

Sent: 23 July 2026 12:09

Subject: RE: Attached letter from Kirklees Council regarding application number 2026/91564 at location land off, Heaton Grange, Hanging Heaton, Batley, WF17 6EN

Please arrange for the inclusion of the following conditions:

- 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/ building retaining walls/embankments adjacent to the existing/proposed adoptable highway including any modifications to the existing retaining wall adjacent to Mill Lane 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 full structural dilapidation survey of the existing retaining walls adjacent to Mill Lane shall be undertaken by a suitably qualified and experienced structural engineer and a copy of the report submitted to the Highway Structures team for record purposes. A further structural dilapidation survey of the retaining walls shall also be required following the completion of the works and any defects arising in the retaining walls due to the works associated with the proposed development shall be made good to the satisfaction of the Council's' Highway Structures team, at the developer's expense.
- 3) The site slopes steeply in a westerly direction towards Mill Lane, Before the development commences a geotechnical risk assessment examining the adequacy of the existing embankment shall be submitted to, and approved in writing by, the Council's Highways Structures Section. The details shall include an assessment statement, all necessary ground investigations on which assessment assumptions are based on, method statements for the removal of any bulk excavation together with a full slope stability analysis/ and structural calculations (where required) to verify the structural adequacy of the slope. Subject to the results and the outcome of the ground investigation undertaken at this site, the analysis should also identify any remedial measures required to deal with instability issues and these will need to be submitted to and agreed in writing by the Council's Highways Structures Section prior to their implementation and shall be so maintained throughout the life of the development.
- 4) An easement strip of not less than 5.0m wide shall be retained between the proposed buildings/ garden retaining walls and the existing retaining wall adjacent to Mill Lane to facilitate access for its future reconstruction.
- 5) 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, whilst ensuring that oversize manholes in the highway are limited to 1.80m internal diameter, 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-and-development/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.

Furthermore, all new precast pipes/ culverts/storage tanks proposed for use within the footprint of an adoptable highway must comply with the Specification for Highway Works (SHW-Series 500 or 2500) and must be accredited with a BBA (The British Board of Agrément Roads and Bridges) or HAPAS (Highway Authority Product Approval Scheme) or equivalent certificate.

Regards

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