KIRKLEES METROPOLITAN COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT CONTROL KP20H

PLANNING REF	2016/62/91158/E0/AW
CATEGORY	Small Major

PROPOSAL	ERECTION OF 87 DWELLINGS AND DEMOLITION OF EXISTING WORKING MENS CLUB (SHLAA SITE)
LOCATION	FLOCKTON GREEN WORKING MENS CLUB, BARNSLEY ROAD, FLOCKTON, HUDDERSFIELD, WF4 4AA
APPLICANT	BARRATT AND DAVID WILSON HOMES

HDC Ref. No.	K16-15/7
Highway Officer	Mark Berry
O. S. Ref.	241 150
Date Received	22/04/2016
Target Date	13/05/2016
Date Returned	27/05/2016
Decision	
Route No.	A637
Road Name	BARNSLEY RD
Adopted	Yes
Road Name	Access 146/148 Barnsle
Adopted	No
Road Name	Access rear 159-175 Bar
Adopted	No
Footpath	No
Highway scheme	No

Checked by / date Anita Thomas 26/04/2016

This application seeks approval to the erection of 87 dwellings and demolition of existing working men's club at Flockton Green Working Men's Club, Barnsley Road, Flockton, Huddersfield

The Site

The site is approximately rectangular in shape and fronts on to A637 Barnsley Road. It slopes down from the north to the A637. To the east, it is bounded by the rear of properties which front onto Park Side. There is a football pitch and cricket pitch to the north of the site which are also owned by Flockton Green Working Men's Club (FGWMC) as well as a children's playground. To the west, the site is bounded by Flockton C of E First School. There is also a small beck which runs between the school and the site.

The existing FGWMC occupies the south-east corner of the site and is accessed via a track along the eastern boundary of the site to the rear of the Club where the car park is located.

No 159 Barnsley Road is a large residential property which is bounded on three sides by the site. It is served by a private drive and fronts onto A637. This property does not form part of the site.

A637 Barnsley Road runs along the southern frontage to the site. It runs between the Grange Moor roundabout to the north-west of the site where it meets A642, past the site, through to the A636 and in a south easterly direction to the M1 and Barnsley.

As the A637 passes through Flockton there are a number of properties which reduce the carriageway width. These have been accommodated by installing a traffic signals and priority working shuttle system. There are no proposals to amend any of these traffic management measures as part of this planning application.

A637 Barnsley Road varies in widths between 6m in the vicinity of the site. It has a continuous footway which runs along the site frontage. This is generally 1.5m in width but it narrows down to approximately 1m in width towards the south-east end of the site.

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Pinfold Lane runs from A637 at the south-west corner of the site. It forms a priority junction where emerging traffic on Pinfold Lane must give way. There is a zebra crossing to the west of this junction. There is also a zebra crossing between the eastern corner of the site and Park Side.

The existing access to FGWMC is located at the extreme eastern side of the site frontage. The visibility to the right for vehicles emerging out of the FGWMC car park is poor.

There is a lay-by on the site frontage which has capacity for approximately 7 cars. There is also a lay–by on the north side of A637 between the access to the FGWMC car park and Park Side. Both of these lay-bys appear to be used by residents of nearby houses.

Accident Review

A review of personal injury accident records for the area in the vicinity of the site has been undertaken. The accident record for this area is good, with a relatively low incidence of injury accidents. There has been 1 serious accident within 50m of either side of the proposed access in the last 5 years (up to end May 2015) that was in early 2012 but no contributory factors are listed.

Public Transport

The proposed development site is well located in terms of its proximity to public transport services which run adjacent to the site on Barnsley Road. Stops are located on both sides of Barnsely Road within 400m walking distance from the proposed development.

The bus stops on A637 are served by bus numbers 231 and 232 provide regular and direct connections from the site to both Huddersfield town centre and Wakefield city centre which provide further facilities and transport links to wider destinations

The Proposed Development

The proposals are for the provision of a residential scheme consisting of 87 units of two, three and four bed properties. The properties are variety of detached, semi-detached and terraced dwellings.

It is proposed that the development will be accessed via a simple, priority junction directly onto A637 Barnsley Road. It is proposed that the main access spine road will have a 5.5m wide carriageway with 2m wide footways to both sides leading to a number of shared surface carriageways.

Access for pedestrians will be provided to the cricket pitch, football pitch and children's playground to the north. Subject to the agreement of the school, a pedestrian access from the internal cul-de-sac will be created to provide access to the rear of the Flockton C of E First School. Parents and carers will be able to park in the new Flockton Green WMC car park and walk along the footway directly to and from the school along the residential cul-de-sac.

Parking for the residential units has been provided in line with Kirklees Council's Standards, on the basis of two parking space for dwellings with two and three bedrooms and three parking spaces for dwellings with four or more bedrooms

The clubhouse will include for 28 car parking spaces accessed from Barnsley Road. It will also provide a flight of steps which will provide pedestrian access between the clubhouse car park and the southernmost access road on the residential scheme. The car parking spaces will be available for the use of parents and carers dropping off and picking up children from the adjacent primary school.

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A speed survey has been carried out to verify actual traffic speeds. This shows that the 85th percentile wet weather speed in a westbound direction is 31 mph and that in an eastbound direction it is 30mph. Hence Manual for Streets recommends that visibility splays of 2.4m x 43m to the right and 2.4m x 45m to the left are provided.

Sight lines to the new clubhouse have also been provided as per the speed survey

It is proposed that the road markings are amended to accommodate the access to the clubhouse and visibility splays of 2.4m x 43m to the right and 2.4m x 45m to the left will be provided. In order to form the access, some minor road marking will be required to ensure that the access is kept clear and the car parking in the existing lay-by is hatched out to prevent cars parking close to the access.

Traffic Generation

The traffic count surveys were undertaken between the hours of 07:30 - 09:30 and 16:00 - 18:00 on Barnsley Road at the proposed site access location.

The AM and PM peak hours were derived from the traffic count data and are 07:30 - 08:30 for the AM peak and 16:30 - 17:30 for the PM peak

These were recorded as 572 east bound and 749 west bound in the AM peak and 670 east bound and 618 west bound in the PM peak

The development proposals (based on 87 residential dwellings) are forecast to generate some 66 and 64 two-way vehicle trips during the AM and PM peak hours, respectively. This equates to an increase in vehicular trips on the local highway network of approximately one every minute in both the AM and PM peak periods.

Future year junction capacity assessments have been undertaken using the junction 8 PICADY software at the proposed site access /Barnsley Road priority junction for the 2022 predicted traffic flows, for both the AM and PM peak hours. No committed development traffic has been included in the assessment. The proposed junction layout is predicted to operate with substantial spare capacity under the future year traffic flow scenarios in both the AM and PM peak periods

In conclusion

Given that the proposed new club will provide prop off and pick up facilities for the nearby school and the proposals provide an acceptable layout with sufficient off-street parking and internal refuse vehicle turning these proposals are considered acceptable in principle.

However further information is need to allow a highway assessment to be completed.

No committed development traffic has been identified - Highways consider the following developments should be considered 2014/93480 (24 dwellings at Manor House Flockton Huddersfield) and 2014/94027 (Flockton Hall Farm, Barnsley Road Flockton)

The proposed visibility splays need to be shown on the layout plans

The bend in the road opposite plots 79 and 80 has radii at one side and an approximately 90 degree angle at the other. This needs to have radii to both sides.

Footways need to be carried past the proposed ramps where the traditional estate roads join the shared surfaces

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There is reference to the Flockton shuttle traffic signals and priority working system, but no capacity assessment of it. The junction directly opposite the existing access to the WMC has 'Keep Clear' markings suggesting that it is not unheard of for the queue from the Flockton shuttle to extend this far (the historical traffic data on Google maps confirms this). A capacity analysis of the shuttle to demonstrate the impact of the proposed development should be included within the Transport assessment.

The same applicant has made a separate application for the club with flat above. The clubhouse will include for 28 car parking spaces accessed from Barnsley Road. It will also provide a flight of steps which will provide pedestrian access between the clubhouse car park and the southernmost access road on the residential scheme. The car parking spaces will be available for the use of parents and carers dropping off and picking up children from the adjacent primary school.

Can the applicants explain how these works can be linked to the residential scheme to ensure they are completed n an early date.

During the pre-application discussions concerns were raised with regards to the zebra crossing to the west of Pinfold Lane and drivers driving through it. Can the applicants investigate the possibility of further improvement to the crossing.

On behalf of
S. Sampson - Group Engineer
Highways Development Control

HDC REF