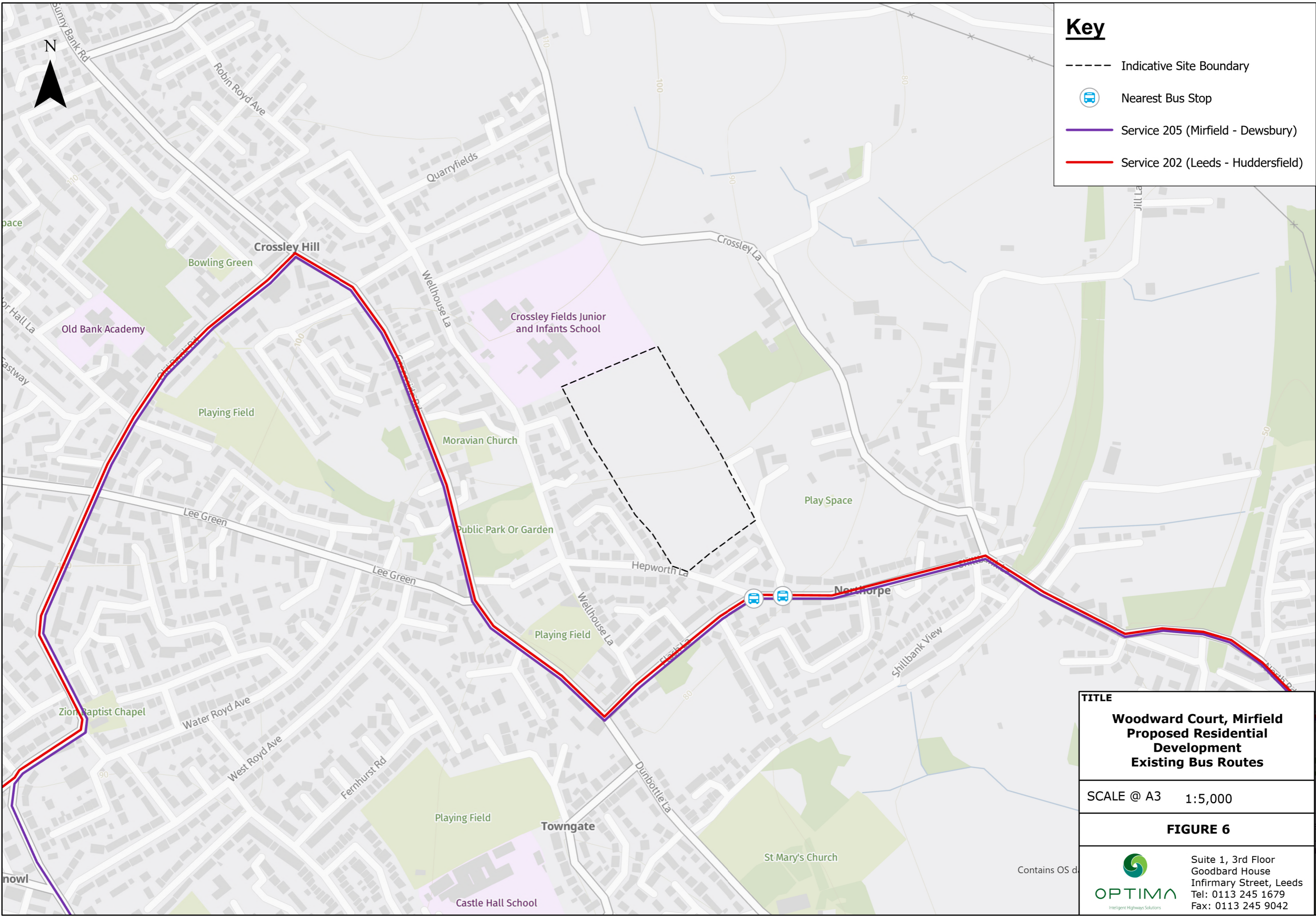



Path: O:\Woodward Court, Mirfield\DRAWINGS\GIS\Woodward Court, Mirfield GIS.aprx



**Key**

- Indicative Site Boundary
-  Nearest Bus Stop
- Service 205 (Mirfield - Dewsbury)
- Service 202 (Leeds - Huddersfield)

**TITLE**  
**Woodward Court, Mirfield  
 Proposed Residential  
 Development  
 Existing Bus Routes**

SCALE @ A3 1:5,000

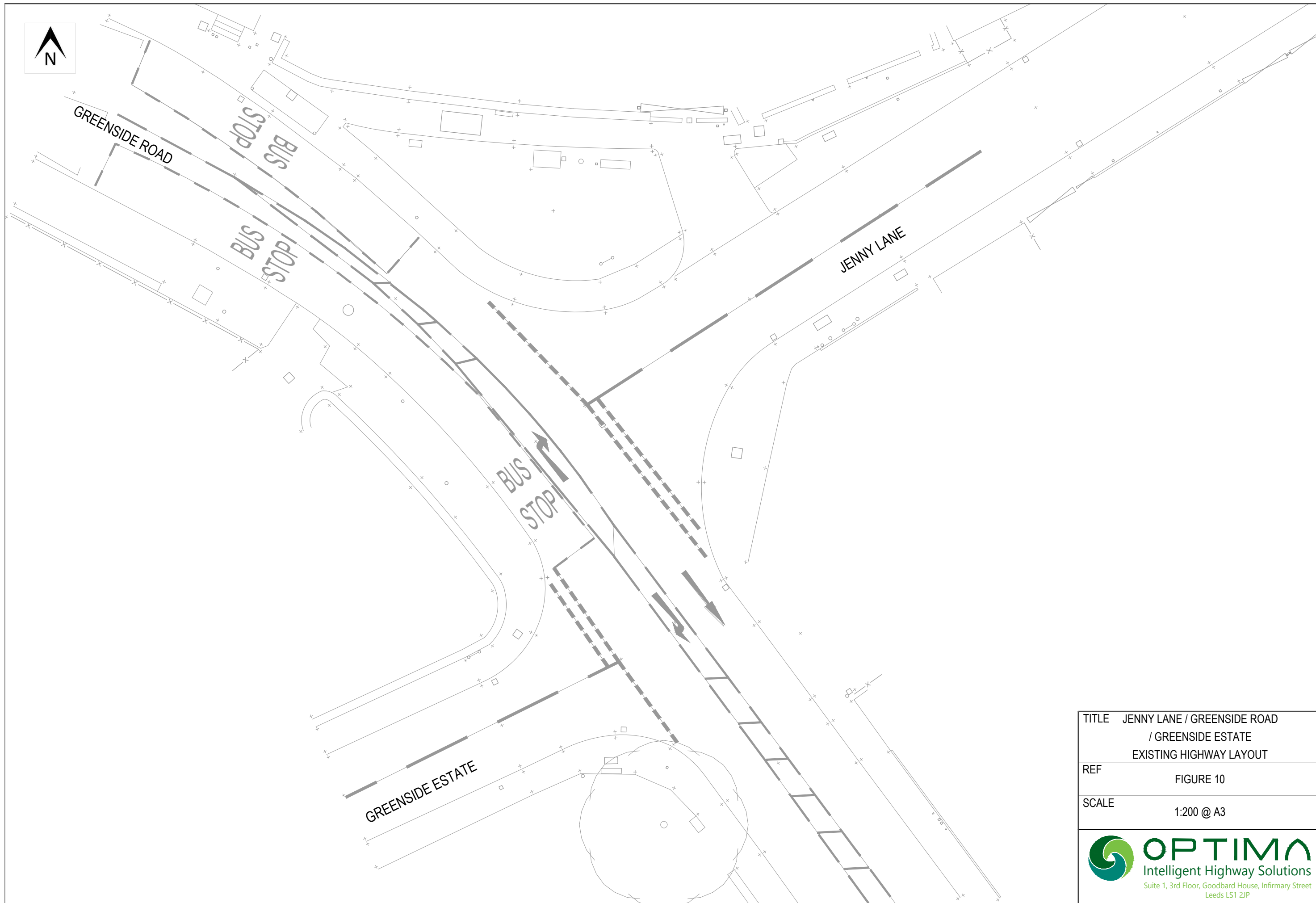
**FIGURE 6**

Contains OS d

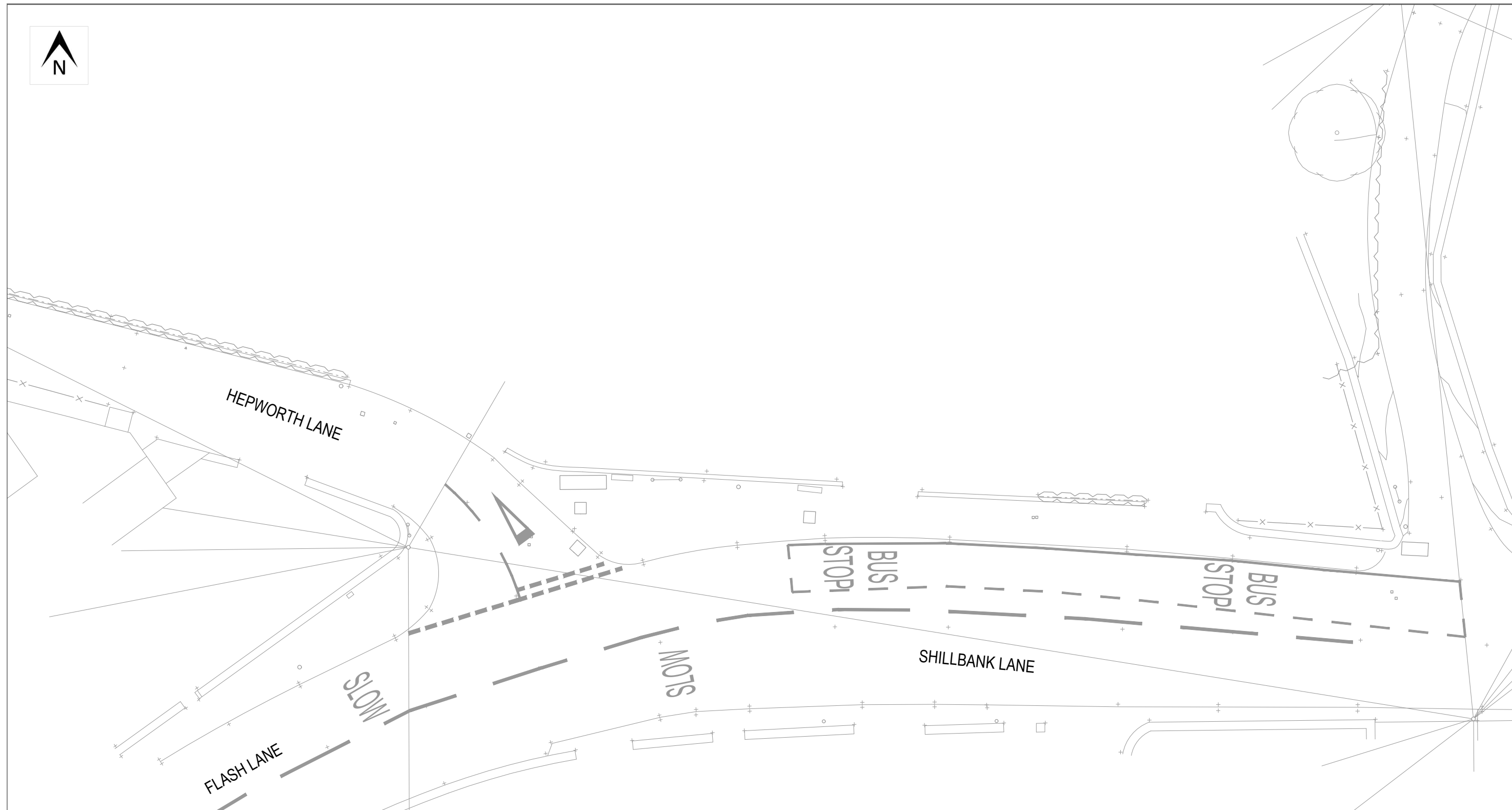


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 Tel: 0113 245 1679  
 Fax: 0113 245 9042

Path: O:\Woodward Court, Mirfield\DRAWINGS\GIS\Woodward Court, Mirfield GIS.aprx

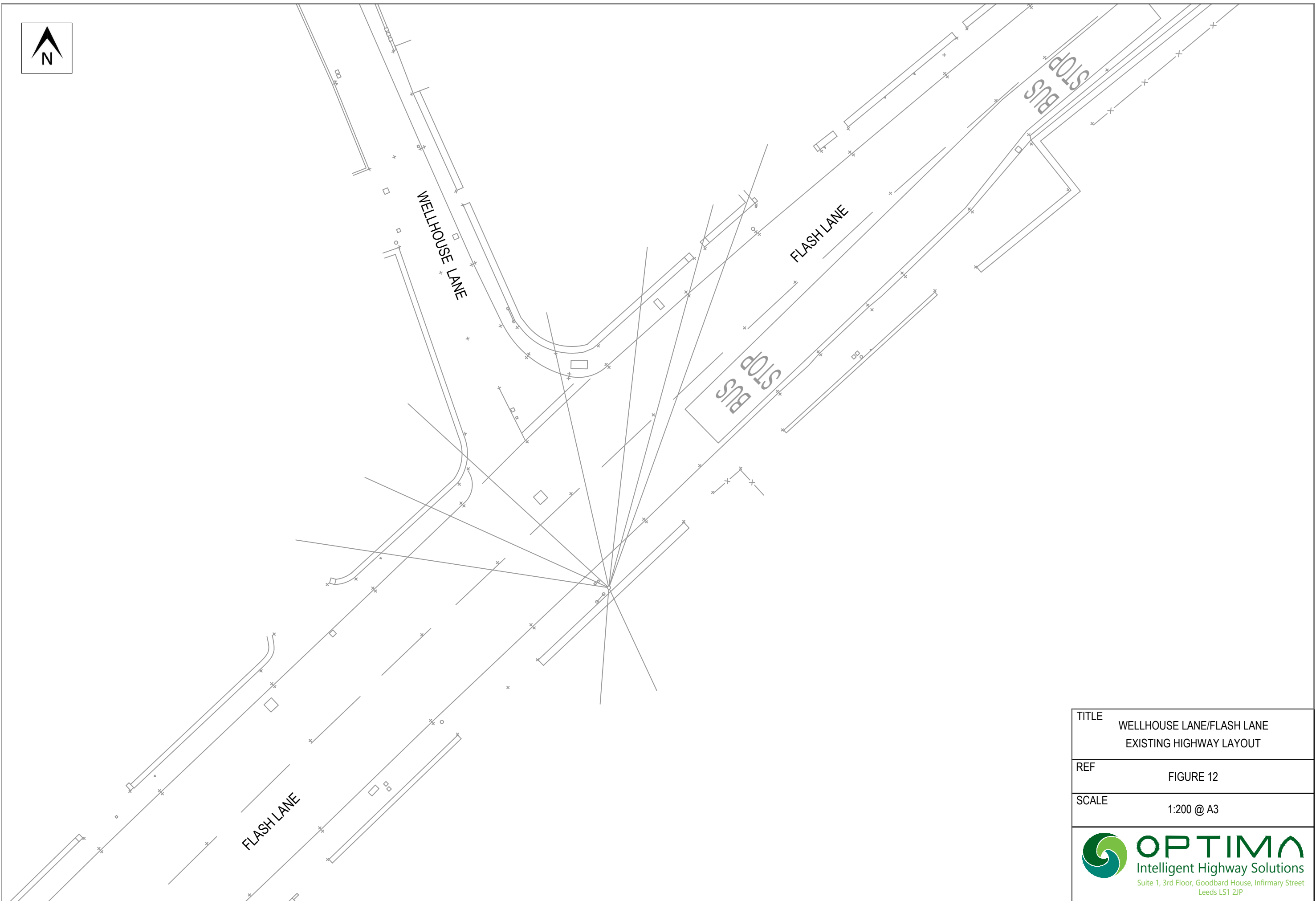


TITLE	JENNY LANE / GREENSIDE ROAD / GREENSIDE ESTATE EXISTING HIGHWAY LAYOUT
REF	FIGURE 10
SCALE	1:200 @ A3



TITLE	HEPWORTH LANE / FLASH LANE / SHILLBANK LANE EXISTING HIGHWAY LAYOUT
REF	FIGURE 11
SCALE	1:200 @ A3



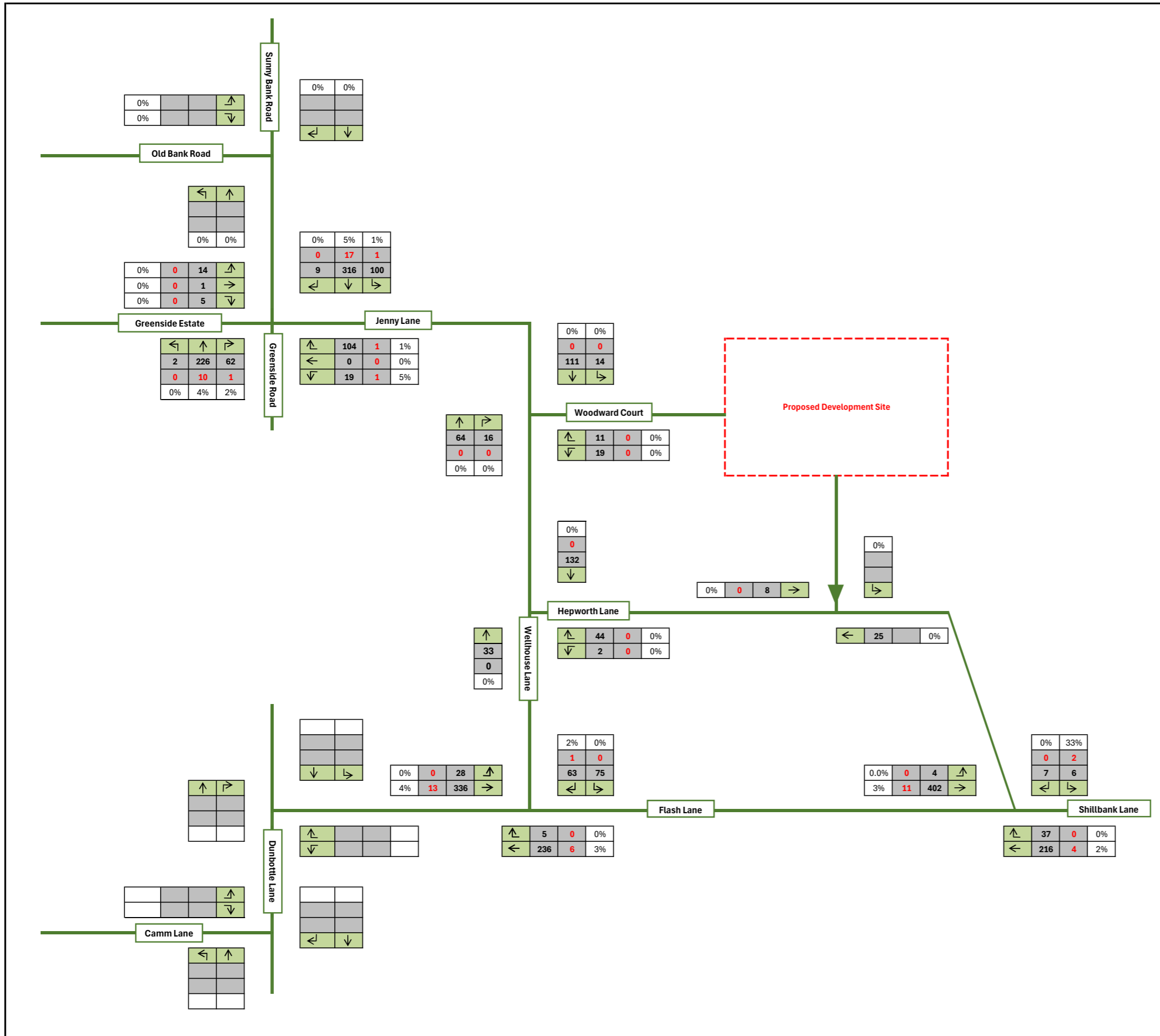


TITLE WELLHOUSE LANE/FLASH LANE  
EXISTING HIGHWAY LAYOUT

REF FIGURE 12

SCALE 1:200 @ A3





**Key:**

- 0 Total Vehicles
- 0 Total HGV
- 0% HGV Percentage

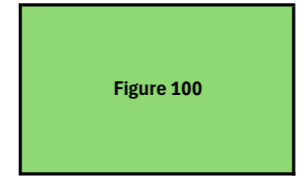
**Title:**  
2025 AM PEAK HOUR EXISTING COUNT  
TRAFFIC FLOWS (08:00 - 09:00)

**Project:**  
Woodward Court, Mirfield

**Client:**  
Bellway Homes Limited (Yorkshire)

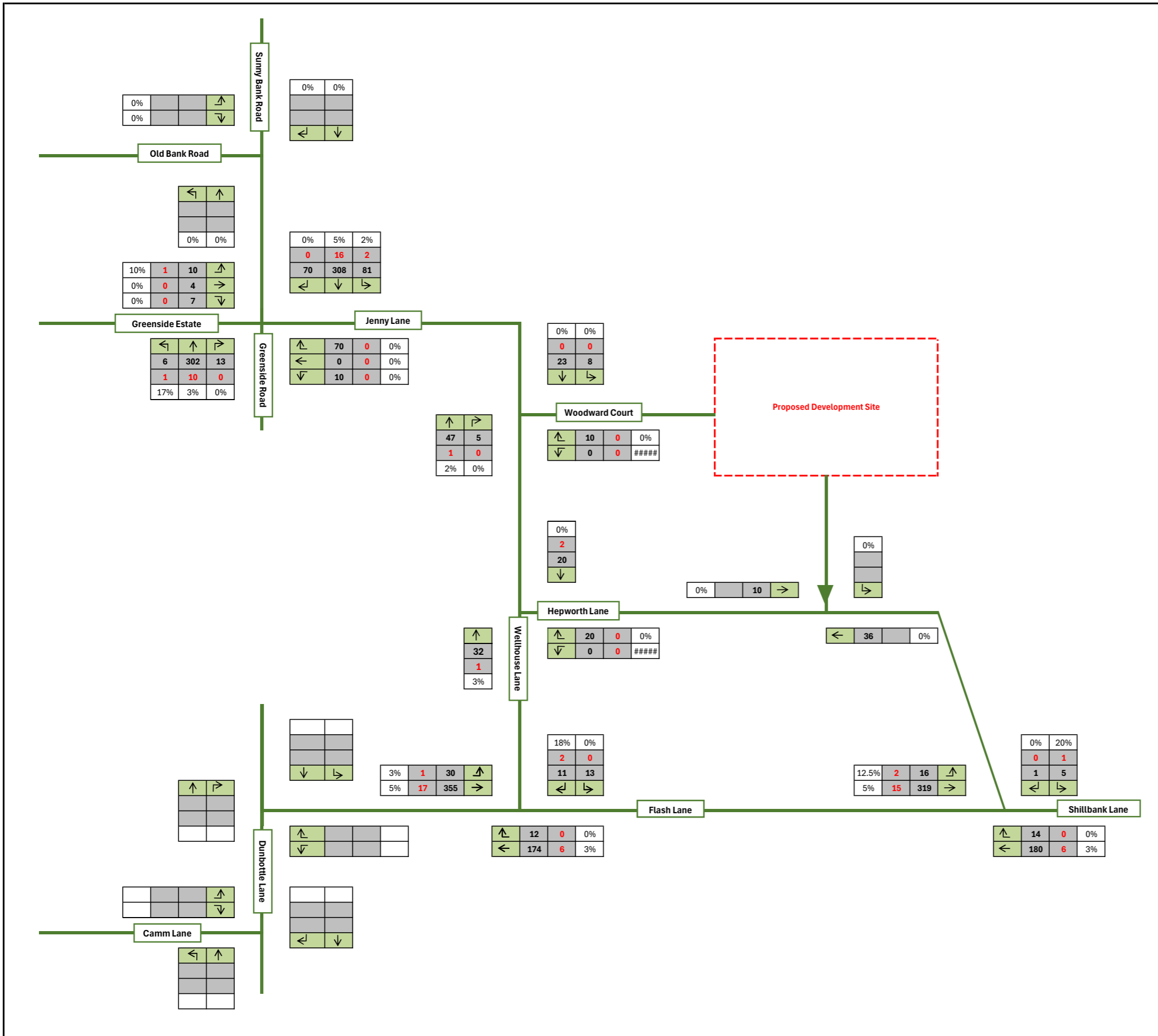
**Quality Control:**

Job Number	25033
Date	02/12/2025
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO



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**Key:**

- 0 Total Vehicles
- 0 Total HGV
- 0% HGV Percentage

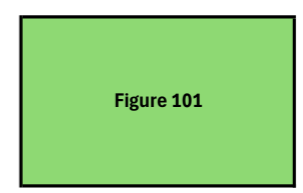
**Title:**  
2025 PM PEAK HOUR EXISTING COUNT  
TRAFFIC FLOWS (16:00 - 17:00)

**Project:**  
Woodward Court, Mirfield

**Client:**  
Bellway Homes Limited (Yorkshire)

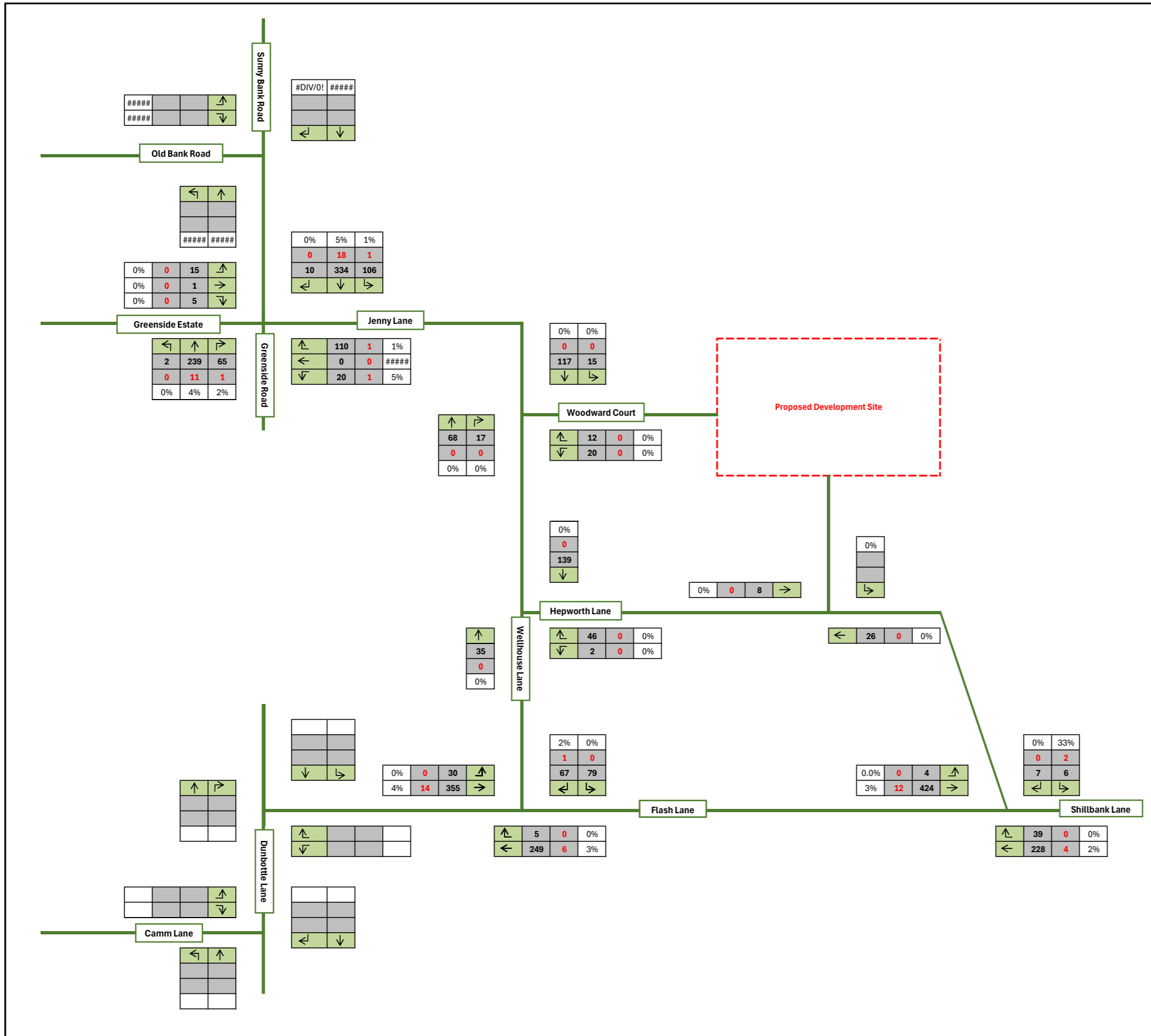
**Quality Control:**

Job Number	25033
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**Key:**

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

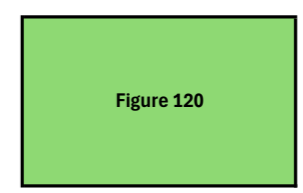
**Title:**  
2030 AM PEAK HOUR BASE TRAFFIC FLOWS

**Project:**  
Woodward Court, Mirfield

**Client:**  
Bellway Homes Limited (Yorkshire)

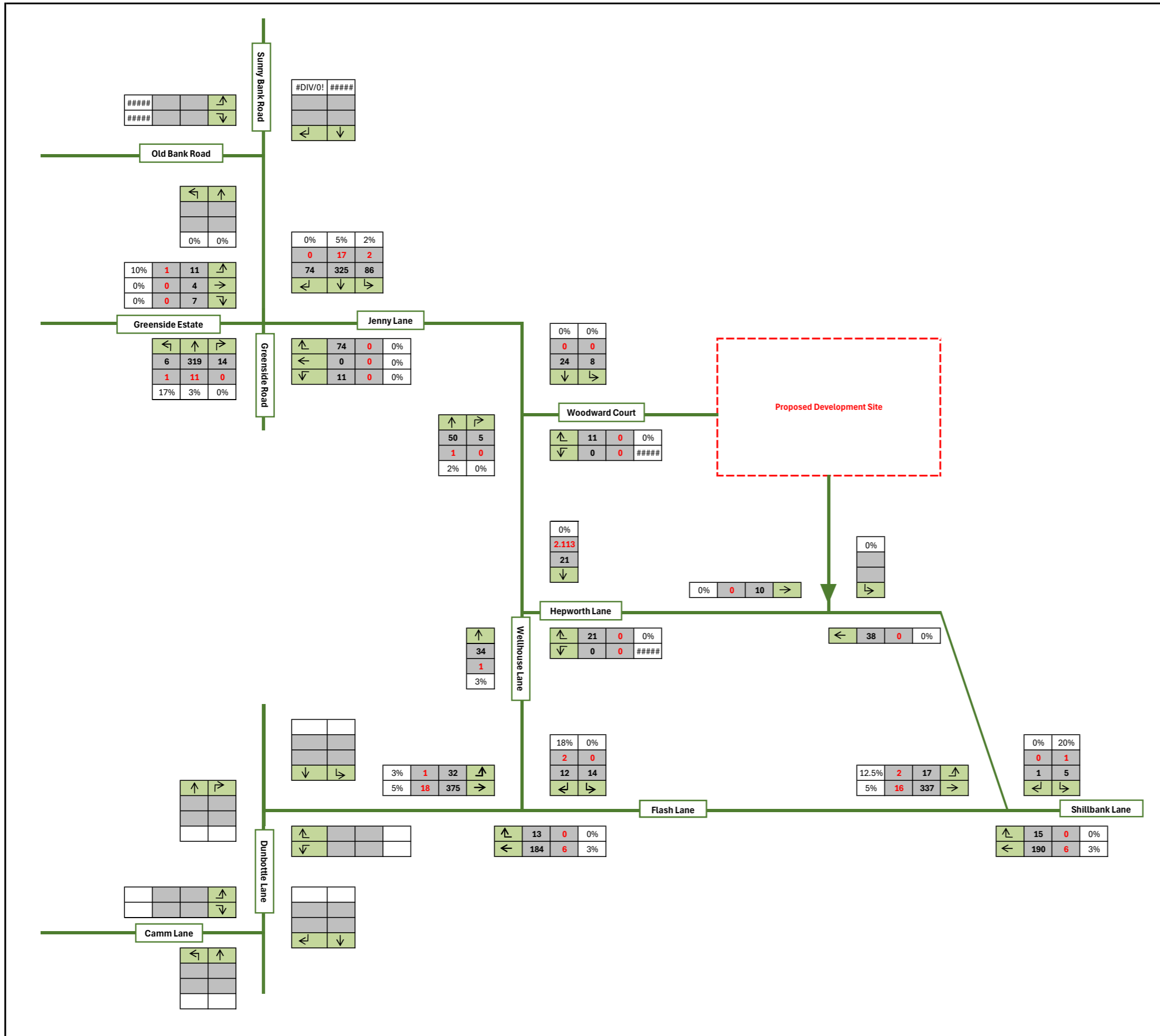
**Quality Control:**

Job Number	25033
Date	02/12/2025
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**Key:**

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

**Title:**

2030 PM PEAK HOUR BASE TRAFFIC FLOWS

**Project:**

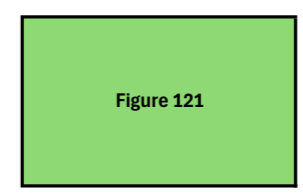
Woodward Court, Mirfield

**Client:**

Bellway Homes Limited (Yorkshire)

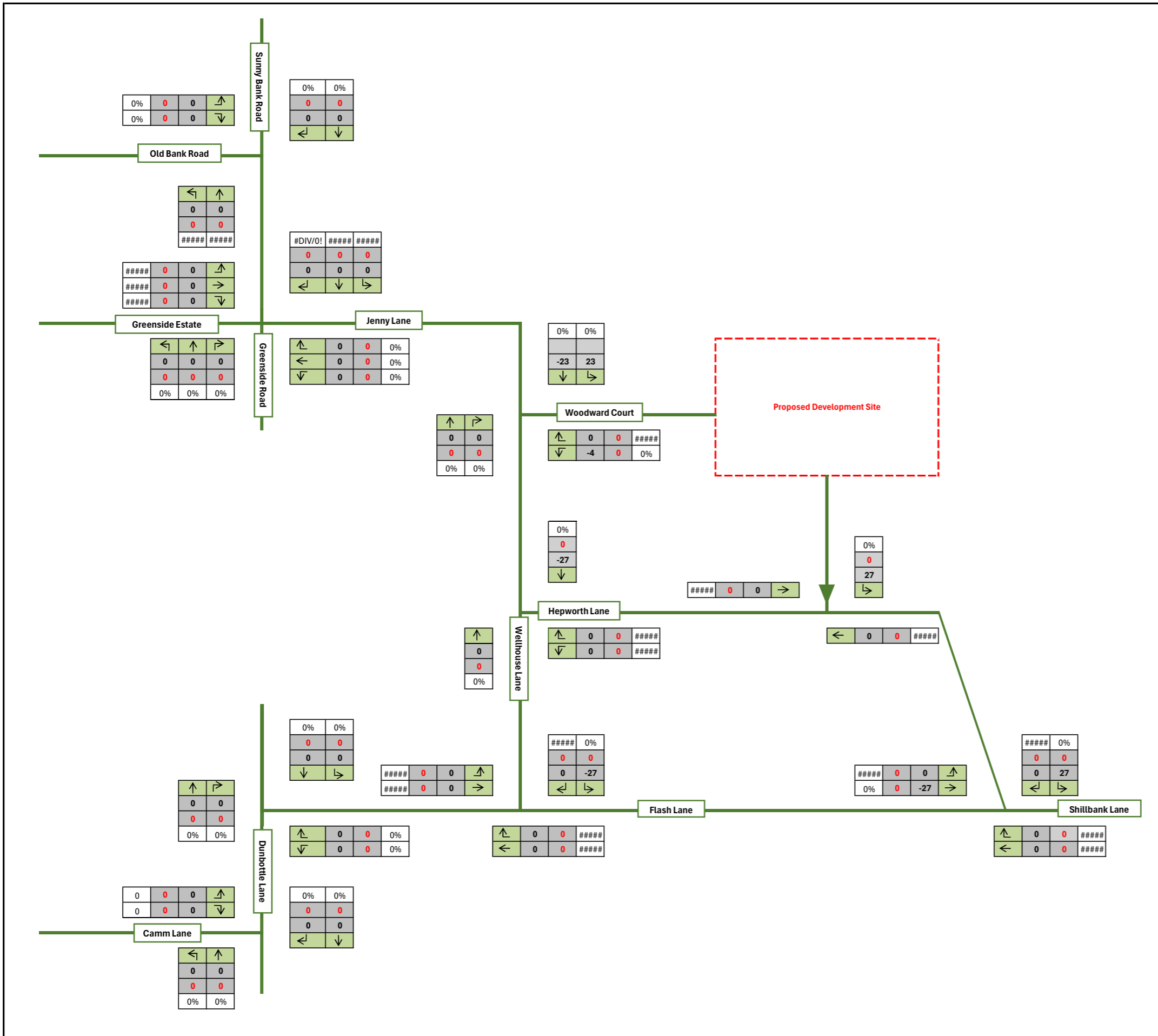
**Quality Control:**

Job Number	25033
Date	02/12/2025
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**Key:**

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

2030 GROWTHED AM WITH 10%  
REDUCTION / GROWTH

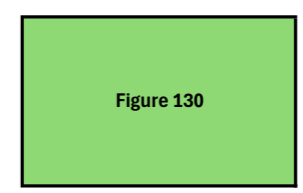
**Title:**  
2030 AM PEAK HOUR REASSIGNED  
BASETRAFFIC FLOWS

**Project:**  
Woodward Court, Mirfield

**Client:**  
Bellway Homes Limited (Yorkshire)

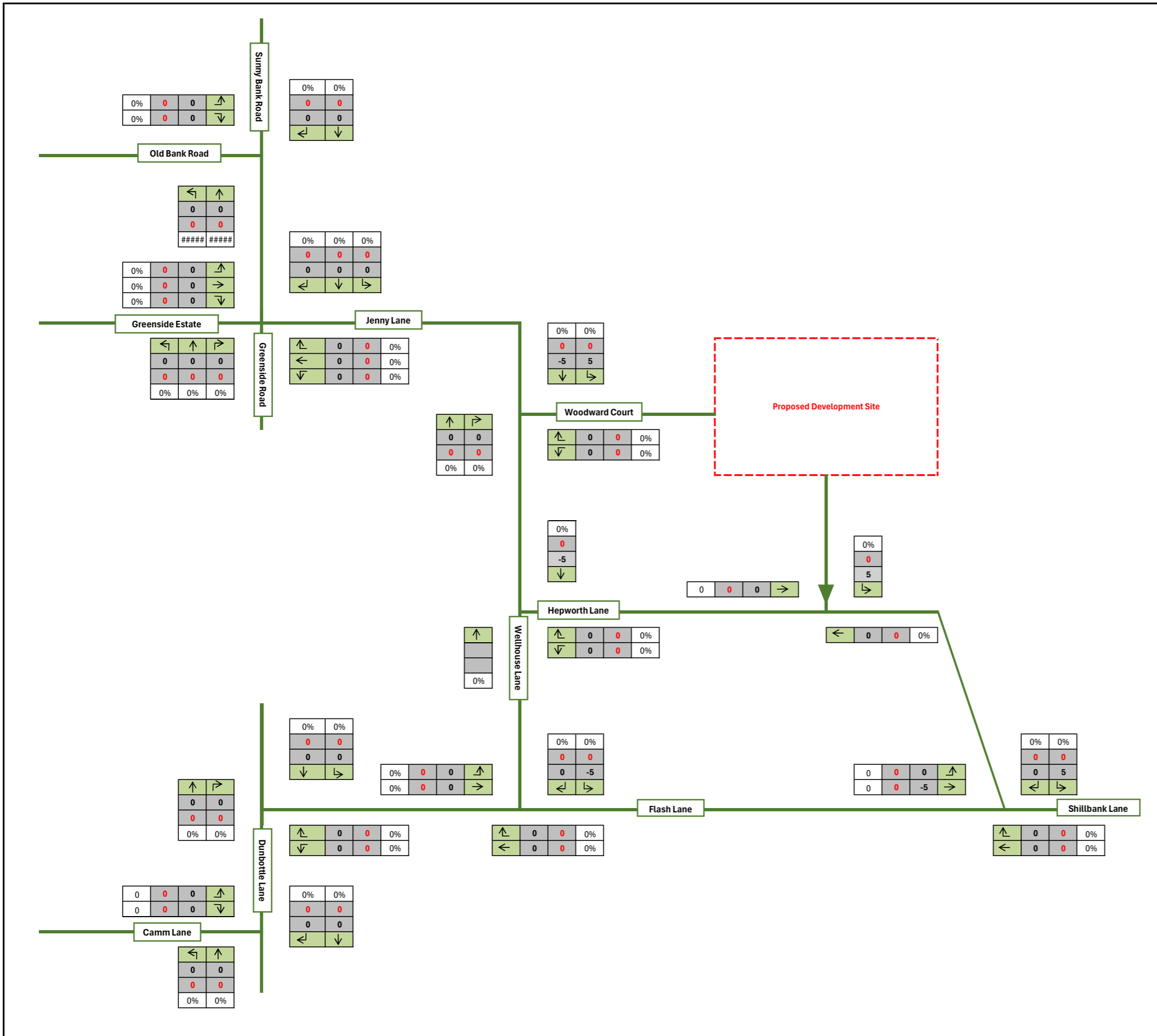
**Quality Control:**

Job Number	25033
Date	02/12/2025
Revision	Initial Issue
Drawn	KP
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**Key:**

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

**Title:**

2030 PM PEAK HOUR REASSIGNED BASE TRAFFIC FLOWS

**Project:**

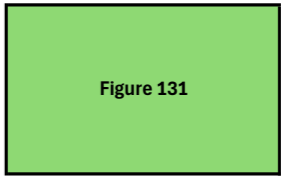
Woodward Court, Mirfield

**Client:**

Bellway Homes Limited (Yorkshire)

**Quality Control:**

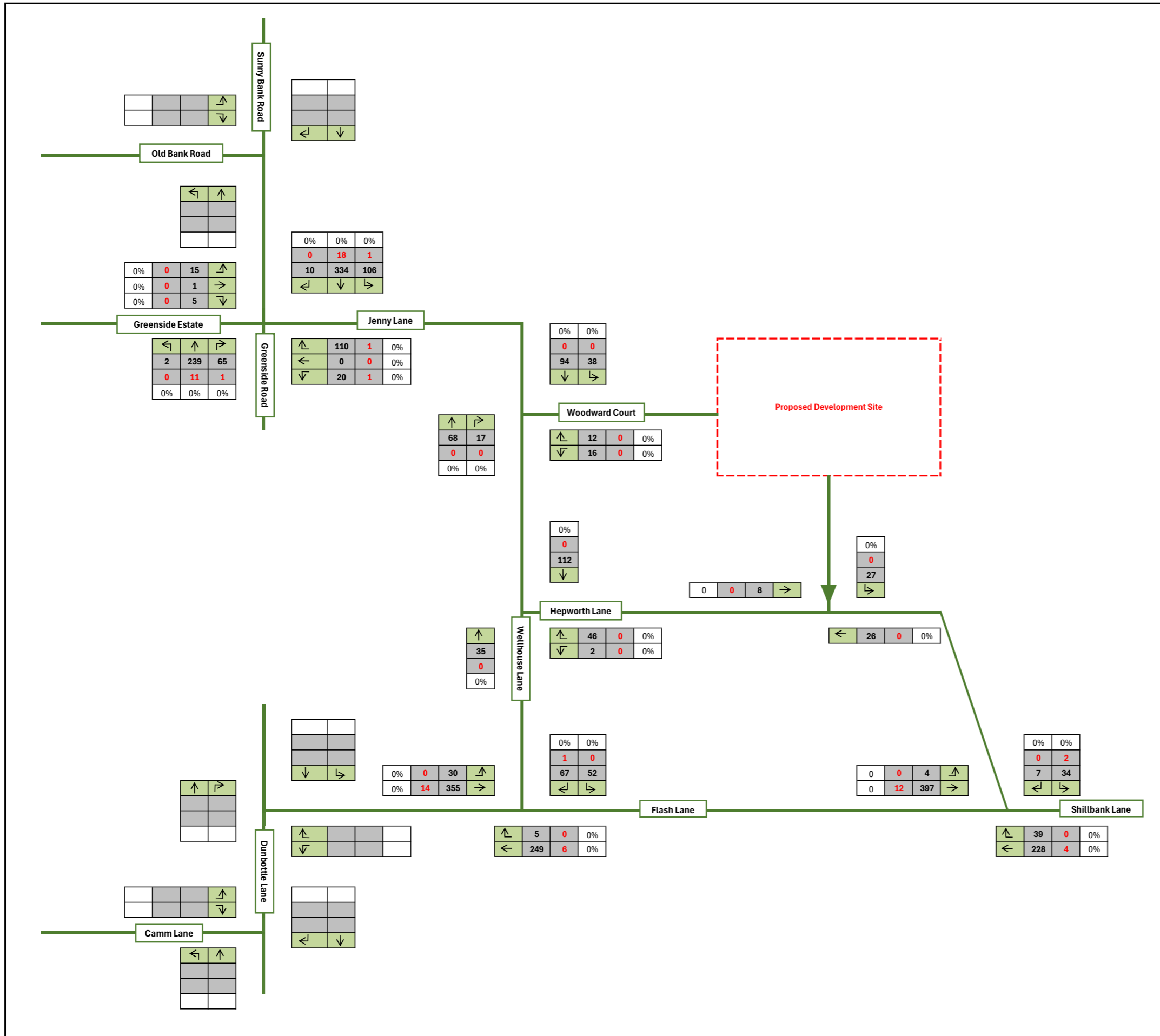
Job Number	25033
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**Key:**

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- 0 Total HGV
- 0% HGV Percentage

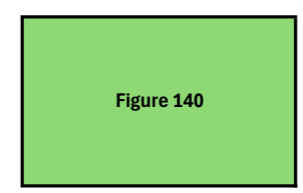
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2030 AM PEAK HOUR BASE TRAFFIC FLOWS (WITH REASSIGNMENT)

**Project:**  
Woodward Court, Mirfield

**Client:**  
Bellway Homes Limited (Yorkshire)

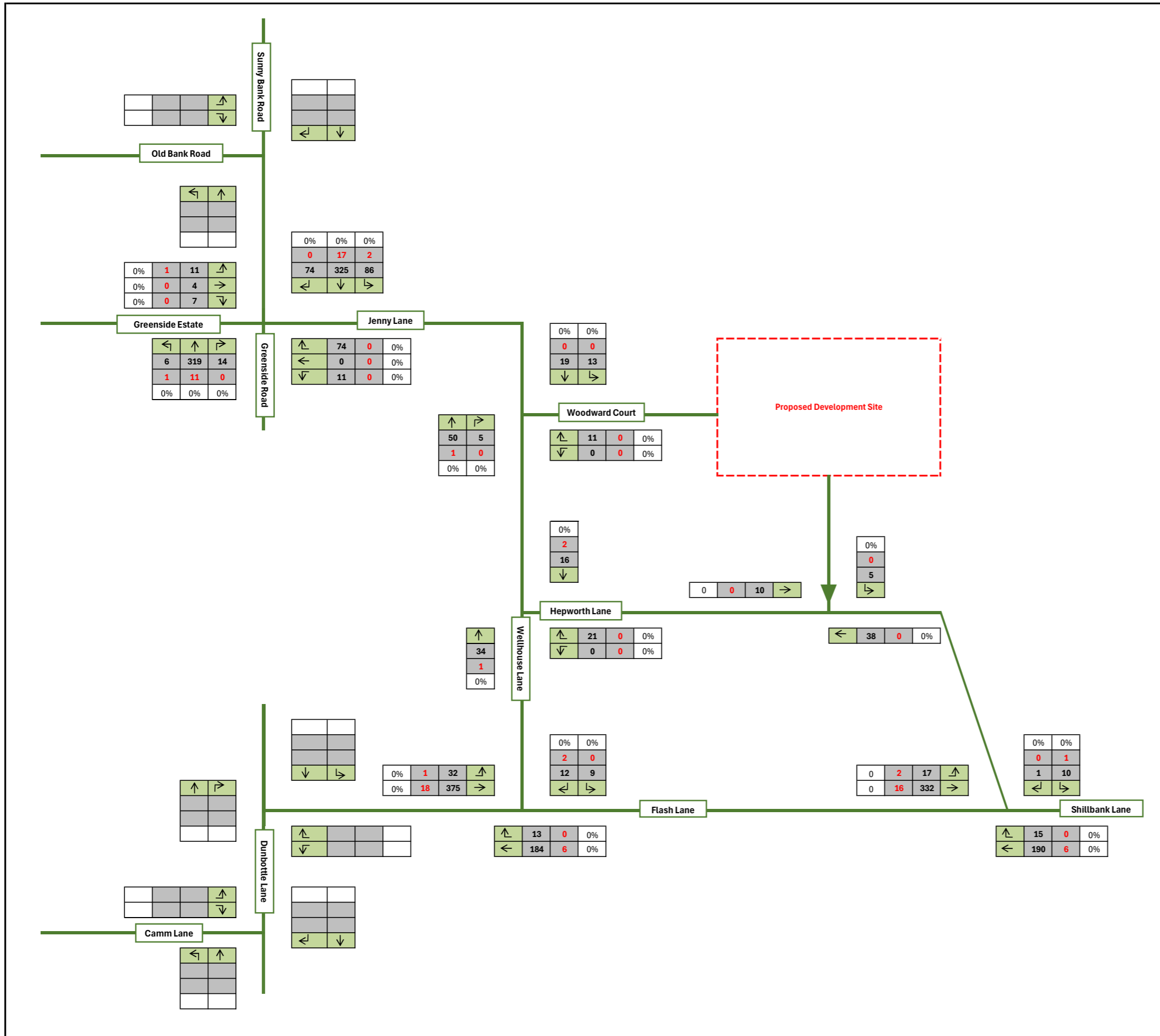
**Quality Control:**

Job Number	25033
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**Key:**

- 0 Total Vehicles
- 0 Total HGV
- 0% HGV Percentage

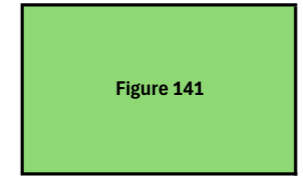
**Title:**  
2030 PM PEAK HOUR BASE TRAFFIC FLOWS (WITH REASSIGNMENT)

**Project:**  
Woodward Court, Mirfield

**Client:**  
Bellway Homes Limited (Yorkshire)

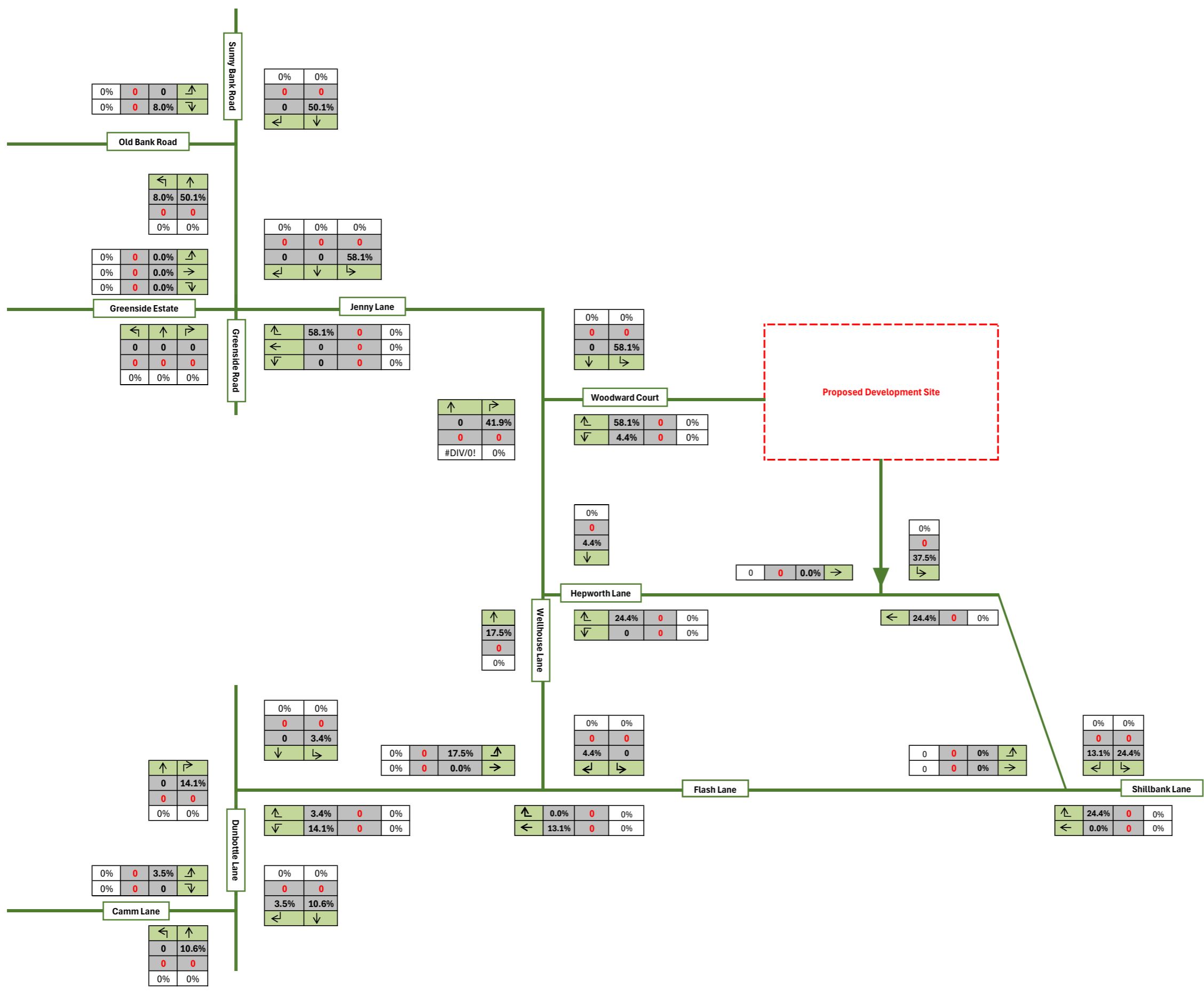
**Quality Control:**

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Key:

0% Distribution

Title:

RESIDENTIAL DEVELOPMENT  
DISTRIBUTION

Project:

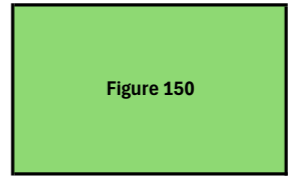
Woodward Court, Mirfield

Client:

Bellway Homes Limited (Yorkshire)

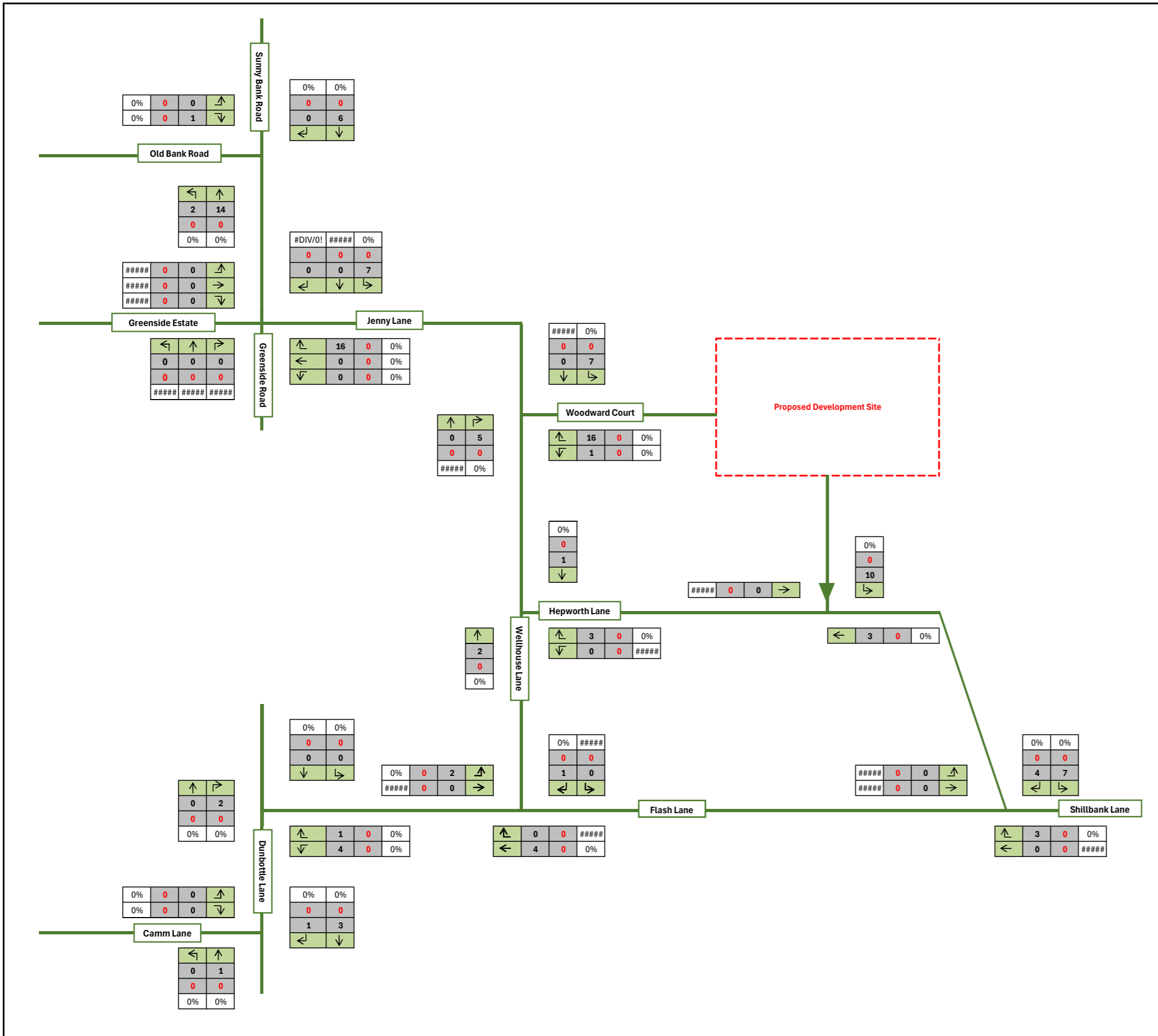
Quality Control:

Job Number	25033
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**Key:**

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

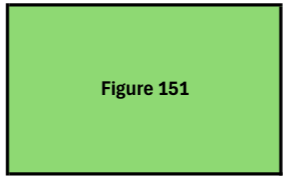
**Title:**  
AM PEAK HOUR DEVELOPMENT TRIP GENERATIONS

**Project:**  
Woodward Court, Mirfield

**Client:**  
Bellway Homes Limited (Yorkshire)

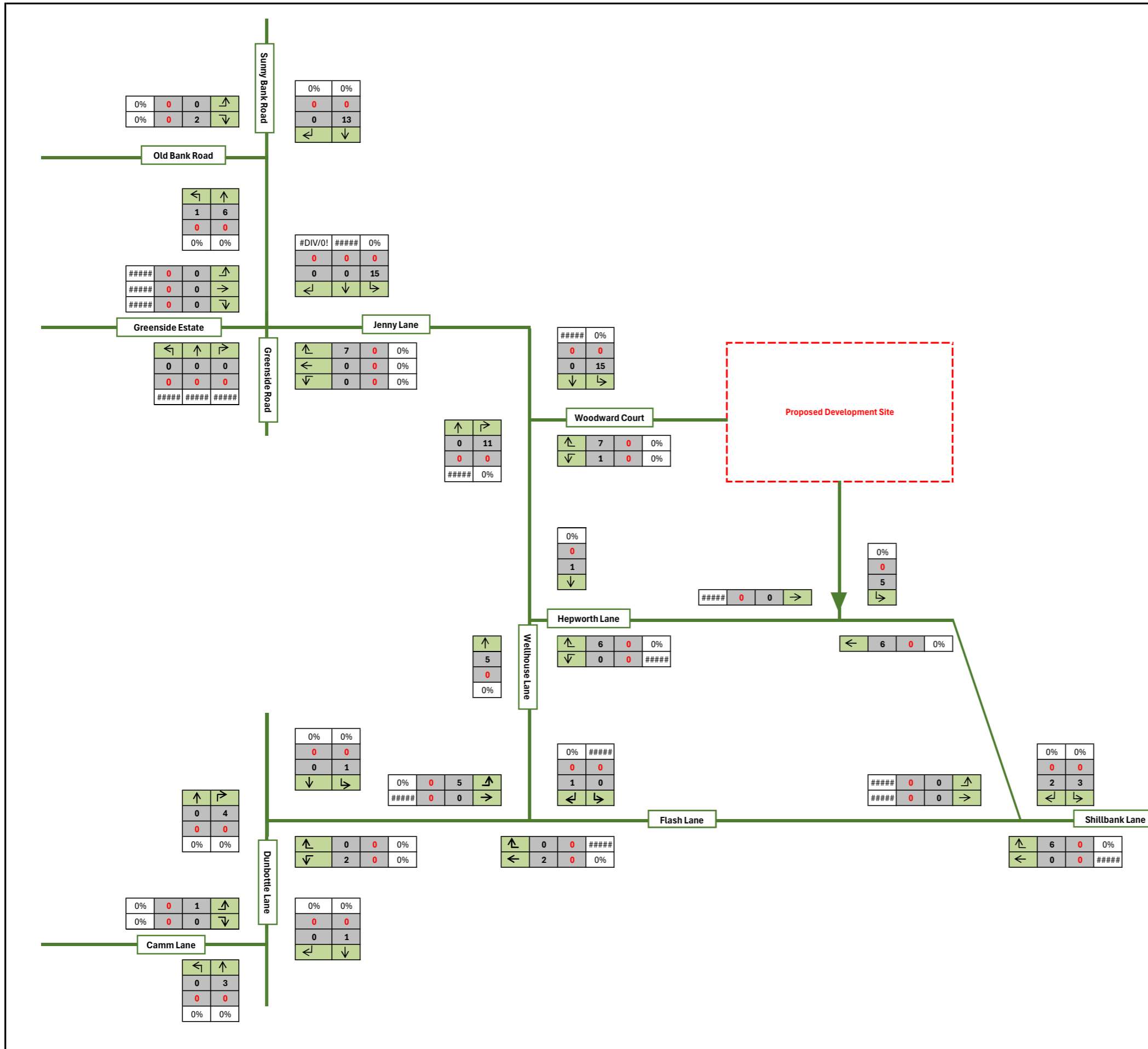
**Quality Control:**

Job Number	25033
Date	02/12/2025
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**Key:**

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

**Title:**

PM PEAK HOUR DEVELOPMENT TRIP GENERATIONS

**Project:**

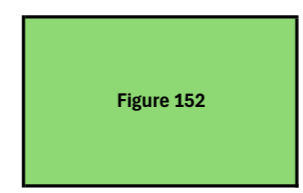
Woodward Court, Mirfield

**Client:**

Bellway Homes Limited (Yorkshire)

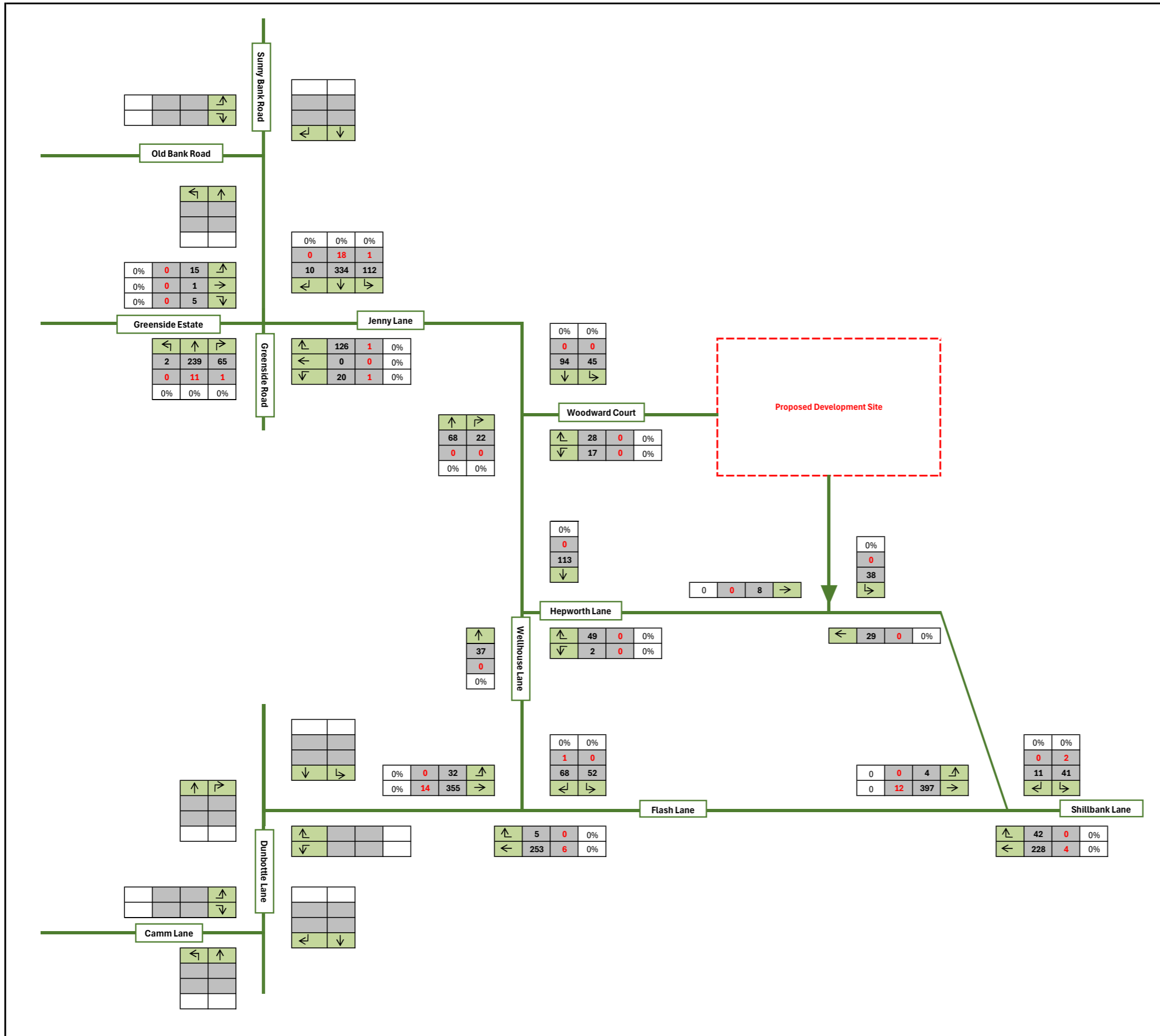
**Quality Control:**

Job Number	25033
Date	02/12/2025
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**Key:**

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

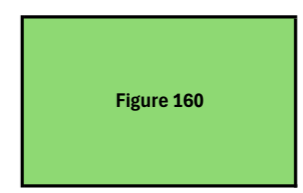
**Title:**  
2030 AM PEAK HOUR DESIGN TRAFFIC FLOWS

**Project:**  
Woodward Court, Mirfield

**Client:**  
Bellway Homes Limited (Yorkshire)

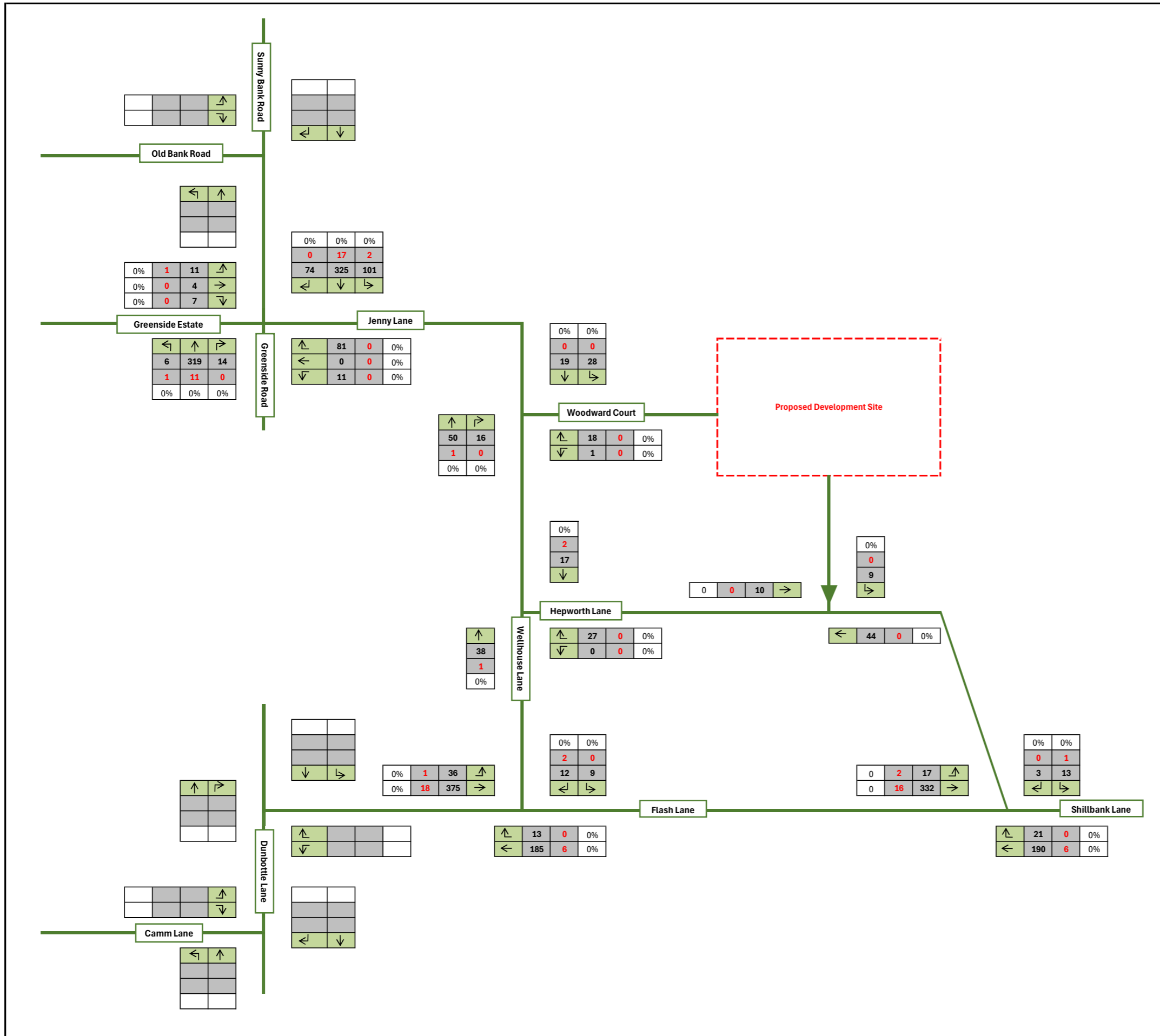
**Quality Control:**

Job Number	25033
Date	02/12/2025
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**Key:**  
 0 Total Vehicles  
 0 Total HGV  
 0% HGV Percentage

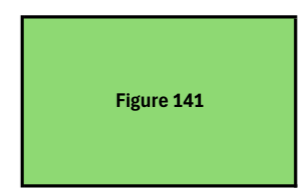
**Title:**  
 2030 PM PEAK HOUR DESIGN TRAFFIC FLOWS

**Project:**  
 Woodward Court, Mirfield

**Client:**  
 Bellway Homes Limited (Yorkshire)

**Quality Control:**

Job Number	25033
Date	02/12/2025
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# Appendices



## **Appendix A 2017/93935/E Application Decision Notice & Highways Consultation Responses (last updated 4<sup>th</sup> October 2018).**



**KIRKLEES METROPOLITAN COUNCIL  
INVESTMENT & REGENERATION SERVICE**

**DEVELOPMENT MANAGEMENT**

**Town and Country Planning Act 1990 (as amended) – SECTION 70**

**DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS**

**Reference No:** 2017/62/93935/E

**Site Address:** Land off, Woodward Court, Mirfield

**Description:** Erection of 61 dwellings with associated access, drainage, open space and landscaping

**Recommending Officer:** Matthew Woodward

**DECISION - Refused**

**I hereby authorise the refusal of this application for the reasons set out in the agenda of the Strategic Planning Committee dated 25/10/18 and the committee decision authorisation sheet annexed below in respect of the above matter.**

David Wordsworth

***AUTHORISED OFFICER***

**Date: 29-Oct-2018**

Decision Authorisation – Committee Decision

**Committee:** Strategic Planning Committee

**Date of Committee:** 25th October 2018

**Application Number:** 207/93935

**Officer Recommendation:** Approve subject to conditions and S106 Agreement

**Committee Decision:** Refuse

**Summary of Committee Decision** – Committee did not agree with the officer recommendation and considered that the development of Provisional Open Land (POL) and a future Safeguarded designation was unacceptable in principle.

Members also considered that the scheme represented unacceptable highway safety impacts.

- 1) The site is designated as Provision Open Land in the Kirklees Unitary Development Plan, the proposed development conflicts with Unitary Development Plan policy D5. The site is designated as Safeguarded in the Kirklees Publication Draft Local Plan which commands very significant weight as a material planning consideration in the determination of this application. The proposal conflicts with policy PLP6 of the Kirklees Publication Draft Local Plan as permanent forms of development, such as that proposed in this application, which prejudice the long term development options of the land, should only be considered through a change to the allocation through a review of the local plan. The benefits associated with the provision of housing in this case are significantly and demonstrably outweighed by the harm arising from the conflict with the current Provisional Open Land Designation and the emerging Safeguarded designation, contrary to paragraph 139(d) of the National Planning Policy Framework.
- 2) The proposed development would lead to additional traffic impacts on an already constrained local highway network which, by virtue of the existing network of narrow roads, the close proximity of the proposal to the existing school (Crossley Fields Junior and Infant School), and the substandard visibility at the junction of Woodward Court and Wellhouse Lane, would result in an unsafe development which would fail to acceptably mitigate the degree of conflict between all users. The proposed development would lead to an unacceptable highway safety impact, contrary to paragraph 109 of the National Planning Policy

Framework, policy T10 of the Kirklees Unitary Development Plan and policy PLP21 of Kirklees Publication Draft Local Plan.

Plans and specifications schedule:-

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
House Type	1731-A3-T1.01		
House Type	1731-ACAC-T1.AS		
House Type	1731-A2-T1.01		
House Type	1731-BESW-T3.01		
House Type	1731-ACAC-T1.OP		
House Type	1731-HAMB-T1.AS		17/11/2017
House Type	1731-HAMB-T1.OP		17/11/2017
House Type	1731-HAMB-T2.OP		17/11/2017
House Type	1731-HAWT-T1.AS		17/11/2017
House Type	1731-HAMB-T1.OP		17/11/2017
House Type	1731-HAMB-T2.OP		17/11/2017
House Type	1731-HAWT-T1.AS		17/11/2017
House Type	1731-HAWT-T1.OP		17/11/2017
House Type	1731-HAMB-T2.AS		17/11/2017
House Type	1731-MIDD-T1.AS		17/11/2017
House Type	1731-MULB-T1.AS		17/11/2017
House Type	1731-MIDD-T1.AS		17/11/2017
House Type	1731-ROSE-T1.AS		17/11/2017
House Type	1731-WICK-T1.AS		17/11/2017
House Type	1731-WICK-T1.OP		17/11/2017
House Type	1731-WICK-T2.AS		17/11/2017
House Type	1731-MIDD-T3.AS		17/11/2017
Garage Type	T_SG2 - Single garage		17/11/2017
Garage Type	T_DB2 - Double garage		17/11/2017
House Type	1731-MULB-T1.OP		17/11/2017
Location Plan	1731.02 - Location plan		17/11/2017
Cross-section	1731.05.A	A	09/04/2018
Materials	176		09/04/2018
House Type	MIDD-T1-AS		09/04/2018
Levels Plan with potential route			11/04/2018
House Type	1731-Wick-T2. OP		09/04/2018
Drainage	41034_001K		08/06/2018
Public Open Space	R-2082-1F	F	27/09/2018
Street Scenes	1731.03.B		27/09/2018
Cross-sections	1731.05.B		27/09/2018
House Type	1731-WICK-T2.OP		27/09/2018
Tracking	PL-20042-006	B	02/10/2018
Planning Layout	1731.01.L	L	01/10/2018
Private/Public Plan	1731.10.C	C	01/10/2018

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Main Road and Sewer	5841_14C	C	03/10/2018
Drainage Appraisal	41034-001K	K	12/10/2018
Plot Drainage 1	5841_30_01A	A	15/10/2018
Plot Drainage 2	5841_30_02A	A	15/10/2018
Highways Soakaway	5841_41A	A	15/10/2018
Design and Access Statement		V2	20/12/2017
Street Scenes	1731.03		17/11/2017
Arboricultural Report(1)	13602		17/11/2017
Tree Constraints Plan			17/11/2017
Ecological Statement			20/11/2017
Flood Risk Assessment			20/11/2017
Transport Assessment			20/12/2017
Mirfield Heritage Statement Revised			20/12/2017
Ecological Appraisal	R-2937-03.2		09/04/2018
Balderstone Hall Additional Information Heritage Report			09/04/2018
Archaeological Report			09/04/2018
Highways Technical Note			09/04/2018
Geo-environmental Report	1668/1E		09/04/2018
Plot Soakaway Maintenance	41034-001		09/04/2018
Review of Geology and Drainage			09/04/2018
Letter from applicant to address previous points of concern			09/04/2018
Additional letter from application to support Coal Mining Risk Assessment			09/04/2018
Addition information to support Coal Mining Risk Assessment			09/04/2018
Example materials			09/04/2018
Example materials			09/04/2018
Example materials			09/04/2018
Example materials			09/04/2018
Soakaways Results			02/05/2018
Archaeology Assessment Additional Statement			15/05/2018
Letter from applicant to LPA			08/06/2018

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Archaeological Evaluation			03/07/2018
Additional Ground Investigation Report			03/07/2018
Soil Strip and Coal Mining Legacy Information	056A		27/09/2018
Trial Trenching Evaluation	8360	2	27/09/2018
Supporting information from applicant			01/10/2018
Letter concerning Soil Stripping	015B		01/10/2018

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application. The applicant was approached concerning amendments to the application and the applicant submitted a number of amended plans altering the layout and design of the scheme. Additional information was provided concerning highway impacts, drainage, coal mining risk, public open space and heritage at the request of officers. For the reason set out in the reason for refusal the development would not improve the environmental conditions of the area and is considered to represent an unsustainable form of development.

**Report Dated:** 29/10/2018

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

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

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

**LOCATION** LAND OFF WOODWARD COURT  
MIRFIELD

**APPLICANT** DPP

**HDC Ref. No.** K14-2SW/6  
**Highway Officer** Ryan Kinder  
**O. S. Ref.** 209 210  
**Date Received** 02/10/2018  
**Target Date** 09/10/2018  
**Date Returned** 09/10/2018  
**Decision**  
**Route No.** Unclassified  
**Road Name** WOODWARD COURT  
**Adopted** Yes  
**Footpath** MIR 19-10  
**Footpath** pro w emailed 29/11/17  
**Highway scheme** Yes  
TROS NEAR  
**Potential Committee** Yes  
**Local Plan Allocatio**  
**Checked by / date** Sam Lewis 29/11/2017

2017/93935 Woodward Court, Mirfield.

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

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

Updated comments 09/10/2018

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

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

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Updated comments 04/10/2018

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

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

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

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

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Updated comments dated 12/06/2018

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

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

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

#### Areas to be surfaced and drained

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

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

#### Details of junction of new estate road

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

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

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

#### Travel Plan to be submitted

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

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

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

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

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

#### Internal adoptable roads

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

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

#### Provision of Traffic Calming

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

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

#### Construction access

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

#### Defects Survey

The development shall not commence until a survey of the existing condition of the highway on ----- Woodward Court has been submitted to and approved in writing by the Local Planning Authority. The survey shall include carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signing and white lining. Upon completion of the development and before any building is occupied a highway condition survey identifying a scheme to reinstate any subsequent defects in the condition of the highway on Woodward Court shall be submitted to and approved in writing by the Local Planning

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

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

Authority.

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

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

Retaining Walls

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

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

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

FOOTNOTE (Adoption under Section 38 of the Highways Act)

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

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

FOOTNOTE

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer, Flint Street, Fartown, Huddersfield (Kirklees Street Care: 0800 7318765) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

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Previous comments dated 22/01/2018

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

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

Updated comments 18/04/2018

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

1.Road safety Audit Stage 1.

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

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

HDM consider this proposal acceptable from a highways prospective.

#### 2.Revised traffic calming proposals.

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

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

#### 3.Speed Surveys

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

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

#### 4.Wellhouse Lane existing parking and control.

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

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

#### 5.Accident data.

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

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

#### 6.Parking provision

The proposals have included the following parking provision:

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

1 cycle space per residential unit (desirable)

Garage dimensions (Internal):

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

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

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

7.Trip Generation sensitivity test/School Times.

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

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

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

#### 8.Internal Layout

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

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

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

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Previous comments dated 22/01/2018

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

1.Context –Local Highway Network.

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

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

Submitted transport Statement by Andrew Moseley Associated ref 20042-001

### Section 3 PROPOSED DEVELOPMENT

#### 3.4.2

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

#### 3.4.4

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

#### 3.4.6

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

#### 3.4.7

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

#### 3.6

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

### Section 6 POTENTIAL DEVELOPMENT IMPACTS

#### 6.2.1

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

#### General comments

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

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

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

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

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

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

#### Internal Layout

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

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

#### Garage dimensions (Internal):

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

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

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

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

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

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

#### Section 38 Issues

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

Plans indicating full sections and proposed gradients should be provided.

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

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

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

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

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

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

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

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

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**Town and Country Planning Act 1990**

**Town and Country Planning (Development Management Procedure) (England)  
Order 2015**

**REFUSAL OF PERMISSION FOR DEVELOPMENT**

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**Application Number: 2017/62/93935/E**

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**To:** Claire Linley,  
DPP  
1, City Square  
Leeds  
LS1 2ES

**For:** Bellway Homes Ltd (Yorkshire Division)

**In pursuance of its powers under the above-mentioned Act and Order the KIRKLEES COUNCIL (hereinafter called "The Council") as Local Planning Authority hereby refuses to permit:-**

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

**At:** LAND OFF, WOODWARD COURT, MIRFIELD

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**In accordance with the plan(s) and applications submitted to the Council on 22-Nov-2017. The reasons for the Council's decision to refuse permission for the development are:**

1) The site is designated as Provision Open Land in the Kirklees Unitary Development Plan, the proposed development conflicts with Unitary Development Plan Policy D5. The site is designated as Safeguarded in the Kirklees Publication Draft Local Plan which commands very significant weight as a material planning consideration in the determination of this application. The proposal conflicts with Policy PLP6 of the Kirklees Publication Draft Local Plan as permanent forms of development, such as that proposed in this application, which prejudice the long term development options of the land, should only be considered through a change to the allocation through a review of the local plan. The benefits associated with the provision of housing in this case are significantly and demonstrably outweighed by the harm arising from the conflict with the current Provisional Open Land Designation and the emerging Safeguarded designation, contrary to paragraph 139(d) of the National Planning Policy Framework.

2) The proposed development would lead to additional traffic impacts on an already constrained local highway network which, by virtue of the existing network of narrow roads, the close proximity of the proposal to the existing school (Crossley Fields Junior and Infant School), and the substandard visibility at the junction of Woodward Court and Wellhouse Lane, would result in an unsafe development which would fail to acceptably mitigate the degree of conflict between all users. The proposed development would lead to an unacceptable highway safety impact, contrary to paragraph 109 of the National Planning Policy Framework, Policy T10 of the Kirklees Unitary Development Plan and Policy PLP21 of Kirklees Publication Draft Local Plan.

Plans and specifications schedule:-

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
House Type	1731-A3-T1.01		
House Type	1731-ACAC-T1.AS		
House Type	1731-A2-T1.01		
House Type	1731-BESW-T3.01		
House Type	1731-ACAC-T1.OP		
House Type	1731-HAMB-T1.AS		17/11/2017
House Type	1731-HAMB-T1.OP		17/11/2017
House Type	1731-HAMB-T2.OP		17/11/2017
House Type	1731-HAWT-T1.AS		17/11/2017
House Type	1731-HAMB-T1.OP		17/11/2017
House Type	1731-HAMB-T2.OP		17/11/2017
House Type	1731-HAWT-T1.AS		17/11/2017
House Type	1731-HAWT-T1.OP		17/11/2017
House Type	1731-HAMB-T2.AS		17/11/2017
House Type	1731-MIDD-T1.AS		17/11/2017
House Type	1731-MULB-T1.AS		17/11/2017
House Type	1731-MIDD-T1.AS		17/11/2017
House Type	1731-ROSE-T1.AS		17/11/2017
House Type	1731-WICK-T1.AS		17/11/2017
House Type	1731-WICK-T1.OP		17/11/2017
House Type	1731-WICK-T2.AS		17/11/2017
House Type	1731-MIDD-T3.AS		17/11/2017
Garage Type	T_SG2 - Single garage		17/11/2017
Garage Type	T_DB2 - Double garage		17/11/2017
House Type	1731-MULB-T1.OP		17/11/2017
Location Plan	1731.02 - Location plan		17/11/2017
Cross-section	1731.05.A	A	09/04/2018
Materials	176		09/04/2018
House Type	MIDD-T1-AS		09/04/2018
Levels Plan with potential route			11/04/2018
House Type	1731-Wick-T2. OP		09/04/2018
Drainage	41034_001K		08/06/2018
Public Open Space	R-2082-1F	F	27/09/2018
Street Scenes	1731.03.B		27/09/2018

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Cross-sections	1731.05.B		27/09/2018
House Type	1731-WICK-T2.OP		27/09/2018
Tracking	PL-20042-006	B	02/10/2018
Planning Layout	1731.01.L	L	01/10/2018
Private/Public Plan	1731.10.C	C	01/10/2018
Main Road and Sewer	5841_14C	C	03/10/2018
Drainage Appraisal	41034-001K	K	12/10/2018
Plot Drainage 1	5841_30_01A	A	15/10/2018
Plot Drainage 2	5841_30_02A	A	15/10/2018
Highways Soakaway	5841_41A	A	15/10/2018
Design and Access Statement		V2	20/12/2017
Street Scenes	1731.03		17/11/2017
Arboricultural Report(1)	13602		17/11/2017
Tree Constraints Plan			17/11/2017
Ecological Statement			20/11/2017
Flood Risk Assessment			20/11/2017
Transport Assessment			20/12/2017
Mirfield Heritage Statement Revised			20/12/2017
Ecological Appraisal	R-2937-03.2		09/04/2018
Balderstone Hall Additional Information Heritage Report			09/04/2018
Archaeological Report			09/04/2018
Highways Technical Note			09/04/2018
Geo-environmental Report	1668/1E		09/04/2018
Plot Soakaway Maintenance	41034-001		09/04/2018
Review of Geology and Drainage			09/04/2018
Letter from applicant to address previous points of concern			09/04/2018
Additional letter from application to support Coal Mining Risk Assessment			09/04/2018
Addition information to support Coal Mining Risk Assessment			09/04/2018
Example materials			09/04/2018
Example materials			09/04/2018
Example materials			09/04/2018
Example materials			09/04/2018
Soakaways Results			02/05/2018

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Archaeology Assessment Additional Statement			15/05/2018
Letter from applicant to LPA			08/06/2018
Archaeological Evaluation			03/07/2018
Additional Ground Investigation Report			03/07/2018
Soil Strip and Coal Mining Legacy Information	056A		27/09/2018
Trial Trenching Evaluation	8360	2	27/09/2018
Supporting information from applicant			01/10/2018
Letter concerning Soil Stripping	015B		01/10/2018

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application. The applicant was approached concerning amendments to the application and the applicant submitted a number of amended plans altering the layout and design of the scheme. Additional information was provided concerning highway impacts, drainage, coal mining risk, public open space and heritage at the request of officers. For the reason set out in the reason for refusal the development would not improve the environmental conditions of the area and is considered to represent an unsustainable form of development.

**The application has been publicised by notice(s) in the vicinity of the site. It is respectfully requested that the notice(s) now be removed and responsibly disposed of to avoid harm to the appearance of the area**

## **Development within a Coal Mining Area**

The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations approval (if relevant). Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant safety and engineering risks and exposes all parties to potential financial liabilities. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should wherever possible be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design is developed and agreed with regulatory bodies which takes into account of all the relevant safety and environmental risk factors, including gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at:

<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from: [www.groundstability.com](http://www.groundstability.com) or a similar service provider.

If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at:

[www.gov.uk/government/organisations/the-coal-authority](http://www.gov.uk/government/organisations/the-coal-authority)

## **Appeals to the Secretary of State**

- If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If an enforcement notice is served or has been served relating to the same or substantially the same land and development as in your application and if you want to appeal against the local planning authority's decision on your application, then you must do so within:
  - i) 28 days from the date of this notice where the enforcement notice has been served,
  - ii) 28 days of the date of service of the enforcement notice or,
  - iii) the specified period starting from the date of this notice,whichever period expires earlier.
- If you want to appeal against your Local Planning Authority's decision then you must do so within the specified period, starting on the date of this notice.
- The "specified period" is 12 weeks where the development relates to a "minor commercial application" as defined within the Town and Country Planning (Development Management Procedure) Order 2010 (as amended), or 6 months in any other case.
- Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <https://www.gov.uk/planning-inspectorate>  
Further information on the Planning Appeal process can be found online at the Planning Inspectorates website <https://www.gov.uk/government/organisations/planning-inspectorate>.
- You must use the correct Planning Appeal Form when making your appeal. If requesting forms from the Planning Inspectorate, please state the type of application that the appeal relates to so they can send you the appeal form you require.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

**Please note, only the applicant possesses the right of appeal.**

### **Purchase Notices**

- If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

An important part of improving our service is to review your feedback on the way that we have dealt with your planning application(s). Please take a couple of minutes to email your comments to [dc.admin@kirklees.gov.uk](mailto:dc.admin@kirklees.gov.uk) so that we can work on continually improving our customer service. Thank you.

**Dated:** 29-Oct-2018

**Signed:**



**Karl Battersby**  
**Strategic Director Economy and Infrastructure**

### **Decision Documents**

The decision notice indicates which documents relate to the decision. These documents can be viewed online at the Planning Services website at [www.kirklees.gov.uk/planning](http://www.kirklees.gov.uk/planning), and by clicking on the 'search and view existing planning applications and decisions' and by searching for application number 2017/62/93935/E .

If a paper copy of the decision notice or decided plans are required please email [planning.contactcentre@kirklees.gov.uk](mailto:planning.contactcentre@kirklees.gov.uk) or telephone 01484 414746 with the application number. There may be a charge for this service.

---

All communications should be sent to one of the following address:

**E-mail:** [planning.contactcentre@kirklees.gov.uk](mailto:planning.contactcentre@kirklees.gov.uk)

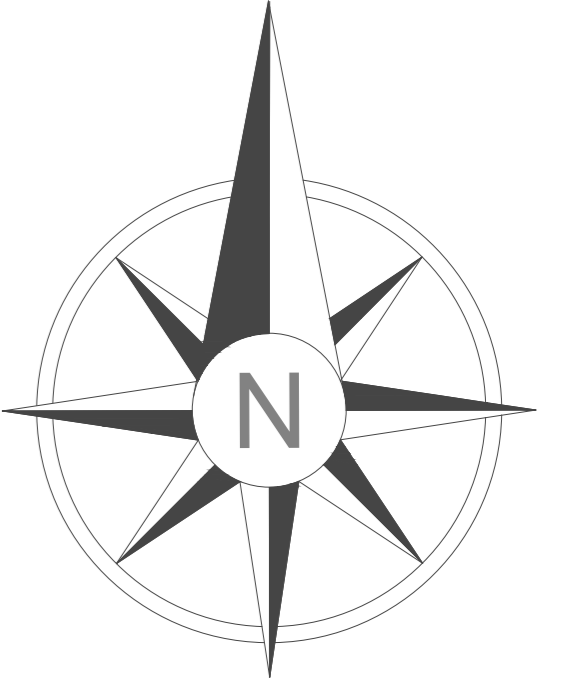
**Write to:** Planning Services  
Investment and Regeneration  
PO Box B93, Civic Centre III  
Off Market Street, Huddersfield  
HD1 2JR

---

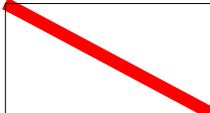




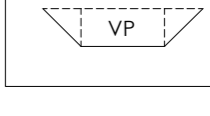

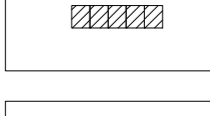

## Appendix B Site Layout Plan (Parker Peel dwg 2520-SI-02F)



# WOODWARD COURT, MIRFIELD



## DRAWING LEGEND:

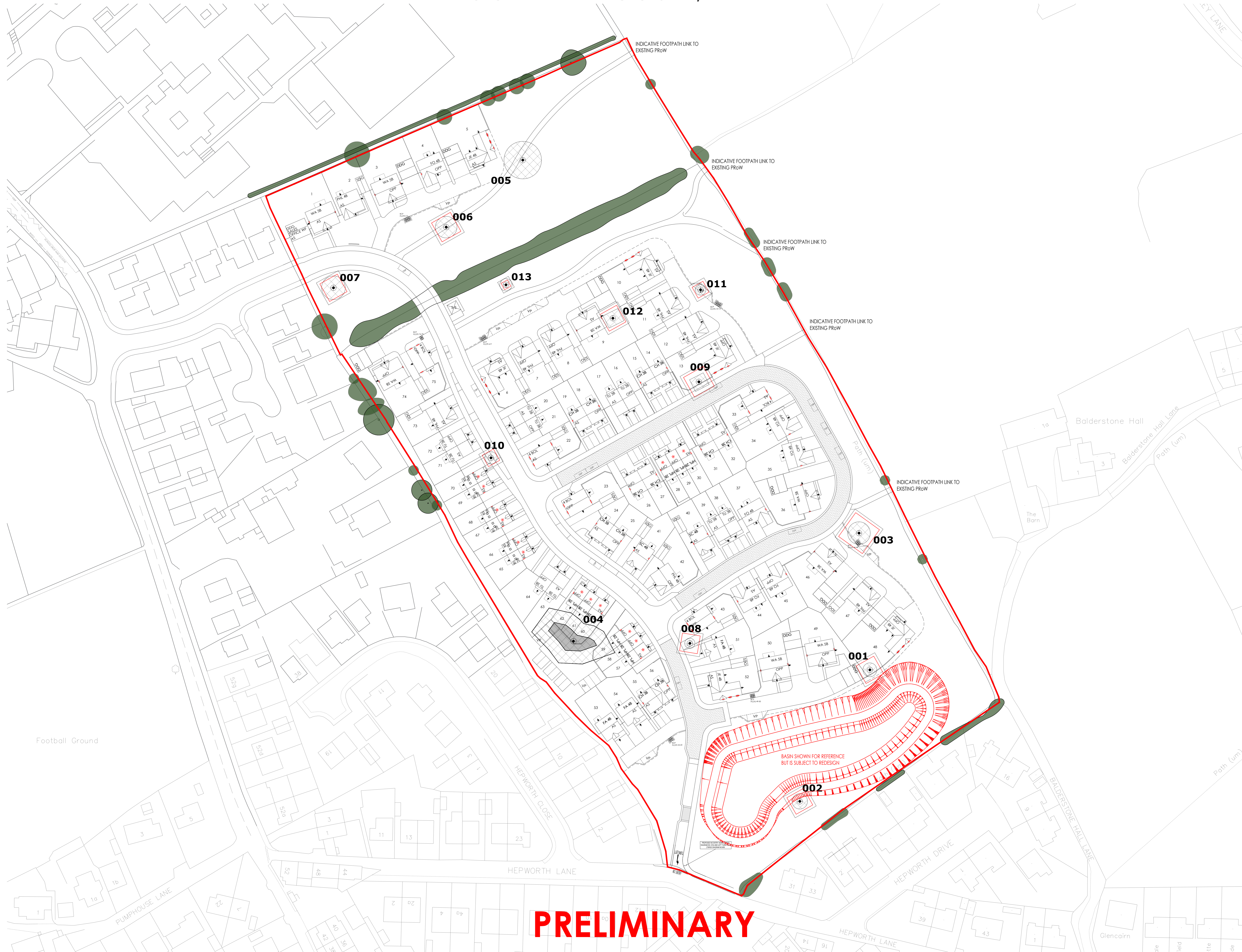
-  RED LINE BOUNDARY
-  AFFORDABLE UNITS
-  EXISTING TREES/HEDGEROWS TO BE RETAINED
-  TREES/HEDGEROWS TO BE REMOVED
-  LANDSCAPE - PLEASE REFER TO LANDSCAPE ARCHITECTS DRAWINGS
-  VISITOR PARKING BAY
-  ON STREET VISITOR PARKING SPACE
-  BIN COLLECTION POINTS FOR SHARED DRIVES
-  INDICATIVE CONNECTIONS TO PUBLIC RIGHT OF WAY (PRoW)

WOODWARD COURT, MIRFIELD SCHEDULE OF ACCOMMODATION							
House Type	Bed No./Storey	Building Regs.	Type	Plotting	Sq.#	No. Units	Total Sq.#
<b>Freehold</b>							
Chandler	38/2	M4(1)	End	PS	937	12	11244
Turner	38/2	M4(1)	End	PS	906	10	9060
Farrier	38/2	M4(1)	Det	PS	1152	3	3456
Scrivener	38/2	M4(1)	Det	PS	1197	2	2394
Southern Life	48/2	M4(2)	Det	SG	1356	5	6780
Philosopher Life	48/2	M4(2)	Det	SG	1489	8	11912
Forester	48/2	M4(1)	Det	IG	1802	6	9012
Jeweller	48/2	M4(1)	Det	SG	1713	6	10278
Watchmaker	38/2	M4(1)	Det	SG	1800	8	15040
<b>Freehold Total</b>						<b>40</b>	<b>77,076</b>
<b>Affordable</b>							
Hooper Life	28/2	M4(2)	End	PS	776	6	4656
Hooper Life	28/2	M4(2)	MIS	PS	776	3	2328
Bolster	38/2.5	M4(1)	End	PS	1038	6	6228
<b>Affordable Total</b>						<b>15</b>	<b>13,212</b>
<b>Affordable Site Percentage</b>						<b>20%</b>	
<b>Gross Area</b>				<b>Total</b>		<b>75</b>	<b>92,288</b>
<b>Net Area</b>				<b>Net Area</b>		<b>6.55 acres</b>	<b>4.73 ha</b>
<b>Open Space (inc. Manufacture and BNO habitat zone)</b>				<b>Net Coverage</b>		<b>4.52 acres</b>	<b>1.83 ha</b>
<b>Net Density</b>		<b>28 dph</b>		<b>Net Coverage</b>		<b>14,090 sq./acre</b>	
Single Garage	19	Double Garage	9	Twin Garage	0		
Visitor Parking Bay	9	On Street Visitor Parking	33				

- 0m 10m 20m 30m 40m 50m
- F Road alignment adjusted in front of plots 37-40. Additional space for soft landscaping in front of plots 26-32. Footpath links shown indicatively to PRoW on eastern boundary. Nov 25
  - E Plot 12 garage pulled forward. Nov 25
  - D Garages to plots 3,5 and 48 moved forward. Plot 5 and 48 moved to accommodate. Nov 25
  - C Garages to plots 5 and 48 moved forward. Nov 25
  - B Layout updated to clients markup. Oct 25
  - A One way junction and road included. Turning head adjacent to plots 42, 50-55 redesigned and plots changed to utilise space gained from amended turning head design. Oct 25

**SITE LAYOUT - 2520-SL-02F**  
**WOODWARD COURT, MIRFIELD**  
 BELLWAY HOMES  
 SCALE: 1:500@A0 - OCTOBER 2025  
**PARKER PEEL**  
 ARCHITECTURAL  
 e: info@parkerpeel.co.uk w: www.parkerpeel.co.uk t: 01924 921 860

**PRELIMINARY**  
 SITE LAYOUT PLAN - 1:500



## **Appendix C Highways Development Management team Pre-App Consultation Response**



# Pre-Application Consultation Request

## Town and Country Planning Act 1990

Observations By:	KC, Highways Development Management
------------------	--

Application No.	2025/20746
Proposed Development:	Pre application for residential development
Location:	Land off, Woodward Court, Mirfield, WF14 0PY
Applicant/Agent:	Paul Butler PB Planning Ltd
Planning Officer	Katie Chew

Your comments on the above proposal are requested. Please e-mail your comments to the DC Admin in either a Microsoft Word or PDF Document to [DC.Admin@kirklees.gov.uk](mailto:DC.Admin@kirklees.gov.uk) by **26-Aug-2025**.

The submitted plans and documents for the application can be viewed using Documents from Anite or Anite, please use the application number above.

If I do not receive your response by **26-Aug-2025** then the application may be decided without the benefit of your views.

Dated: 12-Aug-2025

Mathias Franklin  
Head of Planning and Development

<b>Consultation Response from KC, Highways Development Management</b>		
<b>2025/20746 at Land off, Woodward Court, Mirfield, WF14 0PY</b>		
<b>Pre application for residential development</b>		
<b>Date Responded:25/09/2025</b>	<b>Responding Officer: Ryan Kinder</b>	<b>Responding Ref: K14-2SW/6</b>
<p>2025/20746 Land off Woodward Court, Mirfield.</p> <p>Highway Development Management's (HDM) comments for the above application as follows:</p> <p>Pre Planning application for erection of residential development for 75 dwellings, with access taken via Woodward Court.</p> <p>Principle of development from a highways perspective.          It should be noted that a previous application has been refused (ref 2017/93935), of this the second reason for refusal included highways as follows:</p> <p>2) The proposed development would lead to additional traffic impacts on an already constrained local highway network which, by virtue of the existing network of narrow roads, the close proximity of the proposal to the existing school (Crossley Fields Junior and Infant School), and the substandard visibility at the junction of Woodward Court and Wellhouse Lane, would result in an unsafe development which would fail to acceptably mitigate the degree of conflict between all users. The proposed development would lead to an unacceptable highway safety impact, contrary to paragraph 109 of the National Planning Policy Framework, Policy T10 of the Kirklees Unitary Development Plan and Policy PLP21 of Kirklees Publication Draft Local Plan.</p> <p>It is considered that any future submissions need to demonstrate that the above reason is dealt with in satisfactory manner to ensure that Highways can fully support any development moving forward.</p> <p>The current nature of Well House Lane on the initial section from the junction of Flash Lane is substandard to accommodate any further development, there is limited intervisibility and a lack of passing places with the road being single track in width.</p> <p>The existing footway are less than 1.0m in width and only provided on one side of the carriageway making it less than desirable for pedestrians, this would be considered unacceptable for a new development based on current design standards.</p> <p>A Transport Assessment for this application is considered necessary given the history and location of the site, with a scoping brief be agreed with the Council prior to any submissions.</p> <p>A Travel Plan will be required, with sustainable travel contributions payable accordingly.</p> <p>The Councils Highway Safety team have been consulted regarding the application and have provided the following observations regarding the surrounding network:</p> <p>One-way westbound along Hepworth Lane, one-way southbound along Wellhouse Lane.          Room for buildouts where Wellhouse Lane meets Flash Lane, to improve visibility whilst not removing on-street parking. Scope for buildouts where Hepworth Lane meets Wellhouse Lane, to improve</p>		

visibility up Wellhouse when coming out of Hepworth and radius for left turn, no conflicts from the left with one-way in-situ. Scope to widen Flash Lane through Hepworth Lane and provide central lane for sheltered right turns in (expensive, useful, but not essential).

One-way along these roads would give far more scope to better manage on-street parking and/or improve footways for pedestrians along the narrower sections. Measures could then be taken to cover off most of the concerns raised under '1. Local Highways Network' comments, assuming the Developer was happy to pay for them.

Maximum diversion around a minute long for the most inconvenienced residents (access to Grove Street for northeast bound vehicles on Flash Lane) so should be acceptable, good arguments on road safety grounds for doing it though. Only one collision around 'the triangle' in past 5 years, however, go back further and there have been a lot more. Average of one injury collision every two years, most of which occur at or close to Flash Lane / Hepworth Lane junction (8 of 12 / 67% over 24 years), also some pedestrian casualties.

The safety team have tried previously to implement safety improvements but have been unsuccessful in delivering these due to concerns raised by residents.

Further discussions will be required with the applicant and the Councils Safety team to determine what measures can be implemented to address the reason for refusal on the previous application.

Proposed site access.

Suitable visibility splays should be demonstrated accordingly, it is acknowledged these may not be for the full required 2.4m x 43m due to the road layout, however these should be maximised and any shortfall justified by way of traffic/speed surveys accordingly.

Internal Layout.

The internal arrangements should accord with the Councils Supplementary Planning Document – Highway Design Guide.

Private shared driveways serving more than one dwelling should be a minimum of 4.5m in width, some indicative driveways appear to be less than this.

Parking.

As of the adoption of the Local Plan Kirklees Council no longer has car parking standards. Policy LP22 sets out the criteria for establishing parking requirements for new developments, which should be evidence based within the planning application submission. General guidance for the parking requirements are outlined below:

2 – 3 bedroom dwelling: 2 spaces

4+ bedroom dwelling: 3 spaces

1 visitor space per 4 residential units (off street bays parallel to carriageway being 2.5m plus 1.m hard margin).

1 cycle space per residential unit (desirable)

Single driveways to be a minimum of 3m wide by 5.5m long.

Double driveways to be a minimum of 5.0m wide x 5.5m long.

Garage dimensions (Internal):

Single: 6.0m long x 3.0m wide

Double: 6.0m long x 5.0m wide

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

A stage 1 safety audit and designers response is required and submitted as part of the access, internal layout and off site improvements, the brief will need agreeing prior to any undertaking and in line with GG119.

Visibility splays and forward visibility envelopes should be demonstrated and achievable within the adopted highway. A 20m centreline radius will be required on internal bends.

Information on gradients with suitable long section dwgs are requested with finished gradients indicated. A shared surface arrangement will only be accepted for adoption should a minimum gradient of 1:20 be achievable, otherwise a footway down at least one side of the internal road will be required.

A highways area plan must be provided detailing the extent of roads to be adopted, this will form part of any approved plans. Should the status of roads be then changed post planning, a section 73 application will be required to vary this accordingly.

Refuse storage and collection arrangements should be demonstrated and be in accordance with Local Plan Policy LP24 part d(vi). Swept paths for an 11.85m refuse collection vehicle are required and should take into account any on street parking and two way vehicle movements in particular on junctions and any tight bends.

## Appendix D KC Highway Adoption Data





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Scale = 1:1250  
maps@kirklees.gov.uk

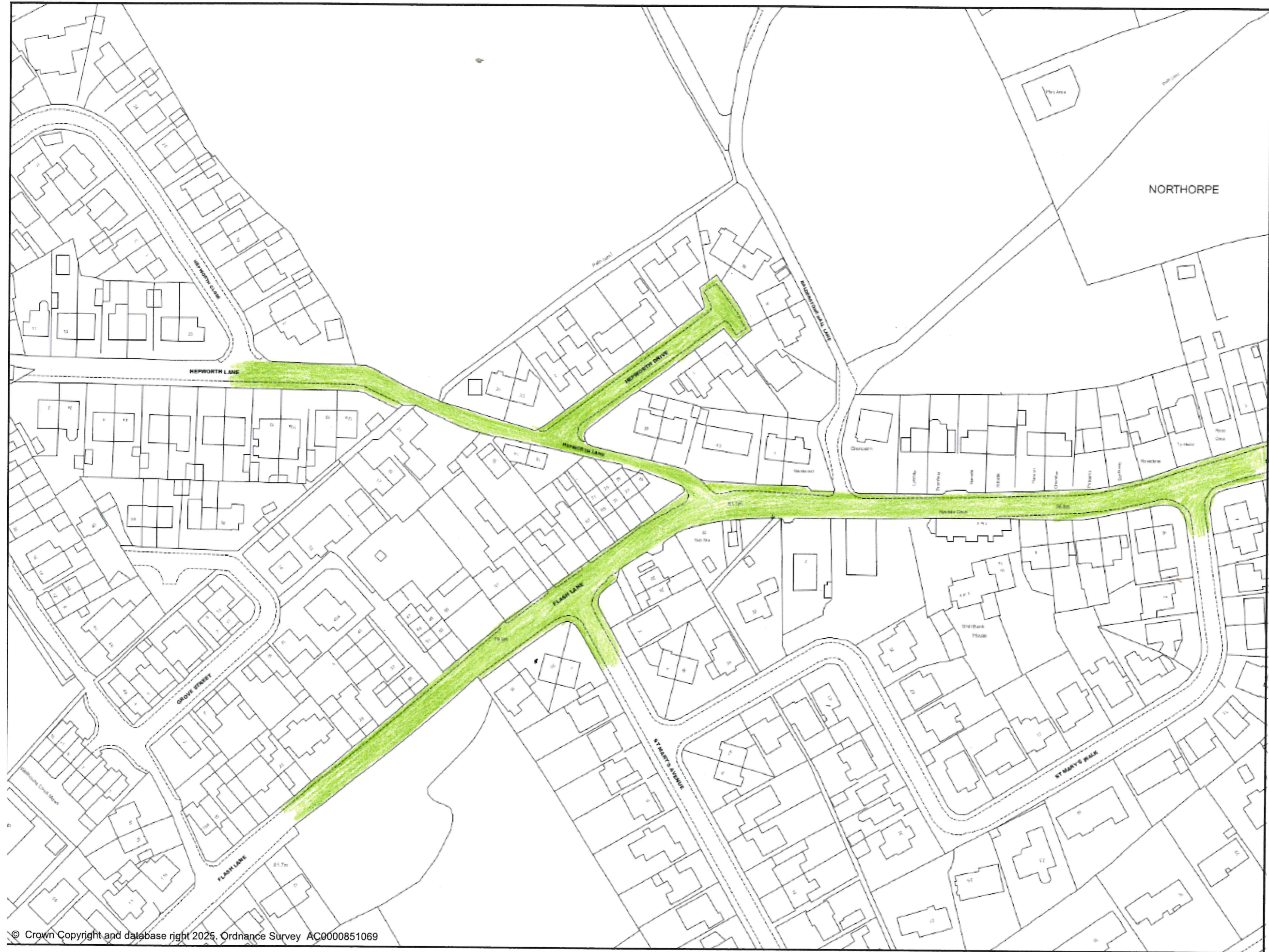
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NORTHORPE

Scale = 1:1250

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Ordnance Survey  
AC0000851069

maps@kirklees.gov.uk



## Appendix E Traffic Survey Data (available on request)

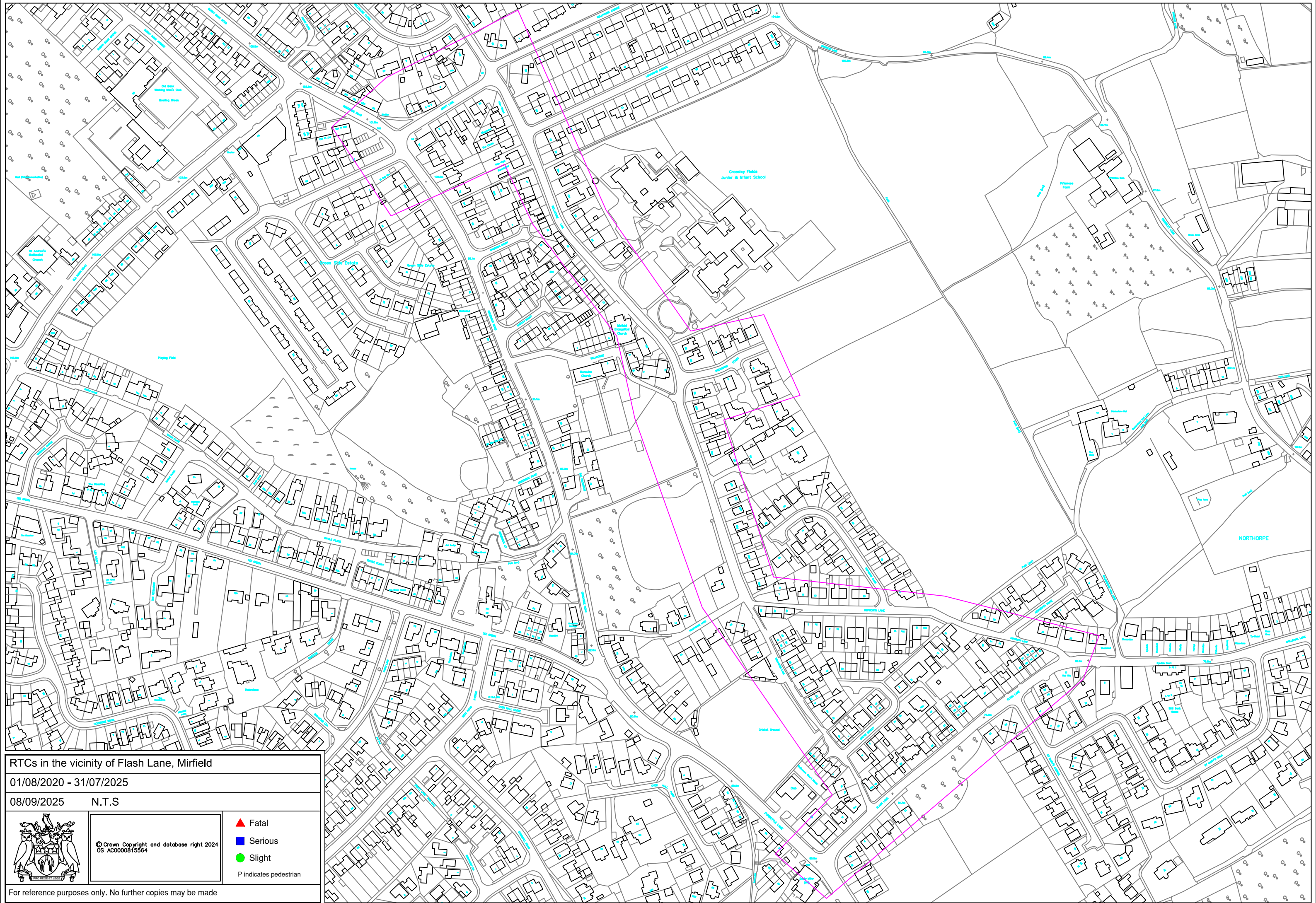


## Appendix F Personal Injury Collision Data



Title: RTCs in the vicinity of Flash Lane, Mirfield

No accident records found for this search



**RTCs in the vicinity of Flash Lane, Mirfield**

01/08/2020 - 31/07/2025

08/09/2025 N.T.S

© Crown Copyright and database right 2024  
 OS AC0000815564

Fatal  
 Serious  
 Slight  
 P indicates pedestrian

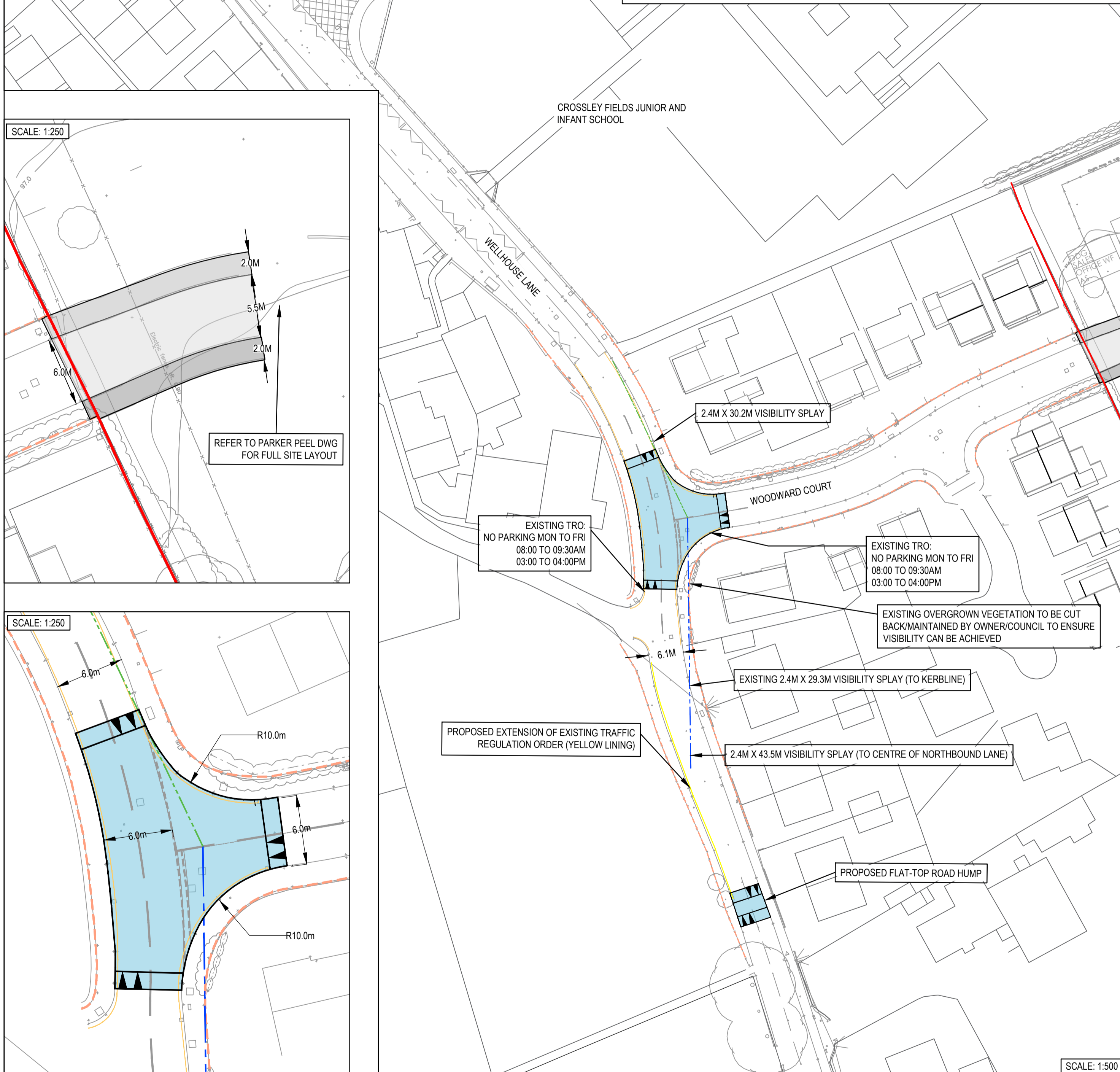
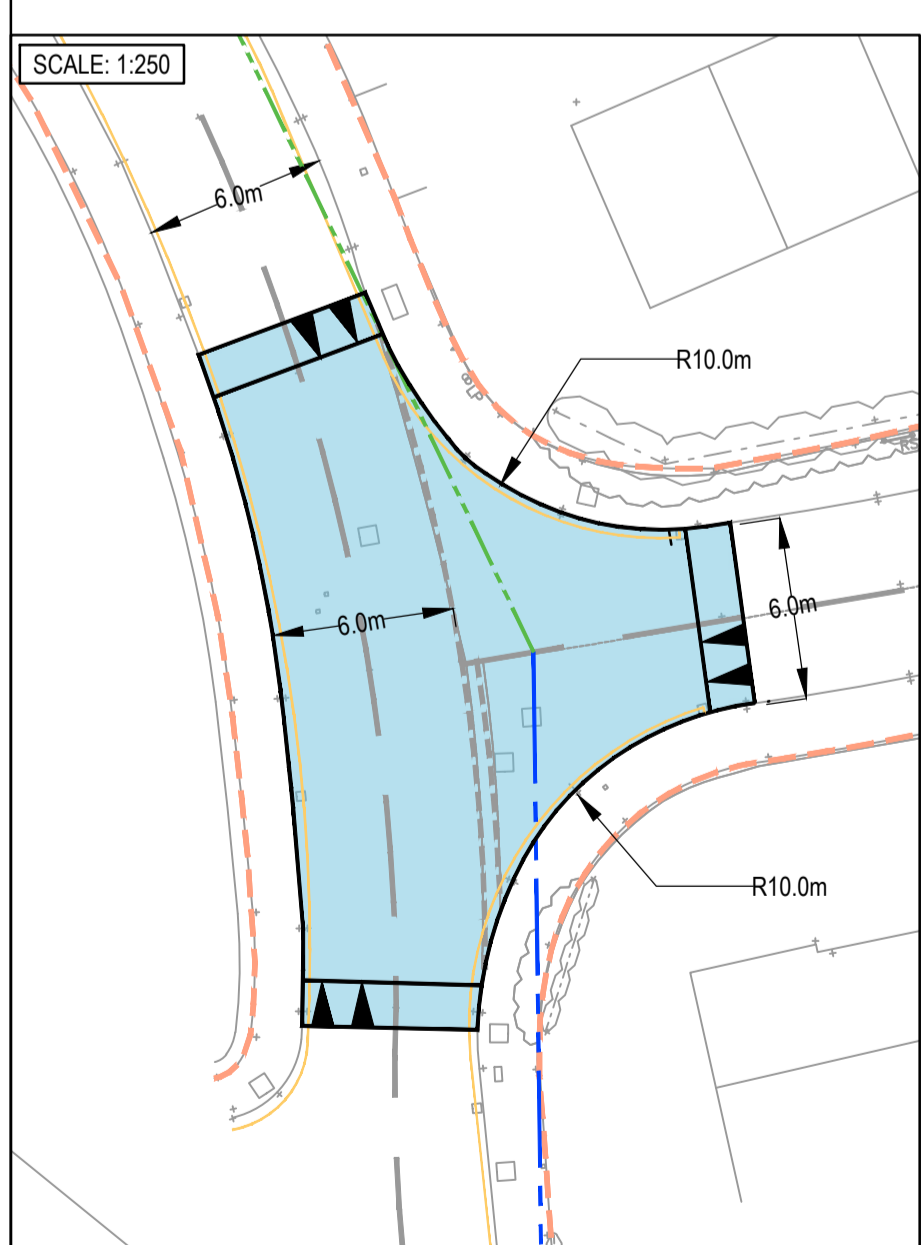
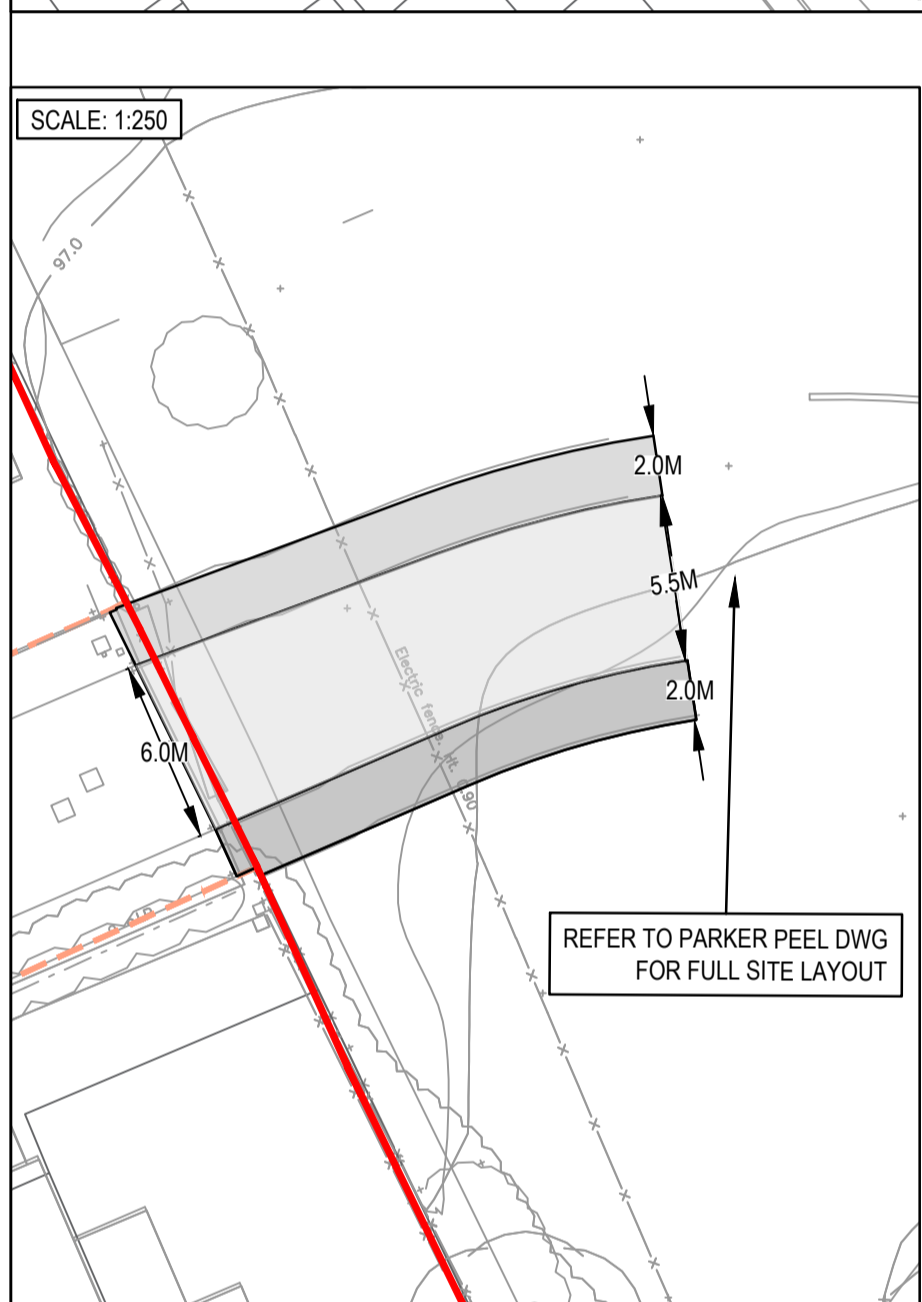
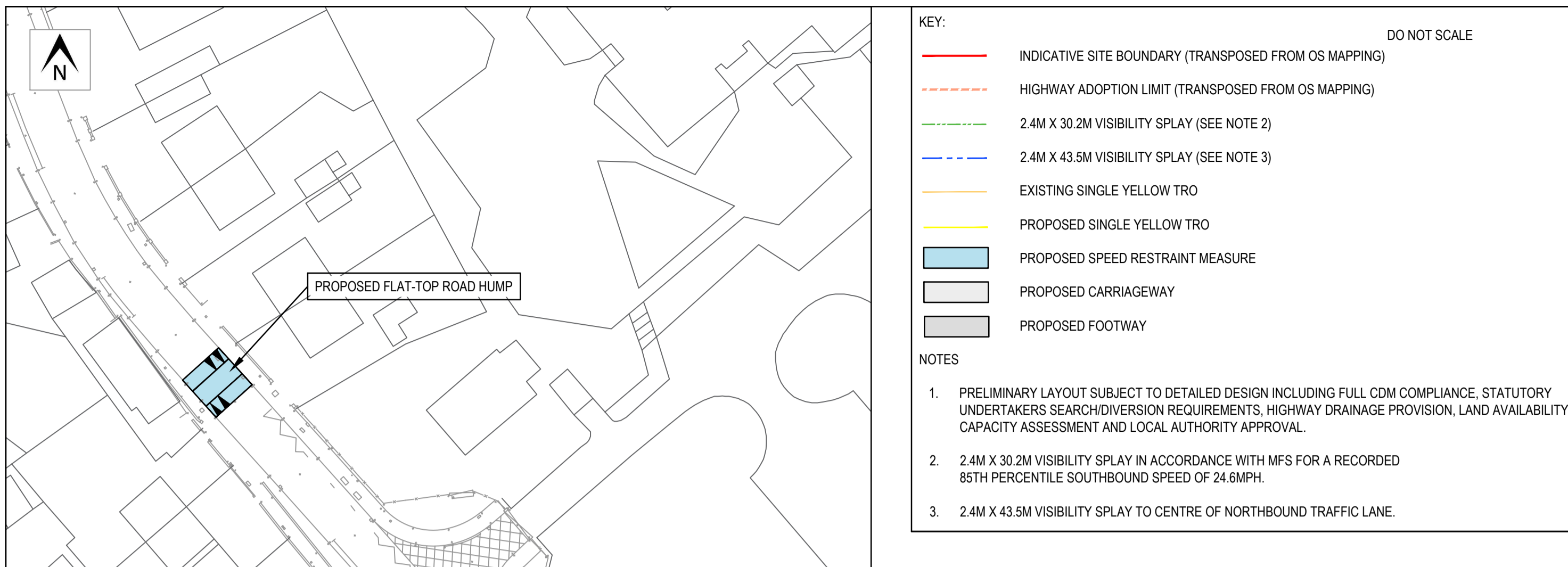
For reference purposes only. No further copies may be made

## Appendix G (not used)



## **Appendix H Proposed Woodward Court Site Access & Wellhouse Lane Improvements (Optima Drawing.25033/GA/02)**





PROJECT					CLIENT				
WOODWARD COURT, MIRFIELD					BELLWAY HOMES LIMITED (YORKSHIRE)				
DRAWING TITLE					CHECKED	APPROVED	DRG No.		
PROPOSED WOODWARD COURT SITE ACCESS AND WELLHOUSE LANE SPEED RESTRAINT IMPROVEMENTS					PMO	PMO	25033/GA/02		
STATUS					DRAWN BY:	SCALE @ A2 AS SHOWN	DATE	REV.	
PRELIMINARY					KP	DECEMBER 2025			



## Appendix I (not used)

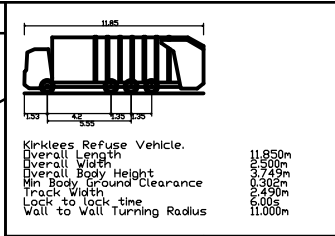


## **Appendix J Proposed Hepworth Lane Site Egress (Optima Drawing No.25033-GA-10)**

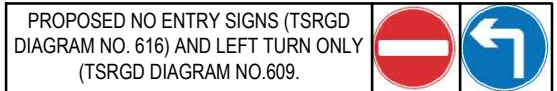




DO NOT SCALE

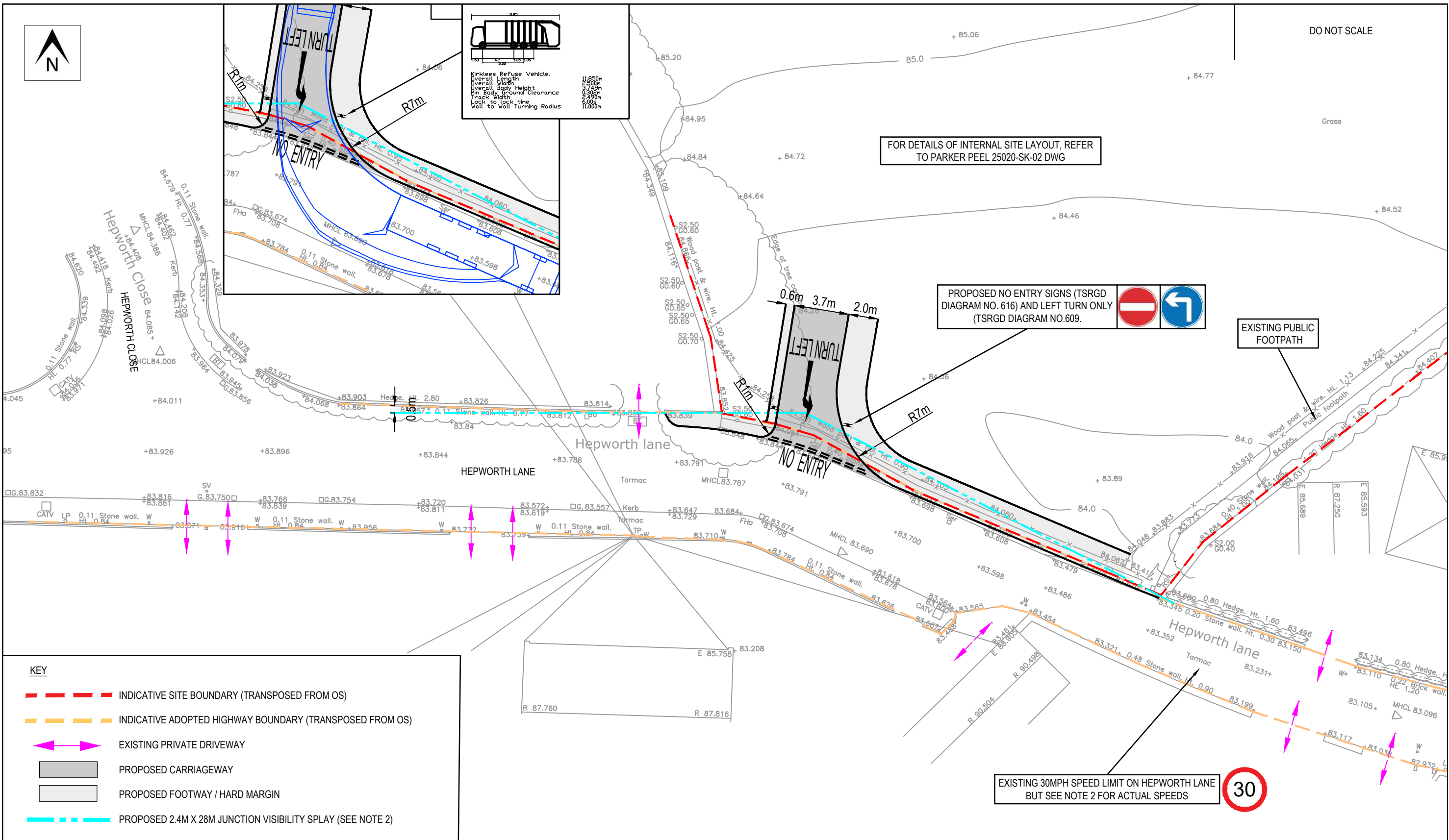


FOR DETAILS OF INTERNAL SITE LAYOUT, REFER TO PARKER PEEL 25020-SK-02 DWG



EXISTING PUBLIC FOOTPATH

EXISTING 30MPH SPEED LIMIT ON HEPWORTH LANE BUT SEE NOTE 2 FOR ACTUAL SPEEDS



**KEY**

- INDICATIVE SITE BOUNDARY (TRANSPosed FROM OS)
- INDICATIVE ADOPTED HIGHWAY BOUNDARY (TRANSPosed FROM OS)
- ↔ EXISTING PRIVATE DRIVEWAY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY / HARD MARGIN
- PROPOSED 2.4M X 28M JUNCTION VISIBILITY SPLAY (SEE NOTE 2)

**NOTES**

- LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/ DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY, CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.
- WESTBOUND 85TH PERCENTILE SPEED IS 21.8MPH WHICH EQUATES TO A REQUIRED VISIBILITY SPEED OF 2.4M X 28M. EASTBOUND 85TH PERCENTILE SPEED IS 21.7MPH WHICH EQUATES TO A REQUIRED VISIBILITY SPEED OF 2.4M X 28M.

PROJECT						CLIENT			
WOODWARD COURT MIRFIELD						BELLWAY HOMES			
DRAWING TITLE						CHECKED	APPROVED	DRG No.	
PROPOSED HEPWORTH LANE SECONDARY SITE ACCESS						PMO	PMO	25033/GA/02	
STATUS						DRAWN BY:	SCALE @ A3	DATE	REV.
PRELIMINARY						KP	1:250	OCT 2025	-

Intelligent Highway Solutions  
Suite 1, 3rd Floor, Goodbard House, Infirmity Street  
Leeds LS1 2JP  
optimahighways.com T 0113 245 1679