

**Prepared on behalf of**

**Brierstone Ltd**



**Proposed residential development at  
Old Lane Scapegoat Hill Huddersfield  
Technical Note**

## Acknowledgements:

*Crashmap has been used for road traffic accident data*

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<b>Report Ref:</b>	8742/001/01	29 July 2015	
<b>Author:</b>	Robert Greenwood I Eng. FIHE Associate Director		
<b>Checked &amp; Approved:</b>	Karen Smith Associate	<b>Date:</b>	July 2015

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## 1 Technical Note on Highway Issues

- 1.1 This Technical Note to the Planning Statement seeks to set out the highway implications of the proposed development of four detached dwellings on land adjacent to Old Lane Scapegoat Hill Huddersfield. A location plan of the site is provided in Appendix A of this report.
- 1.2 Scapegoat Hill is a typical upland settlement in the Colne Valley of Kirklees. It lies between the villages of Golcar and Outlane, which are approximately 1.2 and 2km distant respectively. Although facilities are limited within Scapegoat Hill to the local Junior and Infants school and nearby licensed premises, there are good facilities in both adjacent villages, particularly Golcar, which is closest. Details of local facilities and access by sustainable travel are provided later in this report.
- 1.3 The application site fronts both Taylor Lane and Old Lane, both of which are adopted public highways. Taylor Lane is the major of the two roads and provides a circulatory route from Pike Law Lane to High Street and the village centre.
- 1.4 As with many of the upland settlements of the Colne and Holme Valleys the topography of the area is steep and the local highway network is not to modern design standards reflecting the historic nature of the settlement and its gradual evolution. This situation is however part of the character and acknowledged charm of this part of the Kirklees district.
- 1.5 Taylor Lane and Old Lane have carriageways only and vehicles, pedestrians and cyclists must therefore use the same “shared surface”. Local junctions are often restricted in relation to visibility but this tends to serve as a traffic calming feature and local drivers who form the majority of the users of the network drive with appropriate care.
- 1.6 This assertion is evident from the accident record of the local network which indicates that over the period 2005 to 2013 inclusive (9 years) only one accident has occurred on the local network.
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- 1.7 This factor is also acknowledged by the Secretary of State's Planning Inspectorate as the appeal decisions for sites in Kirklees district, attached to Appendix B of this report, confirm.
- 1.8 One of these decisions relates to a site on Taylor Lane in proximity to the application site for a single dwelling. A number of reasons were provided by the LPA for their refusal of consent, one of which was highway related. In the Inspector's examination of the highway matters she determined that the accident record of the local network and the slow speed of traffic were factors which given the scale of the development would not materially affect highway safety in a negative manner. As such the LPA's "highway reason for refusal" was not upheld.
- 1.9 On the site frontage Taylor Lane has a carriageway and a narrow nearside verge. Between the existing walls to the highway boundary it has an overall width of between 4.3 and 4.6m. The carriageway width allows two cars to pass but larger vehicles would have to make use of the space created at junctions.
- 1.10 On the site frontage Old Lane has a carriageway and a narrow verges to either flank. Between the existing walls to the highway boundary it has an overall width of approximately 2.5m. Due to the limited width apart from at drive or junction entrances there is little scope for two vehicles to pass.
- 1.11 Within the village area traffic speed is subject to a 30 mph limit and street lighting is provided although at a reduced standard. As would be expected traffic flows on both Taylor Lane and Old Lane are relatively light. Given the "local nature" of the roads it is reasonable to assume that traffic will primarily be composed of that generated by the current village envelope as through traffic is very unlikely to use this route. Traffic speeds are also naturally constrained by the physical features of the route.
- 1.12 A key factor in the LPA's determination of planning applications in these circumstances is whether the proposed development is able to bring about
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associated meaningful improvements to the local highway system, and whether the value of these improvements are balanced against the increase in traffic. As will be described later the proposed development brings about meaningful highway improvements against a modest increase in vehicle flow.

- 1.13 For most of its extents the application site slopes steeply from Taylor Lane towards High Street. It is vacant open land to which there are two current points of access. Access one is a simple entry point to a lock up garage located immediately upon the junction of Old Lane with Taylor Lane. This garage appears in good order and in terms of its use involves drivers reversing out of it blind into the junction bellmouth/Taylor Lane.
- 1.14 From the upper portion of the site an existing access road runs west to Old Lane and joins the highway at an oblique angle. This access road is used as a route into the burial ground which lies adjacent to the site on its eastern flank. Within the burial ground is a flat green space which appears to be used for parking and turning. Both the access route and the area within the burial ground are grass/compacted earth and appear to be regularly maintained.
- 1.15 The proposed development seeks to construct four new detached dwellings, three of which will be served direct from Old Lane, with the fourth served from the track to the burial ground.
- 1.16 As part of the development it is proposed to significantly improve Taylor Lane and Old Lane within the confines of the site boundary. Old Lane will be widened to provide a carriageway of 4.5m with a clearance margin of 0.6m provided on the site flank. Approximately midway between the localised widening and the upper entrance to the site there will be provided a passing bay which will accommodate a “standard car” and its dimensions will be 4.5m in width x 6m in length with 30 degree tapers. Again a 0.6m hard margin will be provided on the site flank.
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- 1.17 At the site frontage to Taylor Lane the Taylor lane carriageway will be increased to 5m in width with a 0.6m hard margin will be provided on the site flank. The existing boundary wall shall be set back to provide a vision splay of 2.4 x the extent of the site frontage, as indicated on submitted site layout plan ref: SGH02/0715/03.
- 1.18 Finally the existing upper access is to be improved by localised widening on the southern flank of the access, and hard surfacing in a permeable material. Sight lines will be improved by the lowering of the existing boundary wall where required. Approximately midway between the access and the entrance to the burial ground a passing bay will be provided which will accommodate a “standard car” and its dimensions will be 4.5m in width x 6m in length.
- 1.19 These improvements are also indicated on submitted layout plan SGH02/0715/03. Where the improvements affect the existing highway it is expected that these will be implemented by a Section 278 Agreement under the Highways Act of 1980, linked into a “Grampian style” planning condition requiring the works to be carried out prior to development within the site itself commencing. It is also expected that planning conditions will be imposed to require the provision of detailed construction plans showing the proposed works designed to the highway adoption standards of the Council before development commences.
- 1.20 Once improved the upper access road will accommodate access by a fire engine, although it will be required to reverse out of the drive under supervision of its crew.
- 1.21 The latest TRICS database 7.2.1 has been used to assess the vehicle trips to the development, with the land use category 03 – Residential (A) Houses Privately Owned used. The parameter of the data base covers a range of private dwellings from 6 to 15 units, and sites in areas which were considered to be unrepresentative e.g. London and Ireland have been **excluded** from the selection. Full TRICS outputs are contained in **Appendix C** of this report.
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1.22 In addition to ensure a robust assessment, **85<sup>th</sup> percentile** rather than **average** trip rates are used for vehicle movements, which provide a higher vehicular trip rate per dwelling. This is appropriate because only limited local facilities are available within the “walking neighbourhood” of 800m from the site.

	85 <sup>th</sup> percentile Vehicle Trip Rates			Generations for four new dwellings		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
0800-0900	0.429	0.571	1.000	2	2	<b>4</b>
1700-1800	0.545	0.273	0.818	2	1	<b>3</b>

1.23 As will be noted these levels are very low and as there are a number of routes that could be used from the site they would not normally be noticed against daily fluctuations in traffic flow.

1.24 In relation to multi modal predictions and the following table indicates average person trips generated by the development in multi modal form because of the low sample number of small estates. It should be noted that the category “vehicle occupants” relates to *persons in vehicles* and therefore includes drivers and passengers rather than single occupancy car use.

Residential- House Privately Owned Average Person trips			
Weekday	2 Way Trip Rate per Unit	% Modal Split	Generation for four new dwellings (person trips)
<b>AM Peak Hour Modal Split (0800 – 0900)</b>			
Pedestrians	0.353	25.9%	1.4
Cyclists	0.040	2.9%	1*
Public Transport Users	0.000	0.0%	0

Vehicle Occupants	0.971	71.2%	6.8
Total People Trips	1.363	100.0%	5.452
<b>PM Peak Hour Modal Split (1700 – 1800)</b>			
Pedestrians	0.176	17.6%	1*
Cyclists	0.000	0.0%	0
Public Transport Users	0.000	0.0%	0
Vehicle Occupants	0.824	82.4%	3.3
Total People Trips	1.000	100.0%	4

\*minimum value of 1

- 1.25 As can be seen from the above, the predicted daily levels of pedestrian, cyclist and public transport users are very low. The morning peak hour includes times of school travel and as indicated above is the highest peak level of demand. Even if the rate of cyclists were rounded up to a default of 1, then only one additional cyclist and one pedestrian would be generated by the proposed development.
- 1.26 With regard to servicing the domestic refuse collection will be via the service which currently visits Scapegoat Hill, and the widening of Taylor Lane on the site frontage will provide an opportunity for the vehicle to stand whilst not blocking through traffic.
- 1.27 A bin store will be provided within the site adjacent Old Lane access to the dwelling located on the upper level and pick up will not therefore result in bins on the public highway.
- 1.28 Although there may be a small increase in servicing as a result of home deliveries or the random occasional drop off of goods the level of vehicle movement will be very low and would not have an adverse material impact on the highway network as these movements tend to be off peak.
- 1.29 As mentioned previously the accident record of the local network indicates that over the period 2005 to 2013 inclusive (9 years) only one accident has occurred on the local network. This accident occurred at 1.30 am in the morning and related to a pedestrian and a taxi. Details of the accident are attached, Appendix C, and

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as will be noted the circumstances of this accident are difficult to determine as both the vehicle and pedestrian appear to be stationary with the vehicle “waiting to proceed but is held up”.

- 1.30 With respect to sustainability the site lies within 1.2km of the Golcar village centre as a measured “walking path on local roads” and thus is well within the 2km prescribed walking distance.
- 1.31 Local facilities within Golcar village centre include a Cooperative Supermarket, Post Office and various service and retail opportunities. In addition to the Scapegoat Hill Junior and Infants school (at a walk of 500m from the centroid of the site), there are two infants/junior/nursery schools in Golcar which lie at approximately 1.3km as a walking path, together with local health care facilities at the Fieldhead Medical centre at approximately 1.5km as a walking path.
- 1.32 With respect to public transport, the nearest bus stop lies at approximately 240m from the centroid of the site where there is a modern bus shelter with seating and timetable information. Routes from this stop are the 303 and 304 which provide an hourly service to and from Huddersfield during the working week and a two hourly service in the evening and weekends. Figure 2 and Figure 3, Appendix A indicate 2km and 5km walking and cycling distances respectively.
- 1.33 In nearby Golcar centre route 301 and 302 are also available which provide a service to and from Huddersfield at intervals of 10 to 15 minutes with an hourly service in the evening and a 30 minute service at weekends.
- 1.34 In these circumstances the following is therefore concluded:
- The traffic that is generated by the proposed development is modest and will have in practice no material adverse impact on the local highway network
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- The local highway network is typical of the area and although not to modern standards it has a particularly good accident record which reflects the care that drivers take on such routes
  - The proposed highway improvements are meaningful and will result in improvement in traffic flow as space will be available for two vehicles to pass. Improved sight lines will be provided at the junction of Old Lane and Taylor Lane and at the junction of the upper access to Old Lane and Old Lane. Both of these provide betterment in safety terms.
  - The modest level of traffic associated with the development is balanced against the improvement brought about by the associated highway works, which will not only benefit users of the development but also the public at large.
  - The principle of improvement weighed against a proportional increase in traffic has been accepted by the LPA in other situations
  - The Inspectorate acknowledges the nature of such local highway systems and the manner in which they operate and where evidence to the contrary does not exist which indicates material accident problems will support planning appeals.

1.35 The publication of *National Planning Policy Framework* (NPPF) on 27 March 2012 provides the most up to date guidance on transport and its role within the planning system.

1.36 Paragraph 32 of the *National Planning Policy Framework* states:-

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
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- safe and suitable access to the site can be achieved for all people; and
  - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

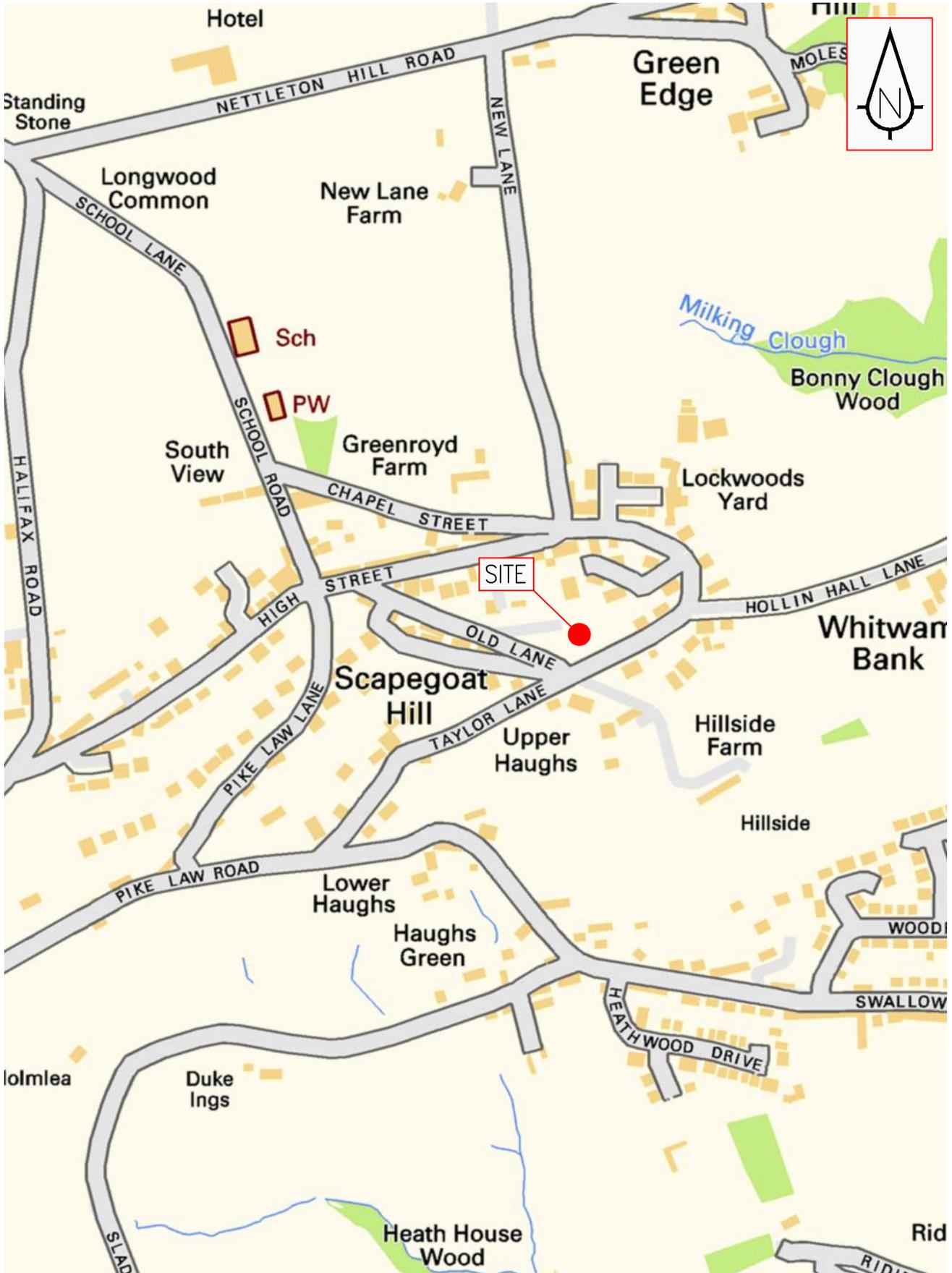
- 1.37 It is clear from the brief audit of local facilities and public passenger transport that the site can be sustainably accessed, albeit with limited service frequency, and that key local facilities lie within prescribed walking distances.
- 1.38 With the proposed highway improvements and the examination of the operation of the local highway network it has been demonstrated that a safe and practical access can be provided and these works will not only benefit the occupants of the proposed development but users of the local highway network.
- 1.39 The proposed level of additional traffic generated by the proposed development is modest and will have no material adverse impact on the local highway network. The ability of the local network to accommodate low levels of additional traffic has already been accepted by the Planning Inspectorate and in that case highway improvements of the scale included in this development were not forthcoming.
- 1.40 This Technical Note demonstrates that the cumulative impacts of the development will not be **severe** and consequently there are no valid reasons on transport grounds why planning consent should not be forthcoming. The LPA is requested to confirm the findings of this report.
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***APPENDIX A***

***Figure 1 Site Location Plan***

***Figure 2 2km walking distance***

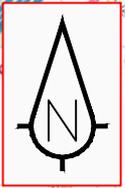
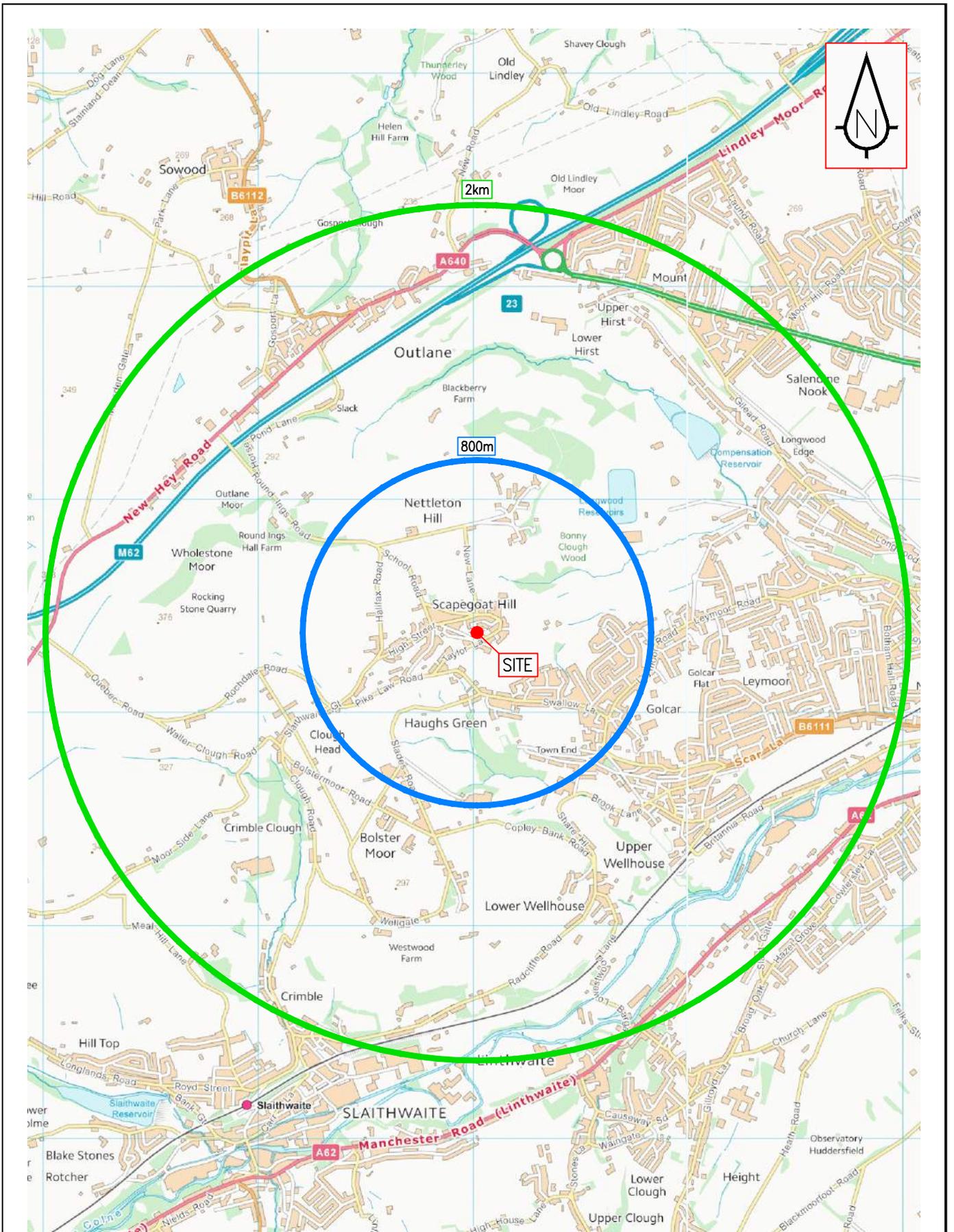
***Figure 3 5km cycling distance***



Site Location Plan

Old Lane,  
Scapegoat Hill, Golcar

Drawn BL	Scale NTS	
Checked RIG	Date July 2015	
Approved RIG	Drawing Number Figure 1	Size A4

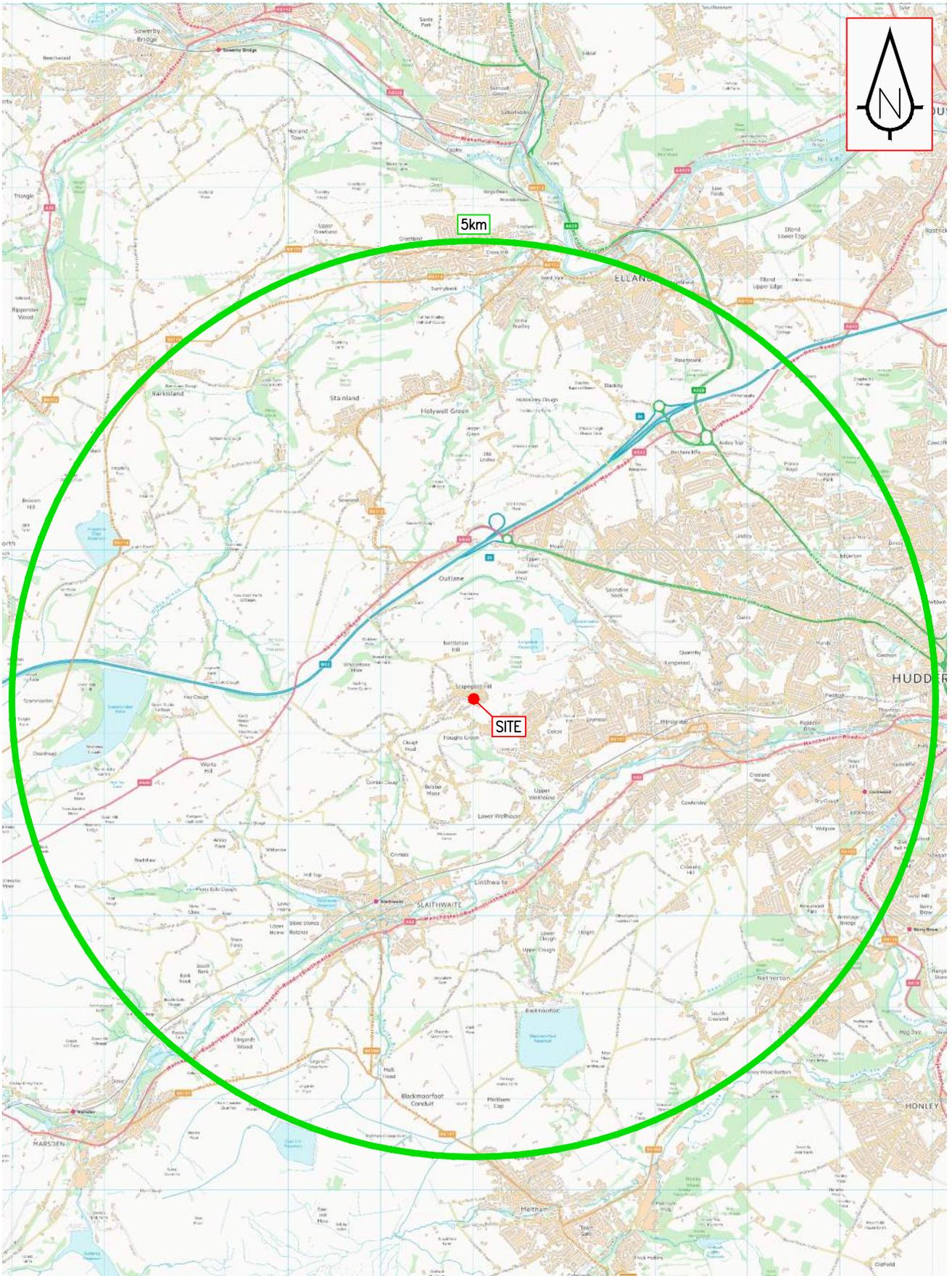



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800m and 2km  
Indicative Walking Distances

Old Lane,  
Scafeagoat Hill, Golcar

Drawn BL	Scale NTS	 <small>ISO 9001 REGISTERED FIRM</small>
Checked RIG	Date July 2015	
Approved RIG	Drawing Number Figure 2	Size A4



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### 5km Indicative Cycling Distance

Old Lane,  
Scapegoat Hill, Golcar

Drawn BL	Scale NTS	
Checked RIG	Date July 2015	
Approved RIG	Drawing Number Figure 3	Size A4

***APPENDIX B***  
***Inspector's appeal decisions***

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# Appeal Decision

Site visit made on 22 July 2008

by **Richard A Mordey BA (Hons)**  
**MCD MRTPI**

an Inspector appointed by the Secretary of State  
for Communities and Local Government

The Planning Inspectorate  
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Bristol BS1 6PN

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Decision date:  
**12 August 2008**

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## Appeal Ref: APP/Z4718/A/08/2071373 Hinchcliffe Mills, Holmfirth, HD9 2NX

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Henry & Hurst Holdings Ltd and Moorbrook Textiles Limited against the decision of Kirklees Metropolitan Council.
- The application Ref: 2006/62/91183/W3, dated 15 March 2006, was refused by notice dated 20 December 2007.
- The development proposed is the conversion and extension of mill buildings to form 19 residential units and the erection of 2 dwellings with garages.

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### Decision

1. I allow the appeal and grant planning permission for the conversion and extension of mill buildings to form 19 residential units and the erection of 2 dwellings with garages at Hinchcliffe Mills, Holmfirth, HD9 2NX, in accordance with the application Ref: 2006/62/91183/W3 dated 15 March 2006 and the plans submitted therewith subject to the conditions set out in the schedule at the end of this decision notice.

### Main issues

2. The main issue in this case is whether the proposed development would have a detrimental impact upon highway conditions and safety.

### Reasons

3. The mill buildings which occupy a prominent position in the Holme Valley and stand within a conservation area, are currently in an unsightly and run-down state. I note that Conservation Area Consent for the demolition of buildings was granted in February 2008. In the officer's report on the appeal application in which the granting of planning permission was recommended, members' attention was drawn to the considerable advantages of the proposed conversion. These include the regeneration of the older buildings and their surroundings and the provision of affordable housing. I find that I agree with the officer's conclusions and share the view that the scheme would preserve and enhance the character and appearance of the designated area and would therefore accord with national and local planning policy on such matters.
  4. Although only one objection to the proposal has been lodged with the Planning Inspectorate by local residents, a number were sent to the Council at the application stage. Particular concern was expressed at the impact of the scheme upon road conditions in the area. There is no disagreement that the local highway pattern does not meet modern standards which is not surprising
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in view of the origins of development in the vicinity. Hinchcliffe Mill is typical of many Pennine settlements with small terraced houses clustered close to the mills on narrow and steep streets. With little activity at the mills, the surrounding area is now predominantly residential in character. In my view residents adapt to the local highway network. There have been no recorded injury accidents on Dobb Lane, Water Lane or Co-op Lane and no recorded accidents at the junctions of the latter and Old Road with Woodhead Road. Traffic flows are not high

5. The appeal proposal was considered to be acceptable by a Council Highway Officer at the application stage. It was considered that the amount of traffic that would be generated would be similar to a 15% re-use of the industrial uses. It is clear that the local highway network is not suited to the regular movement of commercial vehicles. In recent years there have only been a limited number of such movements. Having carefully considered the specialist highway evidence, there is no doubt in my mind that, in view of the significance of the site in terms of the older buildings, the conservation area and the proximity of residential development, the limited number of, largely smaller, vehicles "peaking" at different times would be preferable to the re-introduction of commercial traffic with the potential conflict with domestic vehicles. There is in any event, no indication that this is likely. As was stated by the planning officer, the site would be accessed by Water Street and Spring Lane and adequate parking and turning space would be available. I find that I agree with points made on behalf of the appellants regarding the water box, sustainability and access for emergency and service vehicles, and an appeal decision of 1993 (T/APP/Z4718/92/217287/P8).
6. In view of the significant advantages of the appeal proposal, I have come to the conclusion that these outweigh the limited shortcomings of the local highway network. Consequently the proposal does not conflict with Policy T10 of the UDP. Other concerns of local residents would be resolved by conditions. As far as the latter are concerned, the Council has suggested a total of twenty eight. Several of these are related to the appearance of the proposed development and some are in effect duplicated. In view of paragraph 17 of circular 11/95 which indicates that permissions should not be overloaded with conditions, I shall include fewer but for the same reasons and which will meet the same objectives as the Council. I have modified some to accord with advice contained in the circular. I have considered the recent advice from the Department for Communities and Local Government on the matter of conditions relating to contamination. However, the appellants have not objected to those suggested by the Council and it seems to me that they will meet the same objectives. In view of paragraph 83 of 11/95, suggested condition 27 is not acceptable but its non-inclusion does not justify dismissing the appeal.

*Richard A. Mordey*

INSPECTOR

### **Schedule of conditions**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this decision letter.
2. No development shall take place until samples of all materials to be used in the external surfaces and fittings together with constructional details of all external doors, frames and means of enclosure, fences and walls of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with those details unless otherwise agreed in writing by the Local Planning Authority.
3. No development shall take place until a scheme for the landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all trees and hedges on the land and details of any to be retained or removed. These works shall be carried out as approved.
4. All planting, seeding or tree management works forming part of the landscaping scheme shall be carried out during the first planting, seeding or management season following the commencement of development, or as otherwise may be agreed in writing by the Local Planning Authority and shall be maintained for period of five years from the completion of planting works. All specimens which die within this period shall be replaced on a like for like basis.
5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that Order with or without modification, no extensions, buildings or structures of any kind shall be erected within the area shown edged red on the approved plan without the prior written approval of the Local Planning Authority.
6. No development shall take place until a scheme for the provision of the following has been submitted to and approved in writing by the Local Planning Authority: public open space; private amenity space; a schedule for repairs to the mill-pond and associated structures and a scheme for their maintenance and management; wildlife habitat improvements to the area between the pond and Spring Lane; a footpath link between the development and the junction between definitive footpaths No's 95 & 96; public access from Dobb Lane along the northern pond embankment; a scheme for the eradication of Japanese Knotweed; parking arrangements for the residents of Water Street who currently use/have access to parking spaces; the restoration of the definitive footpath No.95 on the eastern side of the site.
7. No development shall take place until a scheme for the provision of affordable housing as part of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of Policy H10 of the Kirklees Unitary Development Plan and the Council's Supplementary Planning Guidance (The

Provision of Affordable Housing in New Housing Developments). The scheme shall include:

- a) the numbers, type and location on the site of the affordable housing to be made;
  - b) the timing of the construction of the affordable housing;
  - c) the mechanism for ensuring that the affordable housing units remain affordable for both the initial and subsequent occupiers;
  - d) the occupancy criteria to be used in determining the identity of occupiers of the affordable housing and the means by which occupancy shall be enforced.
8. Development shall not commence until a Phase II Intrusive Site Investigation Report has been submitted to and approved in writing by the Local Planning Authority.
9. Where site remediation is recommended in the Phase II Intrusive Site Investigation Report approved pursuant to condition 8, development shall not commence until a Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.
10. Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition 9. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered (in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report) is identified or encountered on site, all works on site (save for the site investigation works) shall cease immediately and the Local Authority shall be notified in writing within 2 working days. Unless otherwise agreed in writing with the Local Planning Authority, works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.
11. Following the completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. Unless otherwise agreed in writing with the Authority, no part of the site shall be brought into use until such time as the remediation measures for the whole site have been completed in accordance with approved Remediation Strategy or the approved revised strategy and a Validation Report in respect of those remediation measures has been approved in writing by the Local Planning Authority.

12. Unless otherwise agreed in writing by the Local Planning Authority the finished floor levels of the occupied buildings shall be no lower than 167.85 metres OAD.
13. No development shall take place until details the proposed means of drainage have been submitted to and approved in writing by the Local Planning Authority.
14. No development shall take place until details to demonstrate compliance with the bat habitat improvement measures recommended in Section 5 of the submitted Bat Survey (Ref:07081) dated 18 August 2007 have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter proceed and be completed in accordance with the approved measures.
15. The proposed parking area for Spring Lane residents shall be constructed and brought into use prior to the development hereby approved first being occupied and shall thereafter be kept available for Spring Lane residents and free of obstructions.



# Appeal Decision

Site Visit made on 18 October 2008

by **Peter F Davies BSc(Hons) DipTP MRTPI**

an Inspector appointed by the Secretary of State  
for Communities and Local Government

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Decision date:  
27 November 2008

**Appeal Ref: APP/Z4718/A/08/2080913**

**Old Bank Works, Old Bank, Slaithwaite, Huddersfield HD7 5AR**

- The Appeal is made under Section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The Appeal is made by Mr Steve Mitchell against the Decision of Kirklees Metropolitan Borough Council.
- The application, Ref: 2008/62/91353/W1, dated 4 April 2008, was refused by Notice dated 16 June 2008.
- The development proposed is a pair of semi-detached dwellings.

## Decision

1. I allow the Appeal, and grant planning permission for a pair of semi-detached dwellings at Old Bank Works, Old Bank, Slaithwaite, Huddersfield HD7 5AR in accordance with the terms of the application, Ref: 2008/62/91353/W1, dated 4 April 2008, and the plans submitted with it, subject to the following conditions:
  - 1) The development hereby permitted shall begin not later than three years from the date of this Decision.
  - 2) No development shall take place until details, including samples, of the materials and treatment to be implemented in the construction of the external surfaces of the semi-detached dwellings hereby permitted have been submitted to, and approved in writing by, the local planning authority. For the avoidance of doubt, this condition relates to the following matters:
    - (i) facing elevations, these to be completed in regularly coursed natural stone
    - (ii) roofing materials, these to be completed in natural slates
    - (iii) timber windows, including their design and joinery
    - (iv) timber external doors, including their design and joinery
    - (v) the painted finish to external joinery
    - (vi) window and door surrounds, these to be completed in natural stone
    - (vii) gutters and rainwater pipes in cast iron, together with their means of support

Development shall be carried out in accordance with the approved details.

- 3) No development shall take place until there has been submitted to, and approved in writing by, the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected at the site. The approved boundary treatment shall be completed before either of the two semi-detached dwellings is occupied, in accordance with a timetable agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.
- 4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or modifying that Order), no windows or doors, other than those expressly authorised by this permission, shall be constructed on the external surfaces of the two semi-detached dwellings hereby permitted without the prior written approval of the local planning authority.
- 5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or modifying that Order), no buildings, extensions or structures of any kind shall be erected within the area shown edged red on the approved plan without the prior written approval of the local planning authority.
- 6) Prior to the occupation of either of the two semi-detached dwellings hereby permitted, details of the access to them shall be completed in accordance with a scheme first submitted to, and approved in writing by, the local planning authority.
- 7) Prior to the occupation of either of the two semi-detached dwellings hereby permitted, the car parking space proposed for them shall be completed in accordance with details first submitted to, and approved in writing by, the local planning authority. That provision shall, thereafter, be retained for that purpose.
- 8) Prior to the occupation of either of the two semi-detached dwellings hereby permitted, a bin storage area for them shall be completed in accordance with details first submitted to, and approved in writing by, the local planning authority. That provision shall, thereafter, be retained for that purpose.

### **Clarification**

2. This is an application for full planning permission where I have taken into account the planning history at the site. The Council has no objection to the principle of a residential development. This reflects previous outline planning permissions for a conversion of the existing mill (Old Bank Works) to a residential use, including two residential properties on the site subject of the Appeal. All matters there were, however, reserved.

### **Main Issues**

3. These are whether the proposal would:  
firstly, preserve or enhance the character or appearance of the Slaithwaite Conservation Area; and

secondly, adversely affect the safe and efficient circulation of vehicles and pedestrians in the vicinity of the site.

## **Reasons for the Decision**

### **First Main Issue: The Conservation Area**

4. The site is towards the western edge of this conservation area and close to the centre of Slaithwaite that contains the town's main commercial presence. Somewhat typically in an upland Pennine town, the conservation area is dominated by the former textile presence through its mill buildings and former worker's dwellings - and where stone is the dominating finish to elevations. Notwithstanding the fronts to some premises, commercial units rest comfortably in the town centre. Related to the town's mill tradition is the Huddersfield Narrow Canal, this within the conservation area. It has been reopened along its length - including that part within the town centre that had previously been built-over. It passes close to the southern edge of the site. Clearly, some thought was given to the design of this part of the reopening that makes a major and positive contribution to the character and appearance of the conservation area.
5. The site is also part of the former Old Bank Works, its main presence remaining - albeit apparently vacant for the large part and declining in appearance. The Appeal proposal is on land that, reasonably, is vacant and largely overgrown and, in my view, approaching dereliction. It includes three existing structures. Their presence is consistent with the overall nature of the site. They have little relationship to the character and appearance of the conservation area as a whole - not least in the vicinity of the site - this, the: overall development presence; the listed Manor House to the north-west; Nos 11 and 12/12a Old Hall; Old Bank Works itself; No 3 Old Bank (apparently partly listed); as well as the careful treatment of the canal lock to the south and the listed overbridge adjacent. The Appeal site is a negative element within the conservation area but, within a sensitive part of it.
6. Into this would be inserted the Appeal proposal, removing the three existing structures, and adjacent to Nos 11 and 12/12a that are also semi-detached, but set back from those front elevations. Parking space would be to the front with garden area to the rear. As to the former, I cannot agree with the references by the Council that it would be "vast". It reflects a rather limited parking presence. While, the north elevations of the two houses would not continue the line of those adjacent, there are other matters. Here, the Council objects on the basis that the development would occupy the width of the site. This would not be unusual in this somewhat tightly-knit conservation area - or adjacent at Nos 11 and 12/12a that appeared to me to at the Visit to be full-width developments. The design of the development would fairly reflect that adjacent, as well as other in the conservation area, and taking into account planning conditions. Overall, an acceptable design would, therefore, be established.
7. In this part of the conservation area, there is a significant tree presence established primarily by a Tree Preservation Order to the north of the site beyond Old Bank - but unaffected by the proposal. To the east of the red-line site, however, the canopies of some trees of limited stature overhang it. The

evidence is that the Council has agreed the removal of three trees there. Nonetheless, it argues that their removal would encourage a more "robust" growth of those remaining – affecting the proposed development. This, I take to be the potential effect on the living conditions of occupants of the two houses. I can give only limited weight to this, not least taking into account the powers available to the Council. This matter is not, therefore, one that should be taken as an objection to the development where my assessment is that it would maintain the character and appearance of the conservation area.

8. Bringing all the above matters together, my overall conclusion on this main issue is that the pair of semi-detached dwellings proposed would enhance the character and appearance of the conservation area. They would not conflict with either, national planning guidance in Planning Policy Guidance Note 15: Planning and the Historic Environment or, the intent of Policies BE1, BE2, BE5 and NE9 of the Kirklees Unitary Development Plan (UDP).

**Second Main Issue: Highway Safety**

9. The site would be adjacent to a section of Old Bank, an unclassified public highway, between Church Street and Nabbs Lane. From the former, it passes along an improved section to a public car park, then narrows on its route – past the site - to Nabbs Lane. This would be at a short section where there would be insufficient space for vehicles travelling in opposite directions to pass. There are no restrictions on the use of Old Bank. This route also serves the properties adjacent to the site. At an extended Visit, all vehicles arriving at the car park - and limited in number - entered and exited towards Church Street. Their occupants followed a similar route, including those accessing the Huddersfield Narrow Canal. One through vehicle passed from Nabbs Lane to Church Street, but no pedestrians followed the route. While, clearly, my site observations cannot represent a definitive assessment of movements - they do reflect the appellant's survey. There is no material evidence from the Council indicating that this would be likely to significantly increase in the future as a result of the proposal.
10. While I am prepared to accept Mr Mitchell's argument that - in terms of highway design – a shared surface relates to the proposal, the highway safety implications of it need to be addressed. These relate to safe ingress and egress of the vehicles of occupants of dwellings to their front parking space. My assessment is that most arriving drivers would arrive at the site in forward gear from Nabbs Lane, and acceptable. Reversing movements would, however, be likely to result onto Old Bank. While that gives me some cause for concern, Old Bank would have a limited vehicle and pedestrian presence. The appellant submits evidence, not convincingly disputed by the Council, that the proposal would be acceptable in terms of those movements. An appropriately worded planning condition would be available to me. Here, any drivers and pedestrians using Old Bank would, in my view, be aware of its limitations and proceed accordingly. This would be in a location somewhat typical of upland and former textile communities. I come to a similar view on those few drivers that would be likely to access the proposed dwellings from Church Street/Old Bank.
11. In its specific circumstances, my judgement on this main issue is that the proposal would not result in any unacceptable harm to the safe and efficient

circulation of vehicles and pedestrians in the vicinity of the site. It would not conflict with the objectives of Policies BE1, BE2 and T10 of the UDP.

12. As to other matters, it is not part of the Council's case that the proposal would adversely affect the setting of the listed buildings nearby. I agree, the proposal - in my opinion - enhancing their setting.
13. Before me are the 14 recommended conditions suggested by the Council, as well as those of the Highway Authority in its Statement. They are not the subject of appellant objection. As to the Council, their overall intent is reasonable. Most relate to the appearance of the development, mainly materials and detailing, at a site within a conservation area. A number can be combined. Their intention reflects, acceptably, national guidance to ensure good design in new development – not least in a Conservation Area. As to the Highway Authority, further control is justified on access details and parking. I also see that an internal Council consultation response requested conditions to deal with potential contamination at the site. They are not included within the Council's list of conditions and I am not persuaded on the evidence that I should come to a different view. In this location within a conservation area, and taking into account the adjacent properties, the Council has justified its wish to restrict certain permitted development rights. Suggested condition 13 there is, however, imprecise. It is unclear whether the condition relates to either, one or, both of the two dwellings – it referring to "... the new dwelling." I shall word the condition appropriately.
14. Having taken into account all the matters raised, and for the reasons given above, I conclude that the Appeal should be allowed.

*Peter F Davies*

**INSPECTOR**

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# Appeal Decision

Site visit made on 16 July 2014

**by Anne Jordan BA (Hons) MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 15 September 2014**

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## **Appeal Ref: APP/Z4718/A/14/2219016**

### **Land off St Marys Avenue, Netherthong, Huddersfield**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
  - The appeal is made by Mr S Hepworth against the decision of Kirklees Metropolitan Borough Council.
  - The application Ref 2013/60/93271/W, dated 17 December 2013, was refused by notice dated 17 April 2014.
  - The development proposed is residential development.
- 

### **Decision**

1. The appeal is allowed and outline planning permission is granted for residential development at Land off St Marys Avenue, Netherthong, Huddersfield in accordance with the terms of application ref 2013/60/93271/W, dated 17 December 2013, the plans submitted with it and subject to the conditions contained within Annex 1.

### **Procedural Matters**

2. The proposal is an outline application with all matters other than access reserved.
3. The extent of the site was amended during the course of the application to include a small additional section of land at the end of St Mary's Avenue. This is limited in size and the Council considered that it did not significantly alter the nature of the application. The application was therefore determined on the basis of the amended plan. Consequently, I have determined the appeal on the same basis.
4. A small additional parcel of land is the subject of a land ownership dispute. The Council do not consider that this invalidates the application and have determined it on the basis of the information before them. This is a matter between the parties and is not a matter before me.

### **Main Issues**

5. The main issues in the determination of the appeal are therefore :
  - Whether or not the site would provide a suitable site for housing, having regard to the principles of sustainable development;
  - The effect of the proposal on highway safety.

## Reasons

### *Sustainable Development*

6. The development plan comprises saved policies from the Kirklees Unitary Development Plan (UDP). The Council's reason for refusal refers to saved policies BE1(v) and T10 of the UDP. Together these seek to resist development which would result in an over-reliance on less sustainable methods of transport such as the private car. However, the UDP predates the *National Planning Policy Framework* (the Framework). The Framework advises where a development plan is out of date due weight should be given to the policies within it in accordance with their degree of consistency with the guidance contained within the Framework.
7. The Framework seeks to achieve a sustainable pattern of development within rural areas where the social, environmental and economic dimensions of development are mutually dependant and jointly sought. It recognises the need to locate significant development in sustainable locations as a core planning principle. The site lies adjacent to the built edge of the village and is not geographically isolated from other housing. However, the Framework also seeks to ensure a sustainable pattern of development by locating rural housing where it will enhance or maintain the vitality of rural communities. In general rural housing is considered most appropriate in locations where there is access to services, opportunities for employment and alternative modes of transport than the private car (paragraphs 30 and 37).
8. Netherthong has two public houses, a church and a primary school. A small convenience store provides some retail goods, but would not provide for the shopping needs of most residents. There appears to be very limited employment within Netherthong and the nearest medical facility is outside the village. It is therefore likely that future occupiers of the development would be required to travel to access employment and services elsewhere. In assessing the proposal the Council considered the development against criteria provided within the now revoked Regional Spatial Strategy. This assessment found that the proposal would fall short of accessibility criteria to local services including health, leisure and employment provision.
9. Holmfirth is around 2.2km away and provides some medical and shopping facilities. The village has a local bus service which provides three services which operate hourly during the day. Holmfirth is around 15 minutes away by public transport, and Huddersfield, which provides a better range of employment, leisure and retail opportunities is more than 45 minutes away. It is therefore likely that although future occupiers could access some local services by sustainable means, they would also be reliant upon the private car for a proportion of essential trips outside the village.
10. Notwithstanding anecdotal evidence of vacant property in the village, the Borough of Kirklees does not have a 5 year supply of available housing land. The site is designated as Provisional Open Land (POL), however the lack of housing supply means that this policy, which clearly relates to housing, is out of date. Whilst the Framework directs that proposals for the provision of housing should be considered in the context of the presumption in favour of sustainable development, it also seeks to significantly boost the supply of housing, and directs that where the development plan is out of date permission

should be granted without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

11. Therefore, whilst I am mindful that the proposal would not allow new residents to access a full range of local services by sustainable means, I must have regard to the emphasis on growth within the Framework, and give weight to the need to boost the supply of housing. In the absence of a 5 year housing land supply, the contribution the development would make to housing supply in the District would significantly and demonstrably outweigh the harm that would arise as a result of increased trips by private car. On the first matter I therefore conclude that having regard to the principles of sustainable development within the Framework as a whole, the proposal would comprise a suitable site for housing.

### *Highway Safety*

12. The site is located at the end of St Marys Avenue, a modern residential estate on the edge of the village. The road network within the estate is built to a high standard and provides adequate access and visibility. The main road access to the village is via Miry Lane which leads to Dean Brook Road. This is a relatively narrow road with no pedestrian footpath along large sections of it.
13. The proposal is in outline form and so estimates of car trips are based on an assumption of the number of properties to be constructed. Although surveys submitted by the Council indicate that the development would increase existing traffic along Miry Lane and Dean Brook Road during peak periods, I note that traffic movements are nonetheless relatively low. Accident records for the village show no recorded accidents in the vicinity of the site, or along Miry Lane/Dean Brook Road since 2008. Although I am mindful that the absence of a footpath along the main road currently presents a deterrent to pedestrians, based on the submissions before me I find no convincing evidence that the proposal would increase traffic flows to the extent it would significantly exacerbate this existing situation and thereby present an impediment to highway safety.
14. I note the comments of local residents, including anecdotal evidence of traffic related incidents in and around the village, and their concerns that the pattern of narrow streets in the village would be impacted by an increase in traffic from the development. Netherthong has a traditional pattern of narrow and steep lanes which is typical of many villages in the locality. The most direct route from the development to Holmfirth, would take residents through the narrow village centre. Nevertheless, whilst I noted some congestion during my visit, particularly around the school, this is an existing situation. Taking into account the position of the development and the limited number of additional vehicles the proposal would add to the overall village, I do not consider that this would be significantly worsened by the development proposed.
15. The Council has brought to my attention an appeal decision ref: 78/60/04314/C1 from 1978. In this, the Inspector commented that the narrow streets in the village presented an impediment to further residential development. I am not aware of the circumstances of this case, but note that the decision dates back around 35 years and a significant amount of residential development in the village appears to have taken place since that date. I also note that the Council's Highways Officers considered that although routes in the village were not to modern highway design, in practice drivers exercised caution, with

speed adjusted to local conditions. Furthermore, the anticipated additional traffic was not considered excessive compared to existing daily traffic flows on Miry Lane. Therefore, whilst my colleague Inspector's historic comments are noted, they do not alter my views on the effect of the proposal on current traffic conditions in the village.

16. On the second matter I therefore conclude that the proposal would not be detrimental to highway safety in the village and I find no conflict with saved policies T10 and BE1(iii) of the UDP which together seek development which does not cause or add to highway safety problems. I also find no conflict with the Framework which has similar aims.

#### *Other Matters*

17. A number of responses have been made in relation to the proposal, including correspondence from Jason McCartney MP and local Councillors. Local residents have expressed concern in relation to the effect of the proposal on the local primary school, which I am advised has limited capacity. I note these concerns, and the anecdotal evidence of many residents in relation to problems in obtaining school places for children in the village. However, the Council as education authority have raised no objection and based on the Spring Census 2013 has advised no education contribution is required from the proposal. I must therefore conclude that based on the evidence before me and notwithstanding previous issues with school capacity, the matter is not one that persists or that would preclude development of the site.
18. My attention has also been drawn to the effect of the proposal on local wildlife and the impact of the development on wildlife habitats. The comments of the Council's Environmental Unit are relevant in this regard. They considered that the submitted ecological assessment was sufficient to conclude that the site was not of high ecological value, and that its redevelopment was acceptable in principal. None of the trees within the site were identified as potential bat roosts although the site has some potential for foraging. The site was also not considered to have high potential for breeding birds and the majority of the grassland on the sites was found to be species-poor and of low biodiversity value. I therefore conclude that the impact of the proposal on local wildlife would be limited and could be offset by mitigation measures secured by condition.
19. A number of residents raised concerns in relation to drainage and flooding. Both Yorkshire Water and the Environment Agency have advised that, subject to appropriate conditions, the site can be acceptably drained and would not give rise of off-site flooding. I am therefore satisfied that these matters need not preclude development. I also have no convincing evidence before me that the development would give rise to problems with electricity provision in the area, or that the proximity of the local pub would impact on the amenity of future residents. I also note concerns in relation to construction noise, and although this matter does not alter the acceptability of development on site, I note that the potential effects of construction noise on existing residential occupiers could be mitigated by an appropriate condition.
20. I also note comments in relation to the layout and open space within the development, and its effect on the Conservation Area. The Council's Conservation Officer has no objection to the principle of development on the site and I am also satisfied that residential redevelopment would not impact

upon the setting of the Netherthong Conservation Area. Although the detailed layout of the site is a reserved matter it is not a matter before me, I am nevertheless mindful that the development would lead to a loss of open space. Taking into account the size of the site, and the provisions of policy H18 of the UDP, some provision of open space would reasonably be required as a result of the development. This matter could however be dealt with by means of an appropriately worded condition. I note that although there is no public right of way through the site it is used informally by dog walkers. Whilst I give the impact of the loss of this amenity some weight, the matter would not outweigh the benefits the proposal would bring by way of housing provision.

### **Conditions and Conclusion**

21. For all the reasons given above I therefore conclude that the appeal be allowed. The Council have suggested a number of conditions. In addition to the standard time limit and conditions relating to the submission of reserved matters I also consider it necessary to require details of boundary treatments on the site. I note that policy H18 of the UDP requires that on sites of more than 0.4 hectares provision should be made for public open space. In order to ensure this I consider it reasonable and necessary to require details of how open space to serve the development will be provided.
22. Policies H1, H10 and H12 of the UDP also require the provision of affordable housing and this is in line with guidance contained within paragraph 50 of the Framework. I note that the Council consider that the site should be subject to an affordable housing requirement and that the appellant has not disputed this. Therefore, in order to secure an appropriate level of affordable housing provision for the site I consider it reasonable and necessary to require that affordable housing is provided as part of the proposed development.
23. The Council have also suggested a condition in relation to the provision of a contribution towards education. However, I note that no education contribution was considered necessary by the Council's education department on the basis of a proposal for 34 dwellings. I therefore do not consider it reasonable, or necessary to impose a condition in this regard.
24. The Council have also suggested a number of conditions in relation to contaminated land. I note that the appellant's consultant has also suggested that a Phase II Intrusive Site Investigation Report is submitted prior to the commencement of development. I therefore consider it reasonable and necessary to impose conditions in this regard.
25. Conditions have also been suggested in relation to the provision and layout of internal estate roads which is necessary in the interests of highway safety. In addition, in order to minimise surface water run-off from the site I also consider it necessary to impose a condition in relation to the provision of permeable surfaces for parking. A condition has also been imposed requiring the provision of charging plug in points for electric cars. As the development would comprise residential accommodation, with vehicles parked at home. Such a condition is not reasonable or necessary.
26. I note that having regard to the topography of the site, and the presence of boggy ground, a number of conditions have been suggested by the Council in relation to drainage. In the interests on ensuring the site is properly drained, and that the development does not lead to flooding off site, a condition relating

to the provision of appropriate drainage measures, including foul drainage, is therefore necessary.

27. Conditions have also been suggested relating to ecological mitigation measures. Although I consider such measures appropriate in relation to protected species, taking into account the low biodiversity value of the site I do not consider it necessary that these measures should extend to the provision or retention of grassland habitat. Finally, in order to minimise potential disturbance during the construction period I consider it reasonable and necessary to require the provision of a construction method statement to minimise the impact of construction upon adjoining residential occupiers.

*Anne Jordan*

INSPECTOR

## Annex 1

1. Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.
2. Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.
3. The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.
4. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with a timetable agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.
5. No material operation as defined in Section 56(4)(a)-(d) of the Town & Country Planning Act 1990 shall be carried out to commence the development pursuant to this planning permission until arrangements for the provision of affordable housing have been submitted to and approved in writing by the Local Planning Authority. Unless otherwise approved in writing by the Local Planning Authority, the arrangements shall cover the following matters:-
  - a) the number and type of affordable housing units to be provided.
  - b) the layout and disposition of the units affordable housing to be provided.
  - c) the timescale for the implementation and completion of the affordable housing units;
  - d) the mechanism for ensuring that the affordable housing units remain affordable for both the initial and subsequent occupiers.
6. No material operation as defined in section 56(4)(a)-(d) of the Town & Country Planning Act 1990 shall be carried out to commence the development pursuant to this planning permission until arrangements for the provision of public open space to serve the development have been submitted to and approved in writing by the Local Planning Authority. The arrangements shall cover the following matters:-
  - a) the layout and disposition of the public open space.
  - b) the timescale for the implementation and completion of the works to provide the public open space;
  - c) the mechanism for ensuring that the public open space will be available for public within perpetuity.
  - d) maintenance of the public open space in perpetuity.
7. No development shall take place until an intrusive site investigation (Phase II Report) of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before

- any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before development begins.
8. If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.
  9. 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.
  10. 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 Agency's 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13<sup>th</sup> May 2009 (ISBN 9781409804864) as amended or superseded; and thereafter retained throughout the lifetime of the development.
  11. Development shall not commence until a scheme detailing foul, surface water and land drainage has been submitted to and approved in writing by the Local Planning Authority. This shall include an assessment of the current land drainage infrastructure serving the site and its condition and an assessment of the effects of 1 in 100 year storm events, with an additional allowance for climate change, exceedance events and blockage scenarios, and a scheme restricting the rate of surface water discharge from the site. None of the dwellings shall be occupied until the approved drainage scheme has been provided on the site to serve the development or each agreed phasing of the development to which the dwellings relate and the scheme shall thereafter be retained throughout the lifetime of the development.
  12. Before development commences an ecological strategy for the site detailing mitigation, compensation and enhancement measures in relation to protected species shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented in accordance with a timetable agreed by the Local Planning Authority.
  13. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be

adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors
- ii) loading and unloading of plant and materials
- iii) storage of plant and materials used in constructing the development
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v) wheel washing facilities
- vi) measures to control the emission of dust and dirt during construction
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works

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# Appeal Decision

Site visit made on 2 June 2015

by **Anne Jordan BA (Hons) MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 01 July 2015

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**Appeal Ref: APP/Z4718/W/15/3012823**

**9 Taylor Lane, Scapegoat Hill, Huddersfield, HD7 4PQ**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr Matthew Houston against the decision of Kirklees Metropolitan Borough Council.
  - The application Ref 2014/60/93118/W, dated 1 October 2014, was refused by notice dated 28 November 2014.
  - The development proposed is for erection of one dwelling.
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## Decision

1. The appeal is dismissed.

## Main Issues

2. The main issues for the appeal are:
  - Whether the proposal is inappropriate development for the purposes of the *National Planning Policy Framework* (the Framework) and development plan policy;
  - The effect of the proposal on the openness of the green belt and the character of the area;
  - If the development is inappropriate, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify the development.
  - The effect of the proposal on highway safety.

## Reasons

### *Inappropriate Development*

3. The *Kirklees Unitary Development Plan* (UDP) Saved Policy D13 allows for infilling within villages in the Green Belt, provided the site is small and located within a continuously built up frontage, or largely surrounded by development. It also seeks development which would not be harmful to the character of the area and which is capable of safe access from the highway. *The National Planning Policy Framework* (The Framework) also allows for limited infilling in villages. In providing criteria for appropriate infilling, Policy D13 fulfils the

requirement in the Framework to set out policies in a Local Plan and has a significant degree of consistency with the Framework.

4. Scapegoat Hill is unallocated land on the UDP Proposals Map. The village has also been subject to additional development since the plan was drafted. Almost all of the properties in the village lie outside the green belt, however the green belt boundary intrudes into the north side of Taylor Lane and wraps around the appeal site. For this reason the Council consider that the site does not lie within the settlement for planning purposes, and therefore cannot be considered to constitute limited infilling under the terms of policy D13.
5. The development boundary clearly distinguishes the site from the adjoining settlement and this is evident when viewed on the ground. The site is steeply sloping piece of land which was adjoined on both sides by existing dwellings but faced open fields to the south. It formed a large gap in the sporadic residential development along the north side of Taylor Lane. Although the proposal is for development of a single dwelling it is nonetheless a plot of significant size, with a frontage to both Grand Stand to the rear and Taylor Lane to the front. Due to its size and the steep gradient of the land, in views into the site, across the hillside from the south, it was prominently visible as an undeveloped grassy bank.
6. Therefore, although the site has dwellings located on either side, I nonetheless do not consider it could reasonably be considered to form a small gap, or to be largely surrounded by development and would not constitute limited infilling. The proposal would not meet the requirements of saved policy D13 and would be contrary to national policy contained within the Framework. Under the terms of the Framework the proposal is therefore inappropriate development in the Green Belt. The Framework is clear that inappropriate development is harmful by definition and this must carry significant weight.

#### *Impact on Openness and Character*

7. The site comprises open land. Part of it appears to be being used as garden in association with the adjoining No 9. At the time of my visit part of it had also been recently mown. Nevertheless, it has a largely undeveloped appearance in views into the site and across the hillside. The development proposed is a single dwelling with an associated residential curtilage. I note that development could be limited to a single storey and although the application is in outline form with all matters reserved, it is nonetheless clear that the proposal would introduce substantial built form onto the site where development is currently absent. This would have a significant impact on openness which would be harmful to the green belt and must also carry significant weight.
8. Furthermore, the site forms a prominently visible open space in this part of the village. Its loss would be harmful to the character of the green belt in this location and would therefore fail to meet the third requirement of the UDP Policy D13 which requires that new development is not detrimental to the character of the area. The harm to the character of this part of the green belt also carries significant weight.

### *Other Matters*

9. I note the concerns of local residents in relation to wildlife on site. Based on the information before me, and my visit to the site, I have no firm basis for concluding that the site is locally important as a wildlife habitat, and this matter does not therefore add to my concerns. The effect of the proposal on drainage in the area was also raised, however, as acceptable drainage of the site could be achieved through an appropriately designed scheme, I also give no weight to this matter.

### *Highway Safety*

10. Taylor Lane is a steep and narrow lane with a sharp turn at the junction with Pike Law Road. I noted on site that visibility to the west was hampered by overhanging vegetation above a stone boundary wall at "Copperstones". A clear view of approaching traffic was only visible below the level of the hedge. Measurements provided by the appellant indicate that visibility in both directions would fall significantly below that recommended in Manual for Streets (MfS).
11. However, I also note that accident data indicates that the junction has not been subject to any recorded accidents for the recorded period 2008-2013. Survey data provided by the appellant also indicates that traffic generally travels at relatively low speeds. The proposal, which would give rise to only 1 additional household, would also give rise to limited additional traffic.
12. Therefore, although the junction provides substandard visibility, I nonetheless conclude that the development would be unlikely to generate a significant number of journeys and so would not have a material effect on highway safety. I therefore find no conflict with Policy T10 of the UDP, or with the Framework which has similar aims.

### **Conclusion**

13. The proposal would be inappropriate development in the green belt, would reduce openness and would be harmful to the character of the green belt in this location. The Framework establishes that green belt harm should be given substantial weight. Although I have found no harm in relation to highway safety, this absence of harm does not weigh in favour of the proposal. No matters exist which would outweigh this harm. Very special circumstances therefore do not exist and the proposal is contrary to green belt policy contained within the National Planning Policy Framework.
14. Therefore, for the reasons given above, and having regard to all other matters before me, I dismiss the appeal.

*Anne Jordan*

INSPECTOR

***APPENDIX C***

***Trics data***

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## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	HI HIGHLAND	1 days

## Filtering Stage 2 selection:

Parameter: Number of dwellings  
 Actual Range: 6 to 17 (units: )  
 Range Selected by User: 5 to 20 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 22/05/14

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	4 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	5

Selected Location Sub Categories:

Residential Zone	13
No Sub Category	2

## Filtering Stage 3 selection:

Use Class:

C3	14 days
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## Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

Travel Plan:

No	15 days
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Sanderson Associates (CE) Ltd Jubilee Way, Grange Moor Huddersfield

Licence No: 311901

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under  
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 13 NY-03-A-03 Tot: 0.286

85th Percentile = No. 3 SF-03-A-04 Tot: 1.000

Median Values

Arrivals: 0.182

Departures: 0.455

Totals: 0.637

Mean Values

Arrivals: 0.239

Departures: 0.401

Totals: 0.640

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333	3.00
2	HI-03-A-13	HOUSING	INVERNESS	HIGHLAND	9	Thu	21/05/09	0.556	0.444	1.000	3.11
3	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.571	1.000	4.43
4	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
5	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	3.71
6	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700	3.00
7	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643	2.86
8	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	0.455	0.637	4.73
9	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	2.38
10	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	ANGUS	7	Tue	22/05/12	0.286	0.286	0.572	2.71
11	ST-03-A-06	SEMI-DET. & TE	WOLVERHAMPTON	STAFFORDSHIRE	17	Fri	09/05/14	0.235	0.235	0.470	1.12
12	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	0.333	0.333	2.44
13	NY-03-A-03	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	14	Mon	15/09/08	0.143	0.143	0.286	3.14
14	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	2.00
15	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	HI HIGHLAND	1 days

## Filtering Stage 2 selection:

Parameter: Number of dwellings  
 Actual Range: 6 to 17 (units: )  
 Range Selected by User: 5 to 20 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 22/05/14

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	4 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	5

Selected Location Sub Categories:

Residential Zone	13
No Sub Category	2

## Filtering Stage 3 selection:

Use Class:

C3	14 days
----	---------

## Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

Travel Plan:

No	15 days
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Sanderson Associates (CE) Ltd Jubilee Way, Grange Moor Huddersfield

Licence No: 311901

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under  
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 13 WK-03-A-01 Tot: 0.167

85th Percentile = No. 3 CH-03-A-08 Tot: 0.818

Median Values

Arrivals: 0.429

Departures: 0.143

Totals: 0.572

Mean Values

Arrivals: 0.343

Departures: 0.235

Totals: 0.578

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300	3.00
2	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	ANGUS	7	Tue	22/05/12	0.571	0.571	1.142	2.71
3	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.545	0.273	0.818	4.73
4	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.556	0.222	0.778	2.44
5	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	3.71
6	HI-03-A-13	HOUSING	INVERNESS	HIGHLAND	9	Thu	21/05/09	0.333	0.333	0.666	3.11
7	ST-03-A-06	SEMI-DET. & TE	WOLVERHAMPTON	STAFFORDSHIRE	17	Fri	09/05/14	0.353	0.294	0.647	1.12
8	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.143	0.572	4.43
9	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	2.38
10	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.286	0.214	0.500	2.86
11	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	3.00
12	NY-03-A-03	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	14	Mon	15/09/08	0.214	0.143	0.357	3.14
13	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	2.00
14	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
15	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06

Calculation Reference: AUDIT-311901-150623-0601

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	HI HIGHLAND	1 days

## Filtering Stage 2 selection:

Parameter: Number of dwellings  
 Actual Range: 6 to 15 (units: )  
 Range Selected by User: 1 to 15 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 21/06/13

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	2

Selected Location Sub Categories:

Residential Zone	9
No Sub Category	1

## Filtering Stage 3 selection:

Use Class:

C3 9 days

## Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

Travel Plan:

No	10 days
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	10	0.088	10	10	0.255	10	10	0.343
08:00 - 09:00	10	10	0.235	10	10	0.461	10	10	0.696
09:00 - 10:00	10	10	0.118	10	10	0.265	10	10	0.383
10:00 - 11:00	10	10	0.186	10	10	0.157	10	10	0.343
11:00 - 12:00	10	10	0.186	10	10	0.255	10	10	0.441
12:00 - 13:00	10	10	0.235	10	10	0.265	10	10	0.500
13:00 - 14:00	10	10	0.245	10	10	0.275	10	10	0.520
14:00 - 15:00	10	10	0.186	10	10	0.206	10	10	0.392
15:00 - 16:00	10	10	0.294	10	10	0.235	10	10	0.529
16:00 - 17:00	10	10	0.294	10	10	0.196	10	10	0.490
17:00 - 18:00	10	10	0.382	10	10	0.265	10	10	0.647
18:00 - 19:00	10	10	0.235	10	10	0.186	10	10	0.421
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.684</b>			<b>3.021</b>			<b>5.705</b>

#### Parameter summary

Trip rate parameter range selected: 6 - 15 (units: )  
 Survey date date range: 01/01/07 - 21/06/13  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL CYCLISTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	10	0.010	10	10	0.059	10	10	0.069
08:00 - 09:00	10	10	0.020	10	10	0.020	10	10	0.040
09:00 - 10:00	10	10	0.000	10	10	0.010	10	10	0.010
10:00 - 11:00	10	10	0.010	10	10	0.010	10	10	0.020
11:00 - 12:00	10	10	0.020	10	10	0.020	10	10	0.040
12:00 - 13:00	10	10	0.010	10	10	0.010	10	10	0.020
13:00 - 14:00	10	10	0.010	10	10	0.000	10	10	0.010
14:00 - 15:00	10	10	0.029	10	10	0.000	10	10	0.029
15:00 - 16:00	10	10	0.039	10	10	0.000	10	10	0.039
16:00 - 17:00	10	10	0.029	10	10	0.000	10	10	0.029
17:00 - 18:00	10	10	0.000	10	10	0.000	10	10	0.000
18:00 - 19:00	10	10	0.000	10	10	0.000	10	10	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.177</b>			<b>0.129</b>			<b>0.306</b>

#### Parameter summary

Trip rate parameter range selected: 6 - 15 (units: )  
 Survey date date range: 01/01/07 - 21/06/13  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	10	0.059	10	10	0.255	10	10	0.314
08:00 - 09:00	10	10	0.314	10	10	0.657	10	10	0.971
09:00 - 10:00	10	10	0.137	10	10	0.314	10	10	0.451
10:00 - 11:00	10	10	0.225	10	10	0.216	10	10	0.441
11:00 - 12:00	10	10	0.255	10	10	0.255	10	10	0.510
12:00 - 13:00	10	10	0.304	10	10	0.343	10	10	0.647
13:00 - 14:00	10	10	0.275	10	10	0.333	10	10	0.608
14:00 - 15:00	10	10	0.245	10	10	0.255	10	10	0.500
15:00 - 16:00	10	10	0.412	10	10	0.363	10	10	0.775
16:00 - 17:00	10	10	0.422	10	10	0.314	10	10	0.736
17:00 - 18:00	10	10	0.500	10	10	0.324	10	10	0.824
18:00 - 19:00	10	10	0.314	10	10	0.255	10	10	0.569
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.462</b>			<b>3.884</b>			<b>7.346</b>

#### Parameter summary

Trip rate parameter range selected: 6 - 15 (units: )  
 Survey date date range: 01/01/07 - 21/06/13  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	10	0.049	10	10	0.078	10	10	0.127
08:00 - 09:00	10	10	0.020	10	10	0.333	10	10	0.353
09:00 - 10:00	10	10	0.049	10	10	0.029	10	10	0.078
10:00 - 11:00	10	10	0.059	10	10	0.059	10	10	0.118
11:00 - 12:00	10	10	0.059	10	10	0.069	10	10	0.128
12:00 - 13:00	10	10	0.147	10	10	0.137	10	10	0.284
13:00 - 14:00	10	10	0.118	10	10	0.078	10	10	0.196
14:00 - 15:00	10	10	0.108	10	10	0.147	10	10	0.255
15:00 - 16:00	10	10	0.167	10	10	0.118	10	10	0.285
16:00 - 17:00	10	10	0.127	10	10	0.088	10	10	0.215
17:00 - 18:00	10	10	0.176	10	10	0.000	10	10	0.176
18:00 - 19:00	10	10	0.127	10	10	0.059	10	10	0.186
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.206			1.195			2.401

## Parameter summary

Trip rate parameter range selected: 6 - 15 (units: )  
 Survey date date range: 01/01/07 - 21/06/13  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	10	0.000	10	10	0.000	10	10	0.000
08:00 - 09:00	10	10	0.000	10	10	0.000	10	10	0.000
09:00 - 10:00	10	10	0.000	10	10	0.000	10	10	0.000
10:00 - 11:00	10	10	0.000	10	10	0.000	10	10	0.000
11:00 - 12:00	10	10	0.000	10	10	0.000	10	10	0.000
12:00 - 13:00	10	10	0.000	10	10	0.000	10	10	0.000
13:00 - 14:00	10	10	0.000	10	10	0.000	10	10	0.000
14:00 - 15:00	10	10	0.000	10	10	0.000	10	10	0.000
15:00 - 16:00	10	10	0.000	10	10	0.000	10	10	0.000
16:00 - 17:00	10	10	0.000	10	10	0.000	10	10	0.000
17:00 - 18:00	10	10	0.000	10	10	0.000	10	10	0.000
18:00 - 19:00	10	10	0.000	10	10	0.000	10	10	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 6 - 15 (units: )  
 Survey date date range: 01/01/07 - 21/06/13  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	10	0.118	10	10	0.392	10	10	0.510
08:00 - 09:00	10	10	0.353	10	10	1.010	10	10	1.363
09:00 - 10:00	10	10	0.186	10	10	0.353	10	10	0.539
10:00 - 11:00	10	10	0.294	10	10	0.284	10	10	0.578
11:00 - 12:00	10	10	0.333	10	10	0.343	10	10	0.676
12:00 - 13:00	10	10	0.461	10	10	0.490	10	10	0.951
13:00 - 14:00	10	10	0.402	10	10	0.412	10	10	0.814
14:00 - 15:00	10	10	0.382	10	10	0.402	10	10	0.784
15:00 - 16:00	10	10	0.618	10	10	0.480	10	10	1.098
16:00 - 17:00	10	10	0.578	10	10	0.402	10	10	0.980
17:00 - 18:00	10	10	0.676	10	10	0.324	10	10	1.000
18:00 - 19:00	10	10	0.441	10	10	0.314	10	10	0.755
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			4.842			5.206			10.048

## Parameter summary

Trip rate parameter range selected: 6 - 15 (units: )  
 Survey date date range: 01/01/07 - 21/06/13  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

***APPENDIX D***

***Accident data***

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<b>Crash Date:</b>	Saturday, October 25, 2008	<b>Time of Crash:</b>	1:30:00 AM	<b>Crash Reference:</b>	<b>2008130908608</b>
<b>Highest Injury Severity:</b>	Slight	<b>Number of Vehicles:</b>	1	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Kirklees			<b>OS Grid Reference:</b>	408810 416320
<b>Local Authority:</b>	Kirklees				
<b>Road Number:</b>	U0	<b>Road Type:</b>	Single carriageway		
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30	<b>Junction Control:</b>	Unknown		
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				

## Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Taxi/Private hire car (2005 onwards)	3	Male	26 - 35	Vehicle is waiting to proceed normally but is held up

## Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, not crossing	In carriageway, stationary - not crossing (standing or playing)

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>