

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

**PLANNING REF** 2017/62/93935/E0/MW  
**CATEGORY** Small Major

**PROPOSAL** ERECTION OF 61 DWELLINGS  
WITH ASSOCIATED  
ACCESS, DRAINAGE, OPEN SPACE  
AND LANDSCAPING

**LOCATION** LAND OFF WOODWARD COURT  
MIRFIELD

**APPLICANT** DPP

**HDC Ref. No.** K14-2SW/6  
**Highway Officer** Ryan Kinder  
**O. S. Ref.** 209 210  
**Date Received** 02/10/2018  
**Target Date** 09/10/2018  
**Date Returned** 09/10/2018  
**Decision**  
**Route No.** Unclassified  
**Road Name** WOODWARD COURT  
**Adopted** Yes  
**Footpath** MIR 19-10  
**Footpath** prowl emailed 29/11/17  
**Highway scheme** Yes  
TROS NEAR

**Potential Committee** Yes

**Local Plan Allocatio**

**Checked by / date** Sam Lewis 29/11/2017

2017/93935 Woodward Court, Mirfield.

Highway Development Management's (HDM) comments for the above application as follows:

Planning application for the residential development of 61 dwellings made up of 6 no 2 bed units, 25 no 3 bed units and 30 no 4 bed units on land adjacent to Woodward court.

Updated comments 09/10/2018

Further to submission of revised layout (ref 1731.01REV-M), the parking arrangements for plots 11, 12 and 19 are considered acceptable.

HDM still have concerns with the internal layout with regard to possible removal of two turning heads adjacent plots 39 & 42 to form a loop/connecting layout.

-----  
Updated comments 04/10/2018

Further to submission of revised layout (ref 1731.01REV-L), due to the proximity of coal mining features

HDM still have concerns with the internal layout with regard to possible removal of two turning heads adjacent plots 39 & 42 to form a loop/connecting layout.

There is a shortage of off street parking for plots 11, 12 and 19- 3 no off street spaces per dwelling should be provided for each unit of this size. Whilst it's acknowledged that in isolation this shortfall has been accepted previously by HDM, due to the close relationship of these dwellings, there is concern that potential conflict may occur on street leading to obstructions, in particular for refuse collection vehicles.

The current arrangement is therefore not considered acceptable from a HDM prospective.

-----  
Updated comments dated 12/06/2018

Further to submission of revised layout (ref 1731.01REV-G), the parking arrangements for each property is considered acceptable and in line with the Councils parking policy.

HDM still have concerns with the internal layout with regard to possible removal of two turning heads adjacent plots 39 & 42 to form a loop/connecting layout.

Notwithstanding the turning head concerns the proposal would be considered acceptable overall. If planning are minded to approve the application the following highways related conditions should be included.

#### Areas to be surfaced and drained

Unless otherwise agreed in writing, prior to the development being brought into use, the approved vehicle parking areas shall be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superceded; and thereafter retained throughout the lifetime of the development.

Reason: In the interests of highway safety and to achieve a satisfactory layout.

#### Details of junction of new estate road

No development shall take place until details of the junction and associated highway works, between the proposed estate road and Woodward Court have been approved in writing by the Local Planning Authority. No building shall be occupied until the works to provide the junction have been completed in accordance with the approved details.

Reason: To ensure that suitable access is available for the development.

HWNOTE3 The details shall include full sections, details of speed reducing features, construction specifications, drainage works, lighting, signage, white lining, surface finishes, treatment of sight lines together with an independent safety audit covering all aspects of the works.

#### Travel Plan to be submitted

Within the first 3 months of any part of the development being brought into use a travel plan shall be submitted to and approved in writing by the LPA. The travel plan shall include measures to improve and encourage the use of sustainable transport. The measures will include as a minimum:

- the provision of 'live' and other bus/train information;
- provision of METRO passes;
- car sharing facilities
- the upgrade of bus stops and shelters where necessary;
- the introduction of working practices to reduce travel demand and
- the provision of on site cycle facilities and information.

The Travel Plan will include details of when these measures will be introduced.

To support the promotion of the use of sustainable modes the travel plan will also include: how the travel plan will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site; a program for monitoring the travel plan and its progress and how the travel plan and its objective of more sustainable travel will be promoted. The approved travel plan shall thereafter retained throughout the lifetime of the development unless otherwise agreed in writing by the LPA.

Reason: To comply with the Council's sustainability objectives.

#### Internal adoptable roads

No development shall take place until a scheme detailing the proposed internal adoptable estate roads have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full sections, drainage works, street lighting, signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of work. Before any building is brought into use the scheme shall be completed in accordance with the scheme shown on approved plans and retained thereafter.

Reason: To ensure that suitable access is available for the development.

#### Provision of Traffic Calming

Unless otherwise agreed in writing, prior to development commencing, a detailed scheme for the provision Traffic Calming along Wellhouse Lane with associated signing and white lining shall be submitted to and approved in writing by the LPA. The scheme shall include construction specifications, white lining, signing, surface finishes together with an independent Safety Audit covering all aspects of the work. Unless otherwise agreed in writing by the LPA, all of the agreed works shall be implemented before any part of the development is first brought into use.

Reason: In the interests of highway safety and to achieve a satisfactory layout.

#### Construction access

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site, construction workers parking facilities and the provision, use and retention of adequate wheel washing facilities within the site. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

#### Defects Survey

The development shall not commence until a survey of the existing condition of the highway on ----- Woodward Court 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 building is occupied a highway condition survey identifying a scheme to reinstate any subsequent defects in the condition of the highway on Woodward Court shall be submitted to and approved in writing by the Local Planning

Authority.

All of the identified works shall be implemented before any part of the development is first brought into use.

Reason: In the interests of highway safety and to ensure the maintenance of the highway

Retaining Walls

No development shall take place until details of the siting, design, structural calculations and material to be used in the construction of retaining walls/ structures near or abutting highway have been approved in writing by the Highways Structures.

Thereafter the development shall not be brought into use until the approved works have been constructed. The said works shall be maintained throughout the life time of the development.

Reason: To ensure that any new retaining structures do not compromise the stability of the highway.

FOOTNOTE (Adoption under Section 38 of the Highways Act)

Footnote; - Adoption under Section 38 of the Highways Act:

It is brought to the Applicants' notice that the Highway Development, Investment & Regeneration, Civic Centre 3, Market Street, Huddersfield HD1 2JR (Kirklees Street Care: 0800 7318765 or 'Highways.Section38@kirklees.gov.uk') must be contacted to discuss road adoption arrangements under Section 38 of the Highways Act 1980.

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, Flint Street, Fartown, Huddersfield (Kirklees Street Care: 0800 7318765) 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.

-----  
Previous comments dated 22/01/2018

Pre application discussions were undertaken with the applicant and the applicants highways consultant WSP, a scope for the Transport Assessment was reached on the 14 March 2017.

Subsequently a formal planning application was submitted with a planning layout dwg (ref 1731.01) along with a transport statement from Andrew Moseley associates (ref 20042-001).

Updated comments 18/04/2018

Following previous HDM comments an addendum was submitted by Andrew Moseley associates dated 5th April 2018, the updated comments below are in relation to this and revised drawing submitted (ref 1731.01-rev E)

1.Road safety Audit Stage 1.

Following the stage 1 safety audit it was recommended to relocate the junction plateau and replaced with a speed hump to the north of the junction. This has been investigated further by AMA associated

and it is suggested that the junction plateau should remain as proposed to aid pedestrian movement at the junction of Woodward Court, in particular at busy school periods.

HDM consider this proposal acceptable from a highways prospective.

## 2.Revised traffic calming proposals.

The proposed traffic calming has been relocated slightly to avoid conflict with driveways, the plateau at the junction of Woodward Court has been extended further into Woodward Court to aid vehicle manoeuvres when entering the junction (in particular motorcycles).

The revision to the traffic calming is considered to be acceptable from a HDM prospective.

## 3.Speed Surveys

The speed surveys provided (ref appendix E) were undertaken at the achievable visibility splays (2.4m x Y distance), in this instance these are 31m at the northern splay and 43m at the southern splay. The location of the speed surveys are marked on the speed survey location points plan within appendix E. The speed surveys undertaken have been indicated to be within the limits of achievable visibility splays and in dry conditions. The results of the speed surveys have been adjusted to include the wet weather calculation.

To conclude HDM consider this information to be accurate and accept both the results and achievable splays in line with the proposed traffic calming to regulate vehicles to an appropriate speed along Wellhouse Lane.

## 4.Wellhouse Lane existing parking and control.

During school pick up and drop off time on site observations indicate that parking occurs along the Southern side of the junction with Woodward Court along Wellhouse Lane, however it has been noted by the Councils Highway Safety department that on occasion vehicles have parked on Northern Side of Wellhouse Lane. To ensure this issue is resolved, waiting restrictions are to be provided along Wellhouse Lane on the northern side of the road.

The provision of waiting restrictions would be considered appropriate to deter any parking on the northern side of Wellhouse Lane on the approach to Woodward Court. This would ensure that vehicles travelling along Wellhouse Lane towards the junction are travelling on the correct side of the road not having to overtake any parked vehicles and in the sightlines of traffic emerging from the junction of Woodward Court.

## 5.Accident data.

The accident data has been provided up to the latest information available. Jan 2012 to Dec 2017.

An additional check has been carried out by the council and can confirm no accidents between 01-02-2013 and 31-01-2018 within a 60m radius of the junction of Woodward Court.

## 6.Parking provision

The proposals have included the following parking provision:

- 2 - 3 bedroom dwelling: 2 spaces
- 4+ bedroom dwelling: 3 spaces
- 1 visitor space per 4 residential units

1 cycle space per residential unit (desirable)

Garage dimensions (Internal):

Single: 6.0m long x 3.0m wide

Double: 6.0m long x 5.0m wide

1 electric vehicle charging connection point per dwelling (normally within a garage).

The Council would not wish to see triple width driveways to property frontages this arrangement, all garages should be of the size stated above to count as a parking space, the existing arrangement for internal garage sizes should be reconsidered accordingly.

7.Trip Generation sensitivity test/School Times.

The revised trip generation figures submitted assesses the traffic impact of the development being in the region of 0.7 two way trips per dwelling, this will generate 43 two way movements in the AM 08:00-09:00) and PM17:00-18:00) peak periods.

A comparison to the school peak times which overlaps in the AM only within this period 08:30-9:00 generating 18 two way vehicle movements. The PM school peak of 15:15 – 15:45 generating 14 two way movements.

HDM consider that this development would not have an adverse effect during the school peak periods with AM having some overlap only.

#### 8.Internal Layout

There are two turning heads proposed internally within the site, these have been designed to accommodate a refuse collection vehicle.

To improve connectivity the two turning heads should be connected and built to an adoptable standard. Swept paths for an 11.85m is also required.

HDM would raise concerns over a number of outstanding matters as mentioned above, further information is required relating to these to enable an informed assessment.

-----  
Previous comments dated 22/01/2018

The following Highways Development Management comments are based on the information submitted by Andrew Moseley associates and DPP.

#### 1.Context –Local Highway Network.

Woodward Court is a traditional estate road in character serving approximately 14 properties. From its junction Wellhouse Lane there are 3 vehicular routes connecting with the wider highway network. Wellhouse Lane (two way northbound) to Greenside Road via Jenny Lane, Wellhouse Lane (two way southbound) to Flash Lane, and Hepworth Lane (one way Flash Lane/Shillbank Lane to Wellhouse Lane).

Including side roads bounded by Crossley Lane and Greenside Road, these roads which are subject to a 30mph speed limit serve approximately 350 properties and Crossley Fields Junior School.

Submitted transport Statement by Andrew Moseley Associated ref 20042-001

### Section 3 PROPOSED DEVELOPMENT

#### 3.4.2

Speed surveys, a location of the point that the speed surveys were taken needs indicating, the surveys should have been taken at the location of the achievable extents of visibility.

#### 3.4.4

Seven day speed data and base flows, this information should be presented and summarised in a more legible way, this information is not presented in an acceptable form at present.

#### 3.4.6

It has been suggested that vehicles sometimes park on Well house lane on the Northern approach to Woodward Court. This would make the visibility achievable invalid as drivers would approach on the wrong side of the road. Possible parking restrictions may need to be investigated to resolve this issue.

#### 3.4.7

The accident date is not up to date, accident data should be provided up to the end of October 2017.

#### 3.6

Parking provision, the proposed parking should be in line with the councils parking policy as outlined in the internal layout comments below.

### Section 6 POTENTIAL DEVELOPMENT IMPACTS

#### 6.2.1

Highways Development Management considers trip rates in the region of 0.7 per dwelling to be more representative of new residential development within the Kirklees area and as such further clarification and discussion with the applicant is required in this regard. Previous agreed TRICS data (as per Sanderson TA submission ref 2014/91282) should be adopted for this site.

#### General comments

During the period running up and after the school start (0855hrs) and finish (1520hrs) and (1530hrs) times Woodward court is heavily parked up by parents taking their children to and from school. Conflicting vehicle movements together with adult and children pedestrian movements are not uncommon during these periods.

No information has been provided on the school peak periods and how this will affect the network and TRIP distributions.

No information has been provided in relation to how any liaison with the school has been carried out to

manage the parking situation on Woodward Court.

No junction analysis has been provided on the surrounding network in terms of on street parking data/surveys, queuing observations at school start and finish times.

#### Woodward Court Junction with Wellhouse Lane - Visibility

With regard to visibility along Wellhouse Lane from the junction of Woodward Court, speed readings have been undertaken and details summarised in the Transport Statement. The location that the speed readings have been undertaken should be confirmed, further discussions in relation to this will need to be agreed with Highways Development Management.

#### Internal Layout

In line with the councils parking policy the following parking provision should be provided:

- 2 - 3 bedroom dwelling: 2 spaces
- 4+ bedroom dwelling: 3 spaces
- 1 visitor space per 4 residential units
- 1 cycle space per residential unit (desirable)

#### Garage dimensions (Internal):

- Single: 6.0m long x 3.0m wide
- Double: 6.0m long x 5.0m wide

1 electric vehicle charging connection point per dwelling (normally within a garage).

The internal layout should be designed to maintain vehicle speeds of 15 -20 mph, this ideally should be achieved through horizontal alignment.

The two turning heads at the north east end of the site should be linked together to form a circular route, this will remove isolation for residents and ensure refuse collection is carried out more efficiently. A plan with vehicle swept paths for refuse collection vehicles 11.85m in length, and two way movements on the spinal roads will also need to be demonstrated.

There is currently no provision for refuse storage within the property boundaries or refuse collection points adjacent to private driveways. Before development commences details of storage and access for collection of wastes from the premises will need to be provided.

Plans detailing the proposed internal adoptable estate roads should be submitted and approved in writing by the Local Planning Authority. The scheme should include full sections, drainage works, street lighting, signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of work.

#### Section 38 Issues

2.0m transitions should be provided at end of footways after ramps onto shared surface areas for pedestrians.

Plans indicating full sections and proposed gradients should be provided.



Individual single width driveways should be a minimum width of 3.0m

Further discussions should be carried out as soon as practically possible with our section 38 department to avoid any adoption issues.

A stage 1 safety audit should be carried out on the proposed highway works and internal layout and submitted accordingly.

WYCA have been consulted and they make the following comments:  
Other comments:

To encourage the use of sustainable transport as a realistic alternative to the car, the developer needs to fund a package of sustainable travel measures. We recommend that the developer contributes towards sustainable travel incentives to encourage the use of sustainable modes of transport. Leeds City Council have recently introduced a sustainable travel fund. The fund can be used to purchase a range of sustainable travel measures including discounted MetroCards (Residential MetroCard Scheme) for all or part of the site. This model could be used at this site.

The payment schedule, mechanism and administration of the fund would have to be agreed with Kirklees Council and WYCA and detailed in a planning condition or S106 agreement. As an indication of the cost should the normal RMC scheme be applied based on a bus only ticket, the contribution appropriate for this development would be £30,195.00. This equates to Bus Only Residential MCards.

A link should be provided to the existing PROW at the southern end of the site.

Further information is requested based on the comments raised above. Please also see separate consultation responses from the councils Lead Local Flood, and Landscape departments.

---