker trenches

Figure 22 Summary of Ford Gate survey



Figure 23 Ford Gate location T



Figure 24 Ford Gate location U



Figure 25 Ford Gate location V



Figure 26 Ford Gate location W

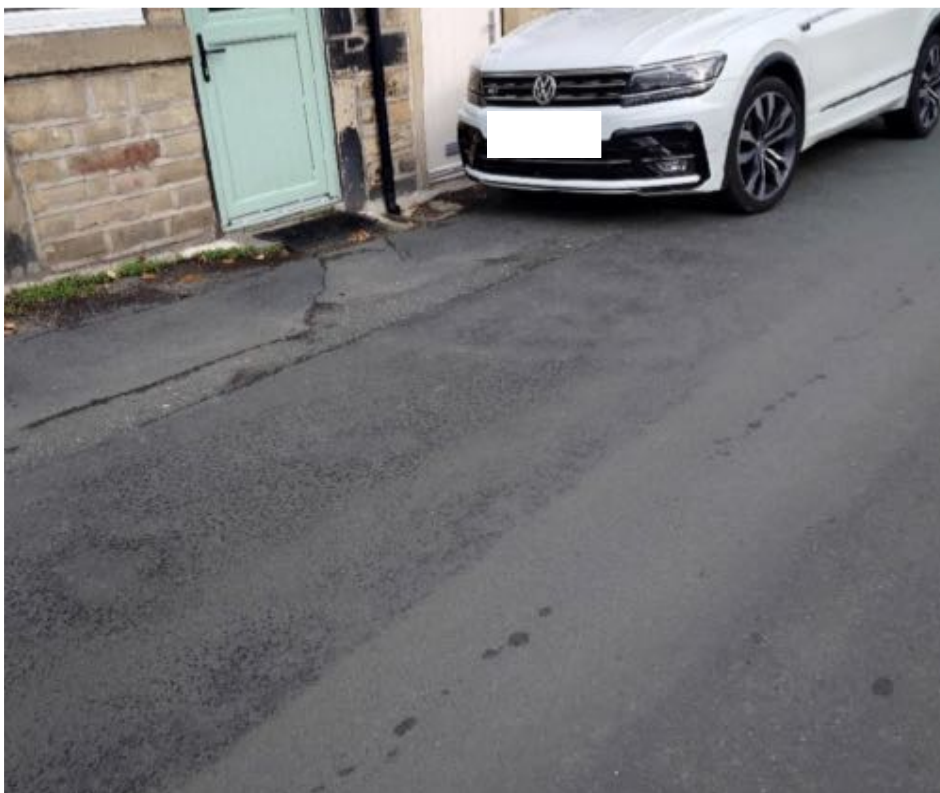


Figure 27 Ford Gate location X



Figure 28 Ford Gate location Y



Figure 29 Ford Gate location Z



Figure 30 Ford Gate location AA



Figure 31 Ford Gate location AB



Figure 32 Ford Gate location AC



Figure 33 Ford Gate location AD

2.4 Dobb Lane

2.4.1 Condition

- 2.4.1.1 Dobb Lane features a carriageway of varying width, averaging approximately 7.3 m, linking Ford Gate in the north to the Dobb Top Road/Hollin Brigg Lane junction in the south. Footways are present on both sides for approximately 10 m from the end of Ford Gate, raised from the carriageway by precast concrete kerbing, with the eastern footway continuing for a further 20 m. Both footways are protected by 1 m high stone walls at their rear edges, preventing falls into the River Holme. Dobb Lane continues to its junction with Dam Head and Spring Lane, with multiple residential frontages, beyond which a stone retaining wall varying from 2 to 3 m in height is present. On the western/northern side, the 1 m high stone wall continues from the Ford Gate access footway until reaching several houses separated from the carriageway by varying combinations of precast concrete edging, precast concrete channelling, mass concrete, and stone walls.
- 2.4.1.2 The bituminous carriageway exhibits extensive statutory undertaker trenches and patching, with surface cracking, discrete deep carriageway failures, uneven areas, and potholes. Material loss is evident adjacent to house frontages and the stone retaining wall, with vegetation growth present along the stone walls. The overall carriageway condition is fair. The bituminous footways display statutory undertaker patching, vegetation encroachment, and material loss, with overall condition ranging from fair to good. All stone walls are well-constructed and in good condition. All precast concrete elements, including kerbing, edging, and channelling, are in good condition.
- 2.4.1.3 Surface water drainage utilises various gully types, ranging from older carriageway-standard gullies to D400 gullies and large motorway-style gully covers and frames. The statutory undertaker boxes vary considerably, ranging from recent installations to old, worn, and sunken examples, some exhibiting old bitumen patches. While the gully drainage ironwork is in good condition regardless of type, the statutory undertaker boxes present mixed conditions, with recent installations in good condition and older examples in poor condition.

- 2.4.1.4 Road markings include white lining at the Dobb Top Road junction, keep clear markings, and yellow school warning markings accompanied by signage on a single post. The road is subject to a 30 mph speed limit and is lit by street lighting mounted on telegraph poles. The white and yellow lining is faded and in poor condition.
- 2.4.1.5 Figure 34 provides a summary of the condition and photographic survey of Dobb Lane. Figures 35 to 71 show the condition of Dobb Lane in detail, whilst the plans at Appendix A show the photograph locations.

Dobb Lane	
Carriageway	Worn
	Uneven
	Potholes
	Patching
	Minor surface course cracking
	Foundation failure
	Worn white lining
	Worn yellow lining
	Worn and damaged statutory undertaker equipment
Footway	Surface course loss
	Statutory undertaker patching

Figure 34 Summary of Dobb Lane survey



Figure 35 Dobb Lane location AE



Figure 36 Dobb Lane location AF



Figure 37 Dobb Lane location AG



Figure 38 Dobb Lane location AH



Figure 39 Dobb Lane location AI



Figure 40 Dobb Lane location AJ



Figure 41 Dobb Lane location AK



Figure 42 Dobb Lane location AL



Figure 43 Dobb Lane location AM



Figure 44 Dobb Lane location AN



Figure 45 Dobb Lane location A0



Figure 46 Dobb Lane location AP



Figure 47 Dobb Lane location AQ



Figure 48 Dobb Lane location AR



Figure 49 Dobb Lane location AS



Figure 50 Dobb Lane location AT



Figure 51 Dobb Lane location AU



Figure 52 Dobb Lane location AV



Figure 53 Dobb Lane location AW



Figure 54 Dobb Lane location AX



Figure 55 Dobb Lane location AY



Figure 56 Dobb Lane location AZ



Figure 57 Dobb Lane location BA



Figure 58 Dobb Lane location BB



Figure 59 Dobb Lane location BC



Figure 60 Dobb Lane location BD



Figure 61 Dobb Lane location BE



Figure 62 Dobb Lane location BF



Figure 63 Dobb Lane location BG



Figure 64 Dobb Lane location BH



Figure 65 Dobb Lane location BI



Figure 66 Dobb Lane location BJ



Figure 67 Dobb Lane location BK



Figure 68 Dobb Lane location BL



Figure 69 Dobb Lane location BM



Figure 70 Dobb Lane location BN



Figure 71 Dobb Lane location BO

2.5 Dam Head

2.5.1 Condition

- 2.5.1.1 Dam Head comprises a bituminous carriageway for approximately 30 m from its junction with Dobb Lane, beyond which it transitions to an unmetalled single lane track. No footways, positive drainage systems, white lining, or street lighting are present. The road is subject to a 30 mph speed limit.
- 2.5.1.2 The bituminous carriageway exhibits extensive statutory undertaker trenches and patching, multiple potholes, and several uneven areas. Residential frontages join directly onto the carriageway, typically via grass verges. The overall carriageway condition is poor.
- 2.5.1.3 The single lane track comprises two wheel-tracks separated by a grassed central area, measuring approximately 3 m in width. Multiple potholes are present, with evidence of informal repair attempts using various materials. Some residential properties are accessible from the track and utilise edging for delineation. The overall track condition ranges from fair to poor.
- 2.5.1.4 The statutory undertaker boxes are worn and exhibit bitumen patches, with at least one box partially buried within the track surface. Overall, they are in poor condition.
- 2.5.1.5 Dam Head appears to be unadopted highway, particularly from the point where the metalled surface ceases and the single lane track commences.
- 2.5.1.6 Figure 72 provides a summary of the condition and photographic survey of Dam Head. Figures 73 to 81 show the condition of Dam Head in detail, whilst the plans at Appendix A show the photograph locations.

Dam Head	
Carriageway	Uneven
	Potholes
	Patching
	Material loss
	Worn and damaged statutory undertaker equipment
Track	Unmetalled
	Potholes
	Covered statutory undertaker equipment

Figure 72 Summary of Dam Head survey



Figure 73 Dam Head location BP



Figure 74 Dam Head location BQ



Figure 75 Dam Head location BR



Figure 76 Dam Head location BS



Figure 77 Dam Head location BT



Figure 78 Dam Head location BU



Figure 79 Dam Head location BV



Figure 80 Dam Head location BW



Figure 81 Dam Head location BX

2.5.2 Remediation

- 2.5.2.1 Dam Head exhibits deterioration typical of a carriageway of this nature and age, comprising predominantly an unmetalled single lane track beyond its junction with Dobb Lane. Primary defects include uneven and worn surfaces, extensive patching, worn and damaged statutory undertaker equipment, material loss, and potholes. No white lining is provided at the Dam Head/Dobb Lane junction.
- 2.5.2.2 Due to uncertainty regarding the adoption status and construction specification at the Dam Head/Dobb Lane junction, the entirety of Dam Head under the clients ownership should be reconstructed to full Kirklees highway specification.
- 2.5.2.3 Worn, damaged, or buried statutory undertaker equipment should be renewed. Whilst repair and replacement remains the responsibility of individual statutory undertakers, consideration should be given to contacting them to request renewal.
- 2.5.2.4 Details of the proposed remediation works are shown on the plans at Appendix B.

2.6 Spring Lane

2.6.1 Condition

- 2.6.1.1 Spring Lane is accessed via a minor turning off Dobb Lane, with no road signage present except a property sign stating "15 Dam Head". The route comprises a 3 m wide bituminous carriageway for the first 40 m, transitioning to an old stone-paved surface for the remainder. No positive drainage systems, white lining, speed limit signage, or street lighting are present. The statutory undertaker boxes in the bituminous section are relatively new, whilst those in the stone-paved area comprise a mixture of recent and older, worn installations.
- 2.6.1.2 The carriageway has been recently resurfaced and exhibits only minor creep cracking with a few discrete statutory undertaker patches. The overall carriageway condition is good.
- 2.6.1.3 The stone-paved surface comprises old flagging of varying dimensions showing signs of wear. Despite the worn nature of the flagging, the surface maintains good alignment and remains in fair to good condition overall.
- 2.6.1.4 The statutory undertaker boxes are relatively new in the bituminous section, whilst those in the stone-paved area comprise a mixture of recent and older installations. Overall condition is good.
- 2.6.1.5 Figure 82 provides a summary of the condition and photographic survey of Spring Lane. Figures 83 to 86 show the condition of Spring Lane in detail, whilst the plans at Appendix A show the photograph locations.

Spring Lane	
Carriageway	Minor surface course cracking
Footway	Worn statutory undertaker equipment

Figure 82 Summary of Spring Lane survey



Figure 83 Spring Lane location BY



Figure 84 Spring Lane location BZ



Figure 85 Spring Lane location CA

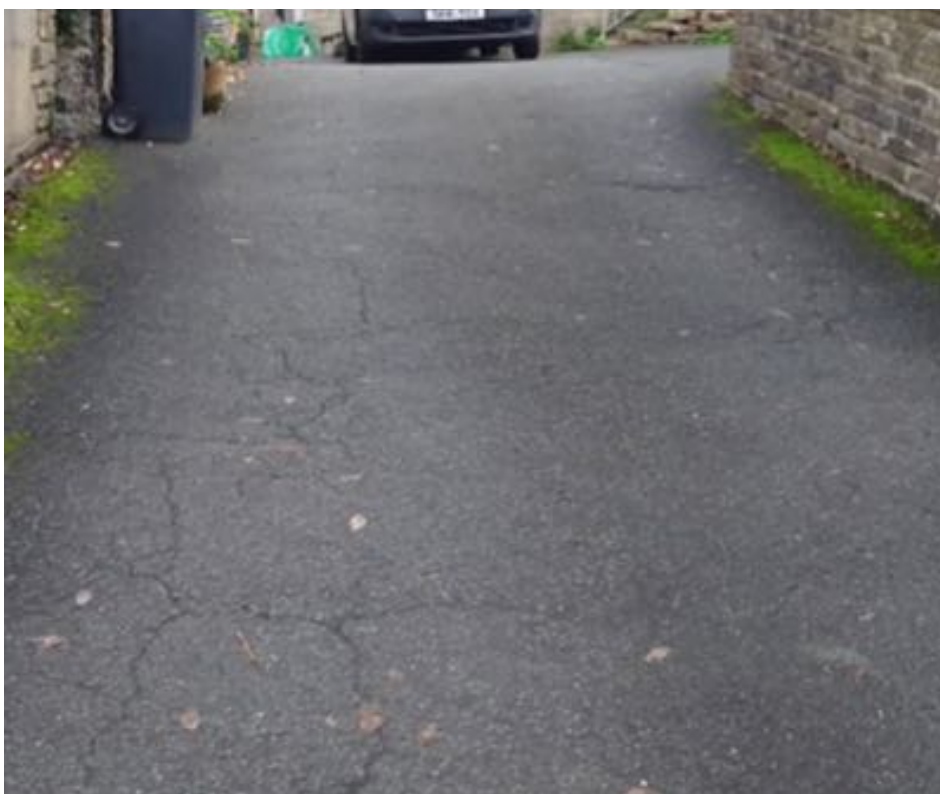


Figure 86 Spring Lane location CB

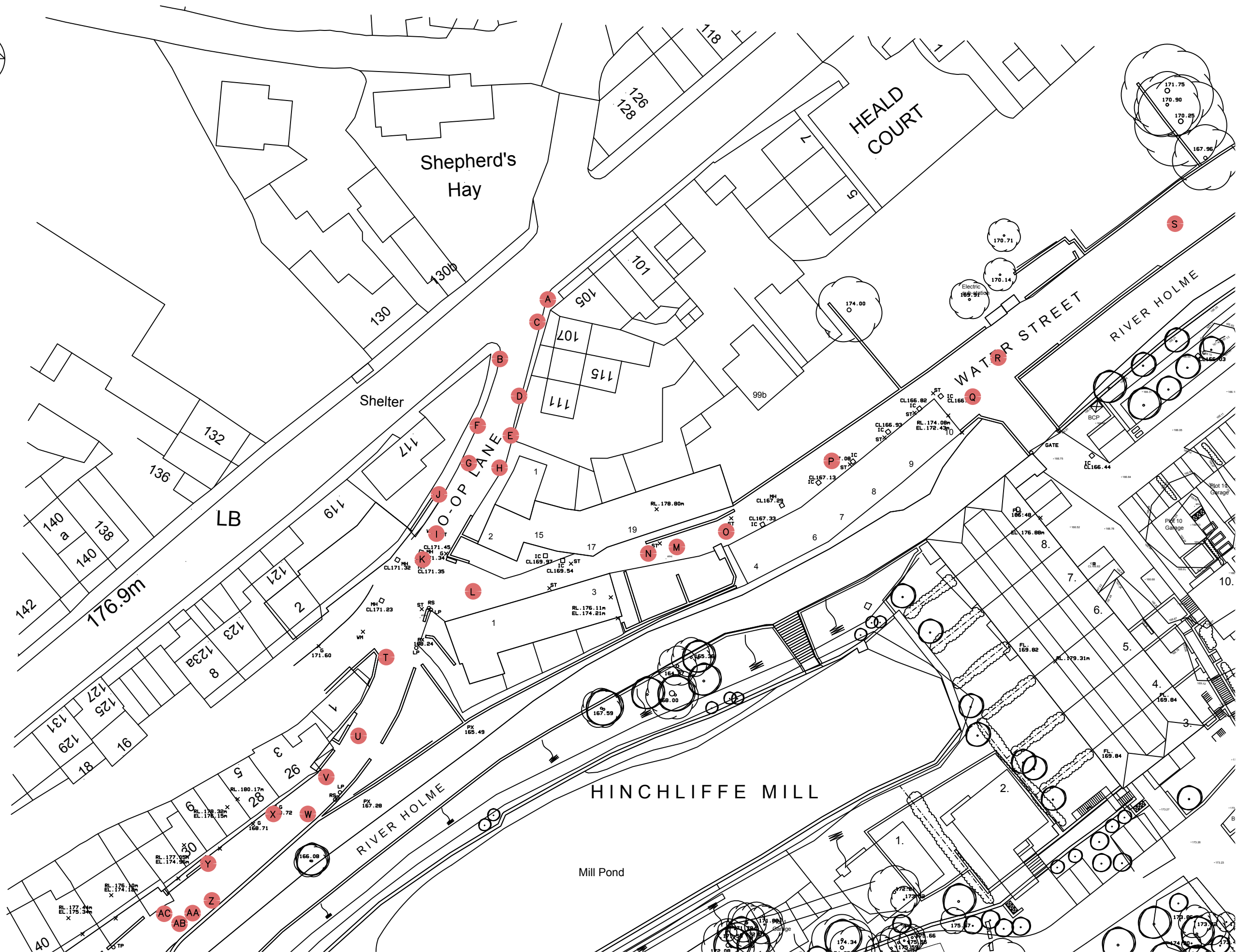
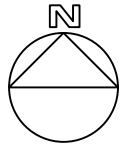
3.0 Conclusion

- 3.1 This Condition Survey and Remediation Statement confirms the existing situation regarding the carriageway, footway, kerbs and ancillary items on the highway of Co-op Lane, Ford Gate, Spring Lane, Dam Head, Dobb Lane, and Water Street in the district of Kirklees.
- 3.2 This Condition Survey and Remediation Statement reveals a network of roads in varying states of deterioration, with several common issues across the surveyed areas. Co-op Lane, Water Street, Dobb Lane, and Dam Head all exhibit significant deterioration typical of ageing highway infrastructure, characterised by multiple potholes, uneven surfaces, extensive statutory undertaker patching, and worn road markings. The carriageways range from poor to fair condition, with Water Street and Dam Head being in the poorest state. In contrast, Ford Gate presents a fair condition overall, while Spring Lane stands out as the only road requiring no remediation works, having been recently resurfaced.
- 3.3 A consistent theme throughout the survey is the poor condition of statutory undertaker equipment, with worn boxes exhibiting bitumen patches across nearly all locations surveyed. Drainage infrastructure generally appears adequate where present, with gullies and ironwork in good condition, though the drainage channels themselves show signs of age and unevenness. The absence of positive drainage systems on Water Street and Dam Head is notable and may contribute to their deterioration. Road markings, where present, are universally faded and require refreshing, and several junctions lack appropriate white lining altogether, presenting potential safety concerns.
- 3.4 The remediation strategy appropriately scales interventions to the severity of deterioration observed. Minor issues are addressed through resurfacing and provision of road markings, while more severe cases, particularly sections with foundation failure on Water Street, require full bitumen reconstruction with excavation and relaying of surface, binder, and regulating courses. The most extensive intervention proposed is for Dam Head, where the recommendation for full reconstruction to Kirklees specification reflects both the severity of deterioration and uncertainty regarding the existing construction and adoption status.

- 3.5 Details of the proposed remediation works can be found on the plans at Appendix B.

Appendix A

Photograph location plan

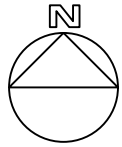


PROJECT TITLE						
WATER STREET, HOLMFIRTH						
DRAWING TITLE						
SURVEY LOCATION - PLAN 1						
DRAWING NUMBER						
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PRGN - 2501	HGN	- DR	- CH	-	0001	
CLIENT						
HOLDROYD HOMES						
SCALE						
1:550	A3	AH	LO	AH	NOV 25	

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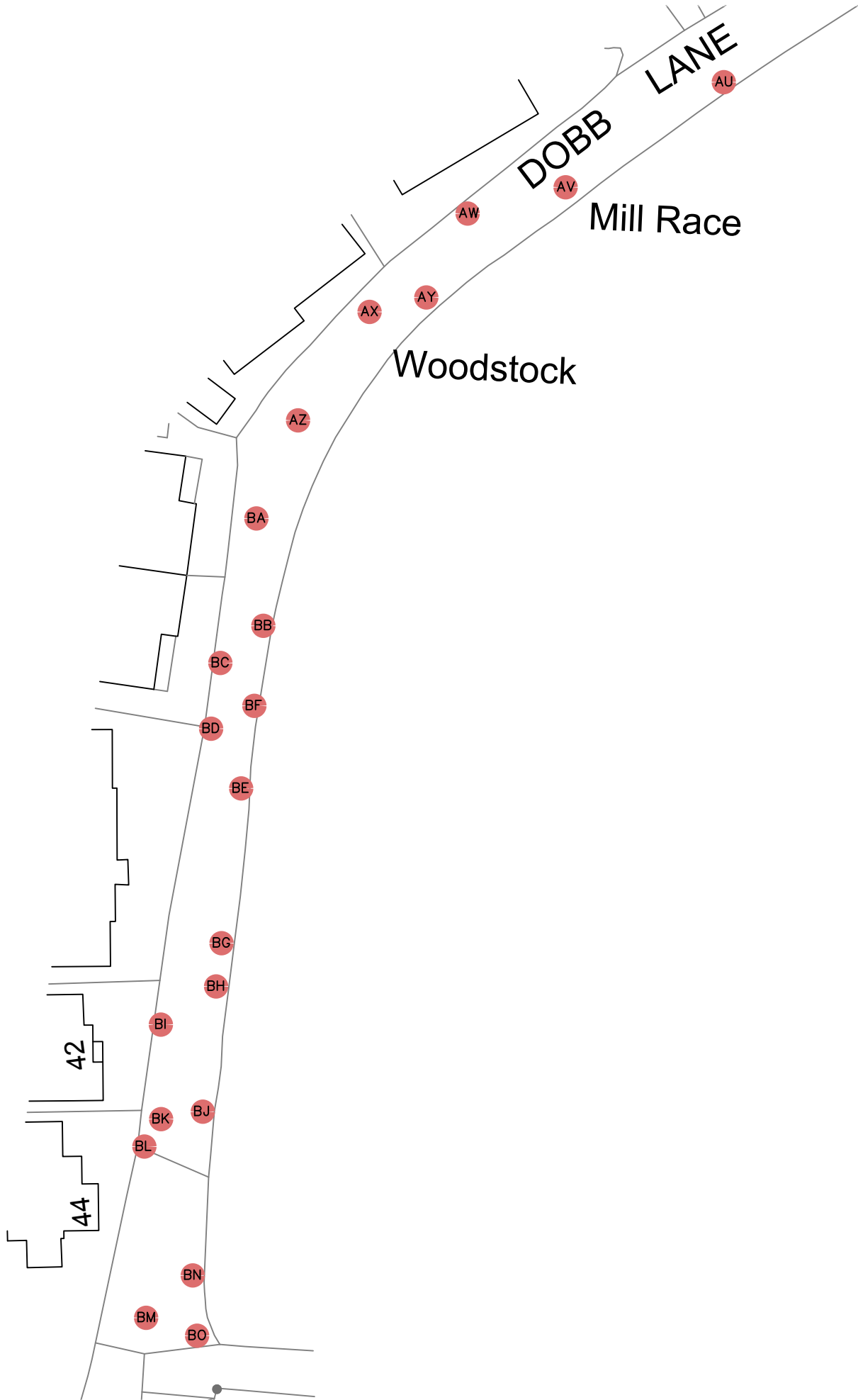
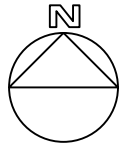


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DRAWING TITLE						
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CLIENT						
HOLDROYD HOMES						
SCALE						
1:500	A3	DRWN	CHECKED	AUTHORISED	DATE	
		AH	LO	AH	NOV 25	

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- General Notes
- This drawing should not be scaled for setting out purposes.
 - This drawing shows the provisional design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
WATER STREET, HOLMFIRTH

DRAWING TITLE
SURVEY LOCATION - PLAN 3

DRAWING NUMBER		PROJECT	VOL.	TYPE	ROLE	NUMBER
ORIGINATOR	PRGN	2501	HGN	DR	CH	0003

CLIENT
HOLDROYD HOMES

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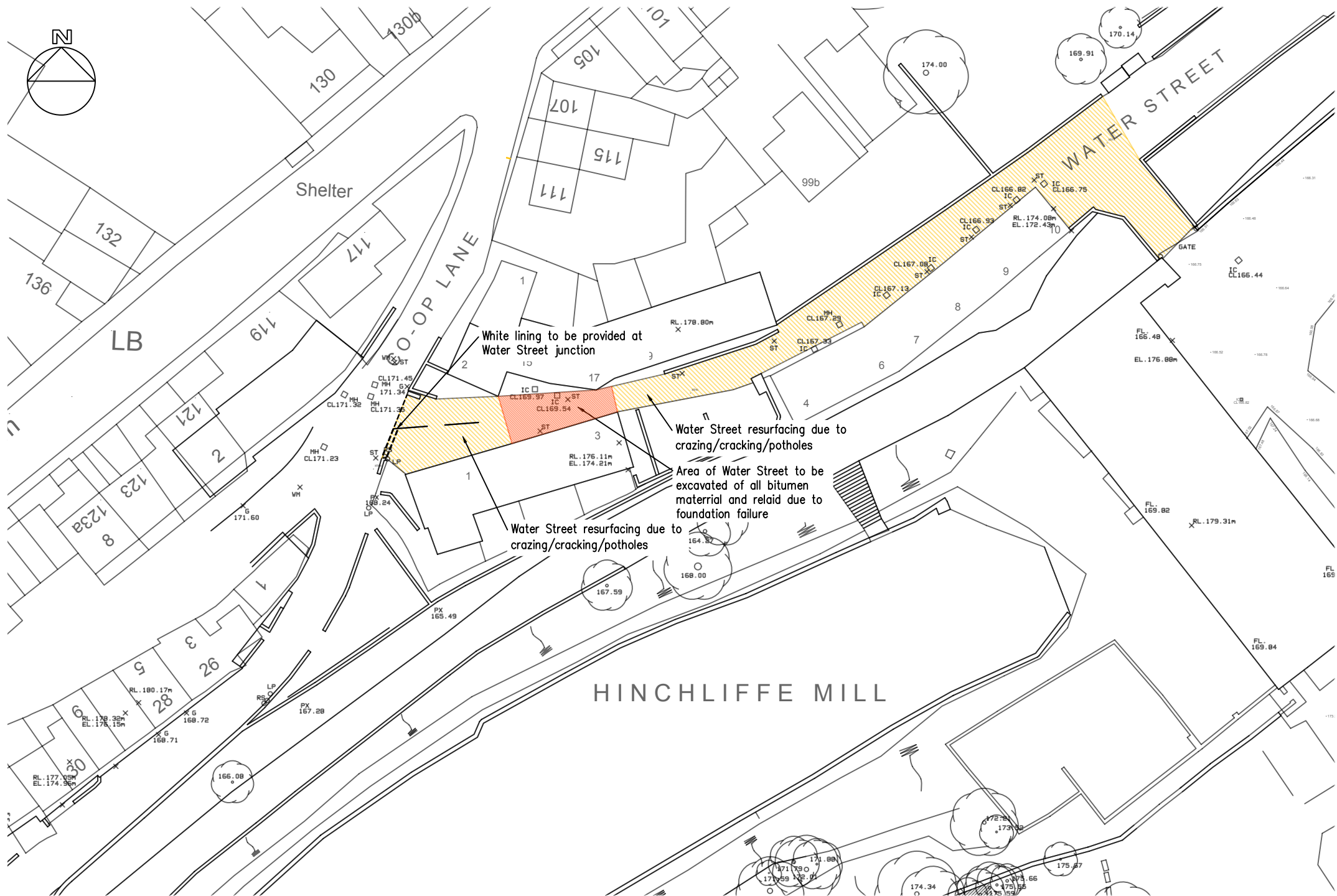
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Appendix B

Remediation plans



Resurfacing carriageway construction type CW2

Existing construction

Plane existing carriageway surface depth to 110mm. Clean planed surface of all loose material. Spray with tack coat layer and resurface with:

- 50mm surface course layer
- 60mm binder course layer

Resurfacing carriageway construction type CW2 in areas of foundation failure

Existing construction

Excavate existing carriageway to remove all bituminous material. Clean excavated surface of all loose material. Spray with tack coat layer and resurface with:

- 50mm surface course layer
- 60mm binder course layer
- Regulating Type 1 material

- General Notes
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 - This drawing shows the provisional design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.

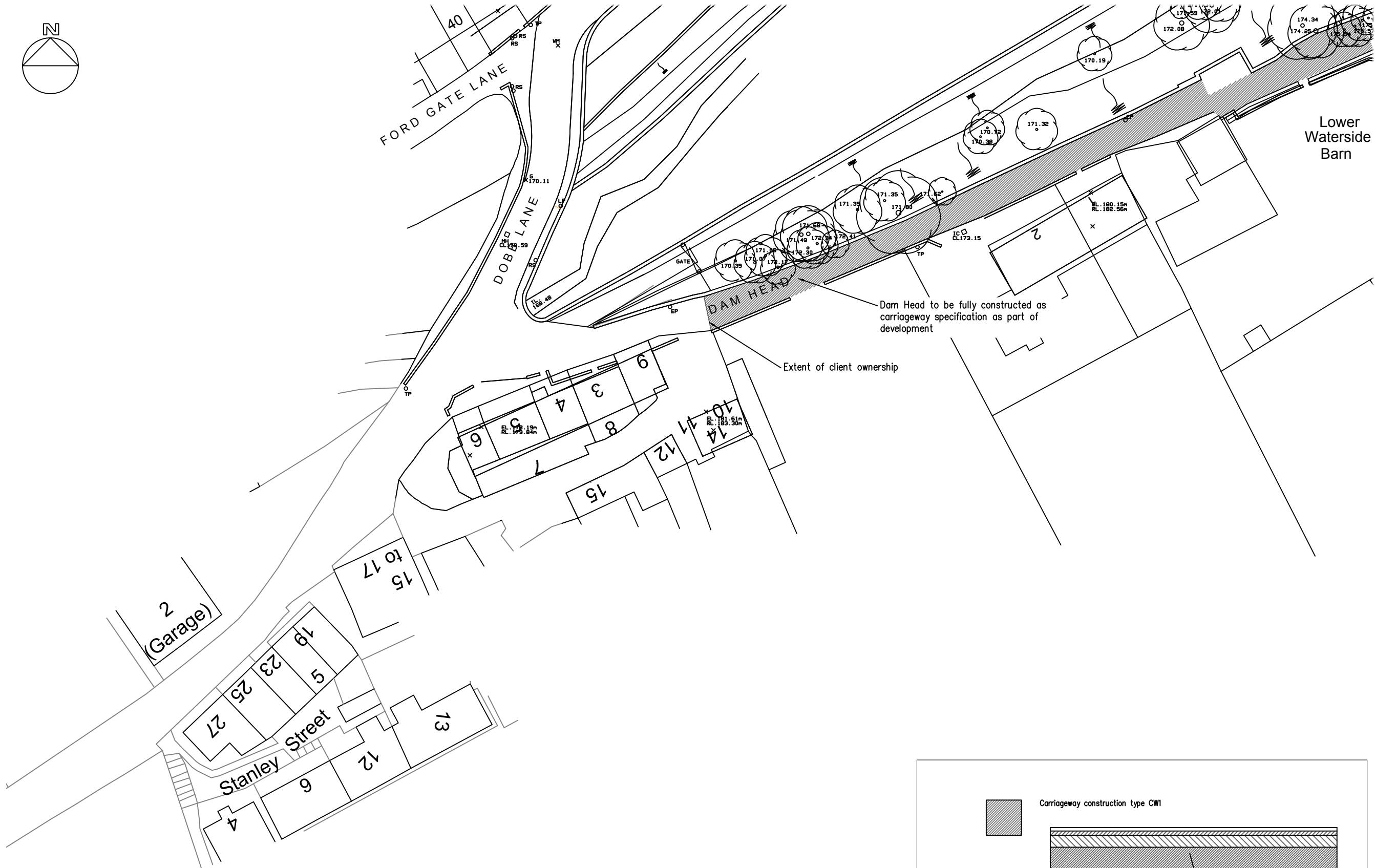
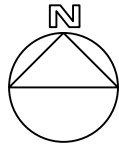


PROJECT TITLE						
WATER STREET, HOLMFIRTH						
DRAWING TITLE						
REMEDIATION - PLAN 1						
DRAWING NUMBER						
ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER	
PRGN	2501	HGN	DR	CH	0004	A
CLIENT						
HOLDROYD HOMES						
SCALE						
1:550	A3	AH	LO	AH	DEC 25	

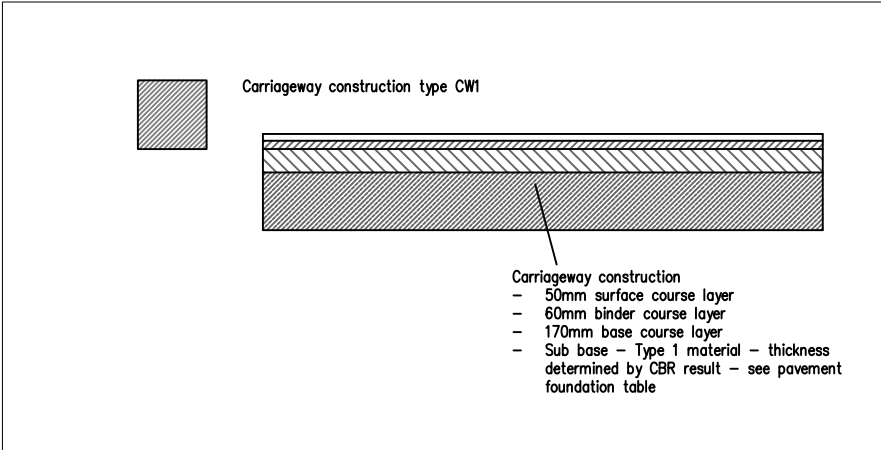
PARAGON HIGHWAYS
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- General Notes
- This drawing should not be scaled for setting out purposes.
 - This drawing shows the provisional design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
WATER STREET, HOLMFIRTH

DRAWING TITLE
REMEDIATION PLAN 2

DRAWING NUMBER	PROJECT	VOL.	TYPE	ROLE	NUMBER
ORDINATOR	PRGN	2501	HGN	DR	CH
					0005 A

CLIENT
HOLDROYD HOMES

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	AH	LO	AH	DEC 25

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