

**KIRKLEES COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT MANAGEMENT**

PLANNING REF 2016/62/92702/W0/LB
CATEGORY Small Major

PROPOSAL ERECTION OF TRAINING FACILITY
BUILDING WITH ANCILLARY
SPORTS AREAS AND DEMOLITION
OF EXISTING PAVILLION

LOCATION WOODFIELD PARK SPORTS AND
SOCIAL CLUB
MELTHAM ROAD
LOCKWOOD
HUDDERSFIELD
HD4 7BG

APPLICANT HOCKEY ARCHITECTURAL LIMITED

HDC Ref. No. K6-4NW/4
Highway Officer Mark Berry
O. S. Ref. 130 140
Date Received 27/06/2017
Target Date 04/07/2017
Date Returned 27/07/2017
Decision
Route No. B6108
Road Name MELTHAM ROAD
Adopted Yes
Footpath HUD 214-10
Footpath prowl emailed 9/1/17
Highway scheme No

Checked by / date Sam Lewis 09/01/2017

The applicants have provided a Transport Statement prepared by VIA solutions:

This is summarised as follows:

The first team will train at the site but they will not have professional games at the site.

Academy games will be played on a weekend, generally in the early afternoon and will generally be played every other weekend

These can be split into

League games with approximately 100 spectators expected; and

Cup games with approximately 250 spectators expected.

It is expected that league games are held on a weekend and are generally held every other week. Cup games will be much less frequent and might be expected a small number of times during the year.

It would be expected that the game days would represent the potential peak traffic generation and parking demand on the new site. There are a number of different types of traffic movements generated on game days and the club has advised on likely numbers, namely:

10 Coaching, medical and other staff associated with Huddersfield Giants;
Kit van;
4 Game officials;
30 home team players;
Opposition team bus; and
Spectators.

The staff and players must be on site at least one hour before a game commences

Whilst arrivals of staff, officials and players could be considered fixed, the number of spectators will vary dependent on the type of game and whether the away team is local (this being the case, a higher number of spectators might be expected). This higher number has been used to determine the required parking provision at the site.

A survey of the existing traffic generation and parking demand was undertaken on 29th April 2017. This is used to determine the anticipated peak traffic generation and parking demand for the proposed development site.

The total peak parking demand is calculated to be 157 spaces with the anticipated traffic peak traffic generation at a cup game being 133 during the hour preceding the game (or an average of just over 2 per minute).

75 permanent parking spaces are proposed, 4 of which are disabled spaces, with a further 84 spaces available in the overflow parking area

A speed survey was undertaken on 22nd May 2017 on Meltham Road in the vicinity of the site access. This showed that the 85th percentile design speeds on Meltham Road were 30.65 mph northbound and 29.83 mph southbound

Access to the site will be via the existing simple priority access and track directly from Meltham Road for all vehicles to access the site. In order to maximise visibility upon exiting the site access, it is proposed to narrow Meltham Road in the vicinity of the site access to bring the give way line of the site access forward by 300mm. This improves visibility for drivers exiting the site.

There are pedestrian footways to either flank of Meltham Road at the site access. A footway has been provided into the site from the site access and dropped crossings will be provided across the site access. Safe pedestrian circulation within the site has been considered and footpaths provided within the site.

The internal layout of the site and the proposed circulation allows adequate access for refuse, service and delivery vehicles.

These proposals are considered acceptable and Highways have no wish to resist the granting of planning permission.

Access from Meltham Road

Notwithstanding the details shown on plan number 1706101, the development shall not commence until a scheme detailing the provision of an improved access to form 2.4 x 40.74m visibility splays to the north and 2.4 x 44.22m to the south, construction specification, surfacing, drainage and kerbing including the relocation of existing bus stop and centre line markings and associated highway works together with an independent Safety Audit covering all aspects of the work have been submitted and approved in writing by the Local Planning Authority. The development shall not be brought into use until the approved scheme has been implemented and thereafter retained throughout the lifetime of the development.

Reason: To ensure a suitable access and layout in the interests of highway safety

Layout and parking

Notwithstanding the details shown on the approved plan 1706102, the development shall not commence until a scheme detailing arrangements and specification for layout and parking including

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the overflow parking area have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the approved scheme has been implemented and thereafter retained throughout the lifetime of the development.

Reason: To ensure a suitable access and layout in the interests of highway safety

Footnote;

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.
