Consultation Response from KC, Highways Development Management (HDM)		
2025/93355 Land off, Woodward Court, Mirfield, WF14 0PY		
Erection of 75 residential dwellings with associated landscaping, open space, highways and drainage infrastructure		
Date Responded: 22/10/26	**Responding Officer:** A Darwin	**Responding Ref:** HDC 14/2SW/6

RECOMMENDATION:

No Objection, subject to conditions and S106 Agreement

Further to the submission of the planning application, discussions have been held with the applicants Transport Consultant (Optima Highways), where issues have been raised regarding the proposed development and supporting information. This included a meeting on 17th April 2026, where matters were discussed, including the detailed objection report produced by Andrew Kirby (dated February 2026 apk/2601/v2) to support the objection by the 'Save Mirfield' group that raised a range of issues with the development proposals and the contents of the supporting Transport Assessment (TA). Therefore, HDM requested that an updated Transport Assessment Addendum (TAA) report be produced, which provided additional information to address matters further.

Since this meeting, on-going discussions have taken place to agree the scope of additional survey data that was to be included in the TAA, together with discussions regarding amendments to the site layout and highway works proposals, which has culminated in the completion of the necessary Stage 1 Road Safety (RSA) process.

HDM have reviewed the following documents in preparing this response:

- 2520-SI-02V-Site Layout
- 49653-ECE-XX-XX-DR-C-0010 P08 – Highway Adoption Extents
- 25033/GA/02 Rev D - Proposed Woodward Court Site Access and Wellhouse Lane Speed Restraint Improvements
- 25033/GA/03 Rev A – Flash Lane proposed crossing features
- 25033/GA/10 Rev E – Proposed Hepworth Lane Secondary Site Access
- 25033/IN/03 Rev C – Junction Visibility Splays
- 25033/IN/04 Rev C – Forward Visibility Splays
- 25033-ATR-01 Rev C – Kirklees Refuse Vehicle swept path analysis
- 25033-ATR-02 Rev C – Food delivery Van swept path analysis
- 25033-ATR-03 Rev C – Fire Tender swept path analysis
- 25033-ATR-04 – Swept Path Analysis of Proposed Site Egress onto Hepworth Lane
- 25033-ATR-05-1 Rev A – Refuse Vehicle swept path analysis shared surface clockwise movement (Sheet 1 of 2)
- 25033-ATR-05-2 Rev A – Refuse Vehicle swept path analysis shared surface anticlockwise movement (Sheet 2 of 2)
- 49653-ECE-XX-XX-DR-C-0020 P02 - Longitudinal Sections Sheet 1
- 49653-ECE-XX-XX-DR-C-0021 P02 - Longitudinal Sections Sheet 2
- 49653-ECE-XX-XX-DR-C-0001-P09 - Levels Appraisal
- 199/PPP/01 Rev B – Plot Phasing Plan
- Transport Assessment (TA) dated 12/12/25
- Residential Travel Plan (RTP) dated 12/12/25
- Transport Assessment Addendum (TAA) dated 30/07/26
- Stage 1 RSA Report – Site access and off-site works (Ref. RSI-MM-0626-006 Issue 1.0)
- Stage 1 RSA Response Report – Site access and off-site works (Ref. 260706)
- Stage 1 RSA Report - Site Layout & Flash Lane crossing (RSI-MH-0926-003 Issue 1.0)
- Stage 1 RSA Response Report - Site Layout & Flash Lane crossing (Ref. 260922)

In addition to the above submission documents, HDM have also reviewed the additional objection information provided by the 'Save Mirfield' group, including the further objection report by Andrew Kirby dated August 2026 (ref: apk/2601/v1).

For ease of reference, the following HDM comments are provided in the sequence set out in the TAA report dated dated 30/07/26:

Junction turning counts

The TAA includes additional traffic count survey data at 5 local junctions, to enable updated traffic assessments to be undertaken. This data identified the following weekday network peak periods:

- Weekday AM Peak – 08:00 - 09:00;
- Weekday PM 'Internal' Peak – 14:45 to 15:45; and
- Weekday PM 'External' Peak – 15:30 to 16:30.

The updated survey data provides an additional PM 'Internal' Network peak period assessment, which has been obtained to enable assessments to be undertaken during the PM school peak period, which was not included in the original TA report. This updated peak hour junction turning data is accepted as an adequate basis for assessment.

Automatic Traffic Counts (ATC's)

The TAA included additional ATC data at 4 locations to obtain weekly traffic flow and speed data. This included additional ATC data on Wellhouse Lane (south of the Woodward Court junction) and on Hepworth Lane, to update the ATC data contained in the original TA. The main findings of these 2 ATC survey locations from Tables 2.3 and Table 2.4 of the TAA are replicated below:

TAA Table 2.3 - Wellhouse Lane ATC (south of Woodward Court junction)		
	Mar-25	Apr-26
Weekday AM Peak Hour (08:00-09:00) Two-way Flow	207 vehicles	192 vehicles
Weekday PM Peak Hour (15:00-16:00 in 2025 & 15:15-16:15 in 2026) Two-way Flow	127 vehicles	113 vehicles
Annual Average Daily Traffic Two-way Flow	928 vehicles	904 vehicles
Average Speed (Northbound)	25.3 mph	21.1 mph
Average Speed (Southbound)	21.7 mph	18.2 mph
85th Percentile Speed (Northbound)	30.0 mph	25.4 mph
85th Percentile Speed (Southbound)	27.3 mph	23.4 mph

TAA Table 2.4 - Hepworth Lane		
	Sep-25	Apr-26
Weekday AM Peak Hour (08:00-09:00) Two-way Flow	33 vehicles	63 vehicles
Weekday PM Peak Hour (15:00-16:00 in 2025 & 15:15-16:15 in 2026) Two-way Flow	45 vehicles	42 vehicles
Annual Average Daily Traffic Two-way Flow	435 vehicles	419 vehicles
Average Speed (Northbound)	16.6 mph	16.4 mph
Average Speed (Southbound)	16.9 mph	16.7 mph
85th Percentile Speed (Northbound)	21.3 mph	20.4 mph
85th Percentile Speed (Southbound)	21.7 mph	20.7mph

The updated ATC data identifies slightly lower traffic flows and traffic speeds at both sites. Therefore, the TAA has utilised the higher speed data from the 2025 ATC surveys for junction visibility assessment purposes, which is a robust approach.

An ATC survey was also undertaken on Summers Drive, which lies to the north of the application site and serves 160 dwellings, to enable bespoke local vehicle trip rates to be identified. This approach to determine trip generation was agreed in advance with HDM, and is considered to provide a reasonable basis for assessment.

On Street Parking Beat Surveys

The TAA includes parking beat survey data on local streets within the vicinity of the site, which included the following locations:

- Woodward Court
- Wellhouse Lane - between Woodward Court & end of school road markings
- Wellhouse Lane - end of school road markings to Jenny Lane
- Jenny Lane
- Wellhouse Lane – Woodward Court to Hepworth Lane
- Wellhouse Lane – Hepworth Lane to Flash Lane
- Length of Hepworth Lane (two-way section)

The surveys were undertaken for a single day during the school drop-off / pick-up periods, and on two days at 5:30am to consider the over-night on-street parking demand for residents (this time was chosen as it accords with the standard ‘Lambeth Methodology’, as agreed with HDM).

The parking beat survey data suggests that on the above streets, there is an overall parking capacity of 195 spaces, which includes capacity for 22 spaces on Woodward Court. It is understood that this capacity has been determined using the ‘Lambeth Methodology’, which bases capacity on the lengths of available kerb space (e.g. the available kerb space, without blocking drives and crossing points etc). Based on HDMs review of the raw survey data in Appendix C of the TAA, it also appears that some additional kerb space has been discounted, presumably to take account of potential for parking obstructions (e.g. on narrower streets where double parking is not possible, the on-street parking capacity has been reduced, which includes the shared surface section of Woodward Court where the on-street parking capacity has been discounted by 3 vehicles). Due to the limited explanatory information available in the survey data, HDM are unable to fully verify all of the assumptions made by

the traffic survey company. However, based on the spot checks that have been made, the assumptions appear to be appropriate.

Some of the key findings of the on-street parking beat surveys set out in the TAA are as follows:

- 30 & 31 vehicles were recorded on the surveyed streets in the two 5:30am beat surveys (time chosen in accordance with 'Lambeth Methodology', which are envisaged to be occupants who have parked on-street over-night).
- On Woodward Court, 1 vehicle was recorded on-street at 5:30am on both survey days.
- The maximum parking accumulation recorded on the surveyed streets during the AM and PM school drop-off / pick-up periods were 83 and 104 vehicles respectively.
- On Woodward Court, the maximum parking accumulation recorded during the AM and PM school drop-off / pick-up periods were 12 and 23 vehicles respectively. Of the 23 vehicles parked in the PM period, up to 9 were recorded on the south side of Woodward Court.

The above findings regarding on-street parking on Woodward Court at school drop-off / pick-up times accord with observations made by HDM during site visits, where similar levels of parking were identified.

The TAA does not include an estimate of the total parking demand directly associated with school drop-off / pick-up. Therefore, HDM have utilised the raw data in Appendix C of the TAA, to compare the maximum parking accumulation during each survey period, with the parking accumulation at the end of each survey period (e.g. when most school pupil related vehicles will have left), which is shown in the table below:

Time Period	Parked Vehicles
07:30-09:30 Max. Accumulation	83
09:30 Accumulation	33
Estimated School Drop-off Parking AM	50
Max. Accumulation	104
16:15 Accumulation	26
Estimated School Drop-off Parking PM	78

This indicates that there may have been up to 50 and 78 school pick-up / drop-off related vehicles parked during the AM and PM survey periods respectively.

In the 'Save Mirfield' report by Andrew Kirby (included in Appendix A of the TAA report), a separate parking beat survey is included. Whilst this survey data covered slightly different sections of street compared to the applicants data in the TAA report, the 'Save Mirfield' report estimates (para. 4.4.3) parking demand of 57 and 89 school pick-up / drop-off related vehicles during the AM and PM periods respectively. Therefore, this additional parking survey data appears to be broadly similar to the applicant's data in the TAA.

Therefore, the parking survey data contained in the TAA is considered to be a reasonable basis for assessment. This data also confirms on-site observations by HDM and comments made by 'Save Mirfield', that there is significant demand for on-street parking on local streets, including Woodward Court, and that this parking does cause congestion and operational issues on the local network during these peak periods, which is compounded by the narrow width of some of the local streets. As such, HDM consider that it is appropriate for the proposed development to include measures to improve parking capacity and management on the local network, with the aim of improving access to / from the development site, improving conditions on local streets and helping to mitigate the traffic impact of the development (see further comments below regarding proposed mitigation). The development itself is not anticipated to add to the on-street parking demand on the existing streets, as it is reasonable to expect the majority of residents from the development to walk / wheel to school due to it's close proximity.

Vehicle Journey Times

Local concerns have been raised that the new streets within the development site, which are proposed to connect Woodward Court with Hepworth Lane (exit only for motor vehicles), may encourage traffic from the wider network to divert through local streets to avoid congestion on Greenside Road, Dunbottle Lane and Flash Lane.

Therefore, the TAA includes journey time data at various time periods for the following routes:

- *Route 1 (shown in blue) – From Greenside Road (at the junction with North Place), travelling southbound onto Dunbottle Lane at the mini-roundabout. Turn left onto Flash Lane, continue until reaching the junction with Balderstone Hall Lane; and*
- *Route 2 (shown in green) – From Greenside Road (at the junction with North Place), travelling southbound turn left onto Jenny Lane, then right onto Wellhouse Lane. Continue on Wellhouse Lane for its full length (passing Woodward Court where timing point required), turn left at the junction with Flash Lane. Continue on Flash Lane until reaching Balderstone Hall Lane junction.*

The TAA indicates that the two routes are broadly similar in length (circa 1.2km), but the route via Greenside Road / Dunbottle Lane (Route 1) was quicker in all time periods (e.g. the highest average journey time for Route 1 was 155s in the 0800-0900 time period, and the lowest average journey time for Route 2 was 181s in the 1000-1100 time period).

The TAA concludes that:

''…the blue route is substantially faster to drive than the green route and it is evident that, in a post-development scenario, the proposed one-way link through the development Site (exiting onto Hepworth Lane) will not attract additional non-local traffic…'.

HDM generally agree with these findings, and it is not anticipated that additional traffic from the wider network would be encouraged to divert through local streets due to the proposed development.

Pedestrian & Cycle Survey on Hepworth Lane

The TAA includes pedestrian survey data on Hepworth Lane, and concludes that pedestrian and cycle flows are low.

Whilst HDM accepts that over the 12hr survey period (7am – 7pm), pedestrian and cyclist movements are relatively low (248 pedestrians and 9 cyclists), this is not the case during peak periods, such as the school start and finish times. The data indicates that up to 58 and 73 two-way pedestrian movements were recorded in the AM (07:45-08:45) and PM (14:45-15:45) pedestrian peak periods, and up to 5 and 6 two-way cyclists movements were recorded in the AM (08:15-09:15) and PM (15:15-16:15) cycle peak periods. The TAA goes on to suggest that at peak times, this equates to just over 1 pedestrian per minute and 1 cyclist every 12 minutes.

Whilst these hourly averages are correct, at the start and end of the school day in particular, on-site observations indicate a relatively high number of pedestrians utilise Hepworth Lane over short periods, which is to be expected at the start / end of the school day. Therefore, HDM do not accept that pedestrian and cyclist flows on Hepworth Lane are low at all times.

Personal Injury Accident Data

The TAA includes a further review of personal injury accident data on the local highway network, as it was identified that there was missing data in the applicants original TA, which it is understood was due to an error in the data supplied by Leeds CC. The further review in the TAA has now highlighted 4 incidents in the extended study area, which the TAA summarises as follows:

- *An accident at Jenny Lane, near the junction with Greenside Road, involving two vehicles where they collide travelling in the opposite direction to each other;*

- *An accident at Hepworth Close involved a child on a cycle and a car. The car was traveling southbound on Hepworth Close and as it approached the junction, the cyclist hit the front of the vehicle. Note that the proposed highway layout changes on Hepworth Lane and Hepworth Close will improve the situation – see Chapter 3 for details.*
- *An accident took place at Wellhouse Lane, 30m from the junction with Woodward Court where a vehicle is parked and unloading a child, when a second vehicle passes and collides with the nearside of the parked car. Note that the proposed introduction of speed reducing features on Wellhouse Lane will improve the situation. – see Chapter 3 for details.*
- *An accident at Dunbottle Lane with the junction with Flash Lane whereby a vehicle was travelling southwest on Flash lane. The vehicle failed to stop at the junction and collides with the public house on the opposite side of the road.*

The TAA concludes that:

'The low frequency, low severity and non-clustered nature of the pia's raises no specific accident concerns on the local highway network or that the proposed development would exacerbate. Indeed, the proposed highway measures will improve the situation.'

HDM have checked the incident data in the TAA against Kirklees Council records and is now correct, and the TAA findings are now generally accepted. It is agreed that there are no patterns or trends of recorded incidents that highlight any specific injury related accident problems on the local highway network.

It is also notable that no injury related pedestrian incidents have occurred on the narrow sections of Hepworth Lane and Wellhouse Lane to the south of the development site. Therefore, whilst the significant local concerns about the constrained nature of this part of the highway network and the limited footway provision are acknowledged, these deficiencies have not resulted in an existing injury related accident problem along these routes, even though these routes accommodate relatively high pedestrian flows at certain time periods (e.g. school start / finish times).

It is also accepted that the proposed highway works on Wellhouse Lane (traffic calming measures to discourage high traffic speeds and provide improvements to pedestrian crossing provision) and on Hepworth Lane (improvements to visibility at the Hepworth Close / Hepworth Lane junction by virtue of the new footway and build-outs proposed on either side of the minor arm) would be of benefit to highway safety, and could help to address the two slight incidents that have occurred on these streets.

<u>Proposed Woodward Court site access and parking improvements</u>

Vehicular access and egress to the site is proposed from an extension to the existing Woodward Court cul-de-sac, as shown on Drawing.25033/GA/02 Rev D. A secondary site egress for vehicles is proposed on Hepworth Lane, as shown on Drawing No.25033-GA-10 Rev E. The TAA confirms that the Hepworth Lane egress has been proposed to help reduce the volume of traffic on the southern section of Wellhouse Lane. These access arrangements have now been subject to an Independent Stage 1 Road Safety Audit (RSA), which has not raised any issues that would prevent the works being implemented. Therefore, the principle of these access arrangements are accepted.

The Woodward Court access is proposed to form an extension to the existing Woodward Court cul-de-sac. This would include extending the existing circa 6m wide carriageway and 2m footways into the site, which would then taper down to a 5.5m wide carriageway in accordance with a Type B Street in the Kirklees Highway Design Guide SPD.

The Woodward Court site access arrangements are also proposed to include the following:

- Single Yellow Line (SYL) 'no waiting' restrictions on the south side of Woodward Court that would extend into the site, to discourage double parking along the street, which currently occurs at school drop-off / pick-up times (including some footway parking). It is proposed that this SYL would operate at the same times (Mon-Fri 08:00-09:30 15:00-16:00) as the existing SYL at the Woodward Court / Wellhouse Lane junction, and would reduce the available parking on Woodward Court by circa 9 vehicles (from capacity of circa 22 to 13 cars). These parking management measures will improve access along Woodward Court for existing

and proposed users, and should not adversely affect local residents who will continue to be able to park along the north side of Woodward Court at all times. The final details of any SYL would be subject to public consultation at the implementation stage, as part of the associated Traffic Regulation Order (TRO) process.

- To mitigate the reduction of parking capacity on Woodward Court, a 13 space car park is proposed within the north-west corner of the development site, immediately upon entry to the site. In addition to this car park, a 5 space visitor parking layby is proposed on the outside of the bend upon entry to the site. The 13 space car park is proposed to be formed around an adoptable turning head and footways, with double yellow line (DYL) restrictions to prevent obstructive parking outside of the formal parking spaces. The parking spaces in the car park would not be included in the highway adoption. Instead, these would be managed and maintained by the development via the site management company. The proposed adoptable turning head will also provide safety and operational benefits, by providing enhanced turning facilities that do not currently exist at the end of Woodward Court.
- The applicant has also agreed in principle to provide funding (see below) to enable PROW MIR/19/10 to be upgraded, to clear vegetation and provide a suitable bound surface between the car parking and Wellhouse Lane.

These improvements to parking and turning, which provide a net increase of +9 spaces (18 new formalised spaces, to replace the 9 on-street spaces lost by the proposed SYL on Woodward Court), which would be in close proximity to Crossley Street Primary School, and will more than compensate for the for loss on on-street parking on Woodward Court. This will provide betterment over the current situation, to the benefit of highway safety and operation.

The Woodward Court access and associated works have been subject to an Independent Stage 1 Road Safety Audit, which has not identified any issues that cannot be fully addressed at the S38 / S278 detailed design stage.

Proposed Woodward Court / Wellhouse Lane junction improvements and associated works

Visibility to the north from the minor arm of the Woodward Court / Wellhouse Lane junction is available in accordance with the 30mph speed limit, with a visibility splay in excess of the recommended 2.4x43m available.

Visibility to the south is restricted to 2.4x29.3m when measured to the nearside kerb edge. To address this issue, the TAA includes additional supporting information, and proposed measures to improve the situation, as follows:

- A visibility splay of 2.4x43m is available to the south when measured to the centre of the oncoming traffic lane. This would allow approaching vehicles travelling 'in-lane' to be observed. However, as this would not allow an approaching vehicle to be observed if passing a car parked on the west side of Wellhouse Lane, it is proposed to provide Double Yellow Line (DYL) 'no waiting' restrictions on the west side of Wellhouse Lane on the northbound approach to the Woodward Court junction. These 'no waiting' restrictions would not impact on-street parking availability, as vehicles can only safely park on one side of this section of Wellhouse Lane due to its width, and parking would still be permitted on the east side adjacent to the existing dwellings.
- Based on the most recent ATC data included in the TAA, 85th percentile speeds of 25.4mph were recorded for traffic heading north towards to the Woodward Court / Wellhouse Lane junction, which is below the 30mph speeds recorded in the previous survey data. Based on these reduced speeds, a visibility splay of 2.4x33m would typically be required, which is already available to the nearside wheel-track position (as outlined in Manual for Streets) when measured 1m from the kerb edge.
- To maintain 85th percentile traffic speeds below 25mph, traffic calming measures are proposed along Wellhouse Lane, which includes a flat-top road hump located circa 55m south of the Woodward Court/Wellhouse Lane junction, a raised plateau at the junction, and three further traffic calming features (flat top road-humps) to the north located with circa 70m spacing. The spacing of these features is consistent with the Kirklees Highway Design Guide SPD, which recommends spacing of between 60-100m for design speeds between 20-25mph, and is an improvement over the design proposed in the original TA.

The proposed traffic calming features on Wellhouse Lane are also proposed to include uncontrolled crossing points with tactile paving at the following locations:

- On all arms at the junction plateau at the Woodward Court/Wellhouse Lane junction;

- At the flat-top road hump located just to the north of the Crossley Street Primary School pedestrian access;
- At the flat-top road hump located just to the south of the link to PROW MIR/16/20 that provides a gated pedestrian entrance to Wellhouse Pre-school.

These additional pedestrian crossing facilities provide an additional benefit over the design proposed in the original TA, and are in accordance with Department for Transport (DfT) and Active Travel England (ATE) guidance that advocates the use of raised pedestrian crossing treatments.

These traffic calming proposals, pedestrian crossing improvements and works proposed at the Woodward Court / Wellhouse Lane junction have been subject to an Independent Stage 1 Road Safety Audit, which has not identified any issues that cannot be addressed at the detailed design stage.

Concerns have been raised in the latest 'Save Mirfield' objection report (and supplementary letter) that the traffic calming works have not been subject to public consultation. It is noted that these proposals have taken into account the initial concerns that were raised as part of the planning consultation process (e.g. that the spacing of features was too high), and further consultation would take place at the S278 detailed design stage, with any comments received taken into account in the final design. Similarly, any works that require new / amended Traffic Regulations Orders (TRO's), including the proposed DYL proposed to the south of the Woodward Court junction, would also be subject to public consultation.

Proposed Hepworth Lane site access (egress only for motor traffic)

A second site access (egress only for motor traffic) is proposed on to Hepworth Lane to the south, as shown on drawing 25033/GA/10 Rev E.

The site egress is proposed to enable traffic exiting the site to the southeast to avoid travelling south along Wellhouse Lane towards the Flash Lane junction, to reduce the development traffic impact on that route.

Since the original TA submission, amendments to the site egress have been proposed, to address issues raised by HDM. These changes include:

- 2m wide footways are provided to both sides, to provide improved pedestrians connections through the development site, connecting Woodward Court and Hepworth Lane.
- Widening the egress to 6m wide, to enable a contra-flow cycle lane to be providing, allowing cyclists to utilise the access in both directions.
- The left turn only TRO that was proposed in the original TA has been removed, to allow light vehicles to utilise the egress when accessing Hepworth Close. It is noted that large HGV's would not be able to make the right turn in a single manoeuvre, but this is not necessary, as there should be no demand for HGV's to make this turn. However, the need to prevent the right turn movement would be considered further at the S38/S278 detailed design stage.
- A 1.2m wide footway is now proposed to the west of the site egress, which links to the Hepworth Close junction. Whilst this is below the preferred footway width of 2m, which is proposed for the section of new footway proposed along the full length of the site frontage, this new section of 1.2m wide footway will provide an improvement over the current situation, and is sufficient width for all users travelling in one direction. However, as this footway width would not allow all users to pass, the footway would need to be provided with a low height kerb, similar to other footways in the local area, including those on Wellhouse Lane. This new footway will also allow for the give-way line to be brough forward at the Hepworth Close / Hepworth Lane junction, which will improve visibility at this junction (this may have been a contributory factor relating to the cyclist collision at the junction, although the exact details of that incident cannot be ascertained from the incident data).

The site egress junction includes visibility splays of 2.4x28m, measured to the nearside wheel-track, which are adequate in accordance with the highest recorded speed (21.7mph) in either direction from both ATC data provided in the original TA and the TAA. The site egress has been tested with swept path analysis to confirm that the Kirklees design refuse vehicle can turn left from the site on to Hepworth Lane, even when there are parked cars parked opposite the junction.

The Hepworth Lane egress and associated works have been subject to an Independent Stage 1 Road Safety Audit, which has not identified any issues that cannot be fully addressed at the S38/S278 detailed design stage. Therefore, the principle of the access is accepted (see below regarding the implications on wider traffic distribution).

It is noted that the Council Highway Safety Team have previously consulted regarding changes to the traffic management arrangements on Wellhouse Lane and Hepworth Lane, which considered the introduction of new / amended one-way systems on these roads. However, it is understood that these proposals did not progress due to lack of support for any particular option. The introduction of the site egress would provide opportunities for a wider range of traffic management measures to be explored, should these types of proposals been considered again at some point in the future.

Site layout

The site layout has been designed in accordance with the Kirklees Highway Design Guide SPD, and includes a combination of traditional estate roads and shared surface streets.

The street layout includes adequate on-street parking, which is provided in excess of local guidance, which recommends that 1 space per 4 dwellings is provided (e.g. a minimum of 18 spaces required). This includes 23 identified spaces, located on-street and in dedicated parking bays (23 spaces), and are in addition to the 13 space car park proposed in the northwest corner of the site. This provides a total of 36 identified visitor parking spaces within the site (e.g. 100% more than normally expected). The proposed street layout also provides additional opportunities for on-street parking, above these identified parking locations. Therefore, it is clear that the development would provide a significant betterment to the current visitor parking situation in the local area, and would help to address the existing pressure on parking that occurs at school drop-off / pick-up times.

The site layout has been subject to swept path analysis, and an Independent Stage 1 Road Safety Audit, which has not identified any issues that cannot be fully addressed at the S38 detailed design stage.

On plot car parking is provided in accordance with the recommendations in the Kirklees Highway Design Guide SPD, which recommends 2 spaces for 2-3 bedroom dwellings and 3 spaces for 4+ bedroom dwellings.

Cycle parking has been indicated on the site layout plan, which would be located in secure stores for dwellings without garages, and within garages where these are provided. The final details of the cycle storage should be secured by planning condition.

The site layout includes a network of footpaths through the POS areas, which link to the existing public rights of way (PROW) that surround the site on the north (MIR/19/10), east (MIR/15/10) and southern (MIR/12/40) boundaries. These links would have a minimum width of 2m, and would include either a hard paved or crushed sandstone surface depending on their purpose and detailed design requirements.

The applicant has also agreed to upgrade the existing footpath surrounding the site to widen them to 2m. A minimum 0.5m wide verge/offset will also be required from any adjacent features, includes fences (with high fences to be avoided wherever possible) and vegetation. The Councils PROW Team have requested that the northern footpath is hard paved for its full length, to ensure that the footpath is durable and as this route will be required in all weathers, to facilitate access to / from the proposed parking area. Similarly, a more durable footpath surface is required for the southern footpath, due to the proximity to the proposed attenuation basin, and a knee rail fence will also be required (offset a minimum of 0.5m from the footpath). The eastern footpath should be upgraded with a crushed sandstone surface.

The detailed design of the footpath links (and associated features) through the site, and the improvements to the existing PROW along the eastern and southern boundary should be secured by condition. However, as the footpath along the northern boundary (MIR/19/10) is outside of the sites redline boundary, it has been agreed that the works to the PROW would be undertaken by the Council utilising funding provided by the development. The funding required to deliver the 2m wide hard paved footpath is **£40,000 (to be index linked),** which should be secured via a S106 obligation.

Site Accessibility and Travel Plan

As requested by HDM, the TAA now includes a more detailed review of the sites pedestrian accessibility, as required by the current National Planning Policy Framework (NPPF) Planning Practice Guidance (PPG). The assessment has identified a number of opportunities that exist that will allow pedestrians to walk to local amenities, including the nearby schools and bus stops via continuous footway links and traffic free paths. The assessment also highlights some of the constraints on the local highway network, where the footways are narrow, missing in places and lack crossing provision.

As part of the review, the applicant has proposed to provide an improved dropped pedestrian dropped crossing on Flash lane, adjacent to the Wellhouse Lane junction to facilitate access to the westbound Flash Lane bus stop, as shown on drawing 25033-GA-03 Rev A. This dropped crossing arrangement has been subject to an Independent Stage 1 Road safety Audit, which has not identified any problems that cannot be addressed at the detailed design stage. The RSA recommended that measures to control parking within the vicinity of the crossing were incorporated, to ensure that adequate visibility to/from the crossing point is available. Therefore, Double Yellow Line (DYL) no waiting restrictions have been indicated within the immediate vicinity of the crossing. The DYL have been kept to a minimum, to ensure that adjacent properties are not significantly affected by the proposals, with loading on the markings still permitted. The DYL have been limited to within 10m of the Flash Lane/Wellhouse Lane junction, which is in accordance with the guidance contained in the Highway Code to avoid parking within close proximity to junctions, and should have other consequential benefits on the operation of the junction. The final details of any DYL would be subject to further public consultation at the implementation stage, as part of the associated Traffic Regulation Order (TRO) process.

The above improvement, together with the footpath improvements and new active travel routes that will be created through the site, will provide benefits to the active travel provision within the vicinity of the site.

The nearest bus stops to the site are located on Flash Lane and Shillbank Lane, which are within a 400m walk of the site. The stops are served by the No. 202 & 205 bus services, which provide up to 2 service per hour between Leeds and Huddersfield, and 1 service per hour between Mirfield and Dewsbury.

To improve the existing bus stops, the applicant has agreed to provide two real-time bus displays, which currently cost £12,000 each **(£24,000 in total, to be index linked).** These are proposed to be installed at the westbound Flash Lane bus stop opposite the Wellhouse Lane (Stop ID: 45015603) and the eastbound Flash Lane stop by Balderstone Hall Lane (Stop ID: 45015602). The westbound Flash Lane bus stop opposite Wellhouse Lane has been chosen for improvement, even though it is slightly further away (but still within 550m of all of the development site) than the westbound bus stop located opposite the Hepworth Lane junction, as it is easier for pedestrians to cross to the chosen stop (with the new dropped pedestrian crossing also being of assistance). These contributions should be secured via a S106 agreement.

The applicant has provided a Residential Travel Plan (RTP), which aims to encourage the development occupiers to travel by sustainable transport modes, which is generally acceptable. The final details of the RTP should be secured by condition, and implemented for a minimum of 5 years following occupation.

In addition to the measures outlined in the Travel Plan, as requested by HDM, the applicant has agreed to provide a Sustainable Travel Fund (STF) of **£38,362.50 (Index linked)**, which is based on the provision of one bus-only MCard per dwelling (currently £511.50 per MCard). The STF will be managed by the Council and the appointed Travel Plan Coordinator (TPC), and would allow for the provision of an MCard or other measure agreed as part of the Travel Plans annual action plan. This contribution should be secured via a S106 agreement.

To enable to Council to review the Travel Plan and assists with its implementation, a Travel Plan Monitoring fee is required of **£10,000 (2,000 per annum for 5 years)**, which should be secured via a S106 agreement.

Residential Development Trip Generation

The original TA included trip rates derived from the TRICS database, and HDM queried whether these were representative of the application site.

Therefore, the TAA includes bespoke trip rates that have been derived from an ATC survey undertaken on Summers Drive, which lies to the north of the application site and serves 160 dwellings. This approach was agreed in advance with HDM, and is considered to provide a reasonable basis for assessment, as both the Summer Drive estate and the application site have similar characteristics, with both sites having similar accessibility scores when checked using the DfT Connectivity Tool (both scoring between 62-65). In practice, vehicle trip rates for the Summers Drive estate could be expected to be slightly higher than the application site, particularly during school peak periods, due to the application sites being in close proximity to the Crossley Fields Junior and Infant School that is likely to encourage more primary education trips by active travel modes.

Therefore, the use of the bespoke trip rates including in the TAA are appropriate and provide a reasonable basis for assessment. The identified trip rates and development traffic generations extracted from Tables 5.1 and 5.2 of the TAA are identified below for the network peak periods:

Time Period	TAA Table 5.1 - Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak Hour (08:00 – 09:00)	0.196	0.329	0.525
PM 'Internal' Peak Hour (14:45 - 15:45)	0.184	0.188	0.371
PM 'External' Peak Hour (15:30 - 16:30)	0.313	0.164	0.476
Time Period	TAA Table 5.1 - Vehicular Trip Generation (75 units)		
	Arrivals	Departures	Total
AM Peak Hour (08:00 – 09:00)	15	25	39
PM 'Internal' Peak Hour (14:45 - 15:45)	14	14	28
PM 'External' Peak Hour (15:30 - 16:30)	23	12	36

Residential Development Traffic Distribution and Existing Traffic Reassignment

The residential development traffic distribution has been determined using 2011 Census data for the Kirklees 020 MSOA, utilising the travel to work datasets. This is an industry standard approach, which is considered to provide a reasonable and proportionate basis for assessment for a development of this scale and is accepted.

For development traffic travelling to the south, the TAA assumes that 25% of traffic would travel via Wellhouse Lane and 75% via the site egress on to Hepworth Lane. It is accepted that this is a reasonable assumption, as the Hepworth Lane egress is likely to be more convenient for development users.

As the development proposes a link between Woodward Court and Hepworth Lane (egress only), the TAA assumes that 20% of southbound traffic on Wellhouse Lane to the south of the Woodward Court junction, would instead divert via the application site when heading towards Flash Lane / Shillbank Lane. This traffic has then been reassigned by transferring left turners from the Wellhouse Lane / Flash Lane junction to left turners at the Hepworth Lane / Shillbank Lane junction. HDM agreed that these are reasonable assumptions for traffic assessment purposes.

Traffic Flows and Materiality Assessment

The TAA includes an assessment of the development traffic impact during the following peak periods, as derived from the most recent 2026 survey data:

- Weekday AM Peak – 08:00 - 09:00;
- Weekday PM 'Internal' Peak – 14:45 to 15:45; and
- Weekday PM 'External' Peak – 15:30 to 16:30.

The base traffic flows have then been growthed to a 2030 assessment year, which is 5 years post submission, utilising traffic growth rates obtained from TEMPro v8.1. The highest growth rate of 4.8% obtained from TEMPro for the inter-peak period has been applied to all peak periods, to provide a robust assessment, which is accepted.

The relative change in traffic flow on the local network for the 2030 assessment year, taking into account the reassignment of base traffic that has been assumed to divert through the site, and the additional traffic that would be generated by the development is set out for the various road links in Table 6.2 of the TAA, which has been extracted below:

Scenario	Two-Way Traffic Flow (vehicles)		
	AM Peak Hour	PM (Internal) Peak Hour	PM (External) Peak Hour
Woodward Court			
2030 Base (without development)	57	64	9
2030 Design (with development)	102	91	47
Net Change	45	27	38
Wellhouse Lane (just north of Woodward Court junction)			
2030 Base (without development)	205	130	88
2030 Design (with development)	228	146	109
Net Change	23	16	21
Wellhouse Lane (just south of Woodward Court junction)			
2030 Base (without development)	220	148	87
2030 Design (with development)	206	140	90
Net Change	-15	-8	3
Wellhouse Lane (just north of Flash Lane junction)			
2030 Base (without development)	165	118	100
2030 Design (with development)	144	105	97
Net Change	-21	-13	-3
Flash Lane (just west of Wellhouse Lane junction)			
2030 Base (without development)	804	617	711
2030 Design (with development)	811	622	717
Net Change	7	5	6
Flash Lane (just east of Wellhouse Lane junction)			
2030 Base (without development)	544	433	503
2030 Design (with development)	519	417	496
Net Change	-25	-16	-8
Hepworth Lane (just north of Flash Lane/Shillbank Lane junction)			
2030 Base (without development)	73	55	39
2030 Design (with development)	111	79	57
Net Change	38	25	18
Hepworth Lane (just east of Wellhouse Lane junction)			
2030 Base (without development)	70	34	27
2030 Design (with development)	77	39	34
Net Change	7	5	6

The above table highlights the following:

- The greatest impact of development traffic has been estimated to occur during the AM peak period. This would include significant increases in vehicle trips on Woodward Court (+45 two-way trips), and Hepworth Lane to the east of the proposed site access leading to the Flash Lane / Shillbank Lane junction (+38 two-way trips).
- No other road links would experience a traffic increase of over 30 two-way peak hour trips, which is a typical threshold that is still commonly used to consider whether there is likely to be a material increase in peak hour traffic that requires further assessment.
- The maximum increase in traffic on the existing one-way section on Hepworth Lane (which is narrow and where no footways are available), would be +7 vehicles in the AM peak period.
- The traffic on Wellhouse Lane reaching the Flash Lane junction, has been estimated to reduce by up to -21 vehicles during the AM peak period. This traffic reduction would also affect the section of Wellhouse Lane where the one-way section of Hepworth Lane joins (which has restricted junction visibility). Based on the combined effect of these changes, the traffic flows at the Wellhouse Lane / Hepworth Lane junction have been estimated to reduce by up to -14 vehicles (e.g. + 7 on Hepworth Lane and -21 on Wellhouse Lane) during the AM peak period.

The significant increase in peak hour traffic on Woodward Court of up to +45 two-way trips, would be noticeable and will have some impact on its operation. However, the highway improvement that are proposed on Woodward Court, including the parking management measures and improvements to the Woodward Court / Wellhouse lane junction (and other associated works) are considered to adequately mitigate this impact and provide betterment over the current situation.

The significant increase in peak hour traffic on Hepworth Lane to the east of the proposed site egress that leads to the Flash Lane / Shillbank Lane junction of up to +38 two-way trips would again be noticeable and is likely to have some adverse impact on the operation of this link. This section of Hepworth Lane is circa 110m long between the site egress and the Flash Lane / Shillbank Lane junction, and is narrow, lacks footway provision, and does not allow two-way traffic for motor-vehicles for some of its length.

However, Policy TR6(4) of the NPPF states:

'Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.'

Based on HDM's assessment of the proposals, it is not considered that the traffic impact on this section of Hepworth Lane meets the high bar set with the NPPF of a severe impact on capacity / congestion, or an unacceptable impact on highway safety, for the following reasons:

- Traffic speeds have been demonstrated as being relatively low at circa 21mph;
- No personal injury accidents have been recorded in the last 5 years on this section of Wellhouse Lane, to highlight any existing injury related accident problems;
- Whilst there would be a noticeable increase in traffic on this section of road, traffic flows would still be relatively light, at a maximum of 111 two-way vehicle movements per hour, which equate to less than 2 vehicle per minute.
- Whilst two-way traffic flow is not possible along the full 110m length of this section of Hepworth Lane, passing opportunities are still available, including at the Hepworth Drive junction. Therefore, whilst conflicting vehicle movements may occur, it is not anticipated that this would cause significant capacity issues, as DfT research indicates that single track roads with passing opportunities that are up to 60m apart can accommodate traffic flows of up to 300vph (e.g. well in excess of the maximum 2030 'with development' traffic flow of 111vph during the AM peak hour period).
- The development proposes a package of measures, which are considered to be of benefit to highway safety, including pedestrians and cycle improvements. Whilst these improvements would not directly benefit this section of Hepworth Lane, they must be taken into account as part of the wider network

benefits, which include improvements on Hepworth Lane further to the northwest. This also includes improvements to the PROW network, which will enhance the PROW route to Shillbank Lane via Balderstone Hall Lane, giving pedestrians the choice of avoiding this section of Hepworth Lane.

Junction Capacity Assessments

The TAA includes updated junction capacity assessments that have been undertaken using JUNCTIONS 11 modelling software, at the following junctions:

- Woodward Court/Wellhouse Lane;
- Jenny Lane/Greenside Road/Greenside Estate;
- Proposed Hepworth Lane/Site Egress;
- Hepworth Lane/Flash Lane/Shillbank Lane; and
- Wellhouse Lane/Flash Lane.

The assessments have been updating utilising the most recent 2026 traffic survey data, and have been validated using queue observation taken during the surveys. Whilst a number of the junctions, including the Hepworth Lane / Flash Lane / Shillbank Lane and the Wellhouse Lane / Flash Lane have non-standard geometry, HDM agrees with the TAA that the models *'satisfactorily validate against recorded queues',* and are likely to be the best that can be achieve within the limitations of the JUNCTION 11 modelling software.

The junction modelling indicates that for all junctions, the impact of development traffic in the 2030 'with development' traffic scenarios would not be severe (e.g. the NPPF test), with all junctions remaining well within capacity (e.g. the maximum RFC value identified at any junction was 0.45 at the Jenny Lane/Greenside Road/Greenside junction, which is well below the capacity threshold of 0.85 typically used for assessment purposes).

It is noted that the 'Save Mirfield' objection raised concerns about the operation of the Hepworth Lane / Flash Lane / Shillbank Lane junction, due to the narrow width of Hepworth Lane not allowing multiple vehicles to wait on the minor arm without blocking inbound vehicle movements. This concern is acknowledged, and this existing issue would be exacerbated to some degree by additional development traffic on Hepworth Lane. However, this impact is not considered to be severe, with the maximum increase in inbound development trips at the junction occurring in the PM external network peak (15:30-16:30) of 6 vehicles, which equates to an average of 1 vehicle every 10 minutes. HDM have undertaken further checks of personal injury related incidents that have occurred within the vicinity of the junction over the last 20 years, and there have been no recorded incidents relating to this issue (there have been only 2 slight incidents at the junction in the last 20 years, including a rear shunt incident on Shillbank Lane, and a junction overshoot type incident from Hepworth Lane).

Traffic impact summary

Whilst the concerns of local people about the impact of development traffic on the local highway network are acknowledged, including the constrained nature of the highway that includes sections of Wellhouse Lane and Hepworth Lane, as well as the congestion that occurs within the vicinity of Crossley Lane Primary School at school pick-up/drop-off times, HDM do not consider that there would be a severe adverse impact on the transport network or an unacceptable impact on highway safety, taking into account the mitigation measures and wider network improvements that are proposed. As such, it is considered that there are insufficient grounds to support a reason for refusal of the application in accordance with NPPF Policy TR6(4).

Other matters

A Construction Management Plan (CMP) will be required for the development, which should be secured by planning condition. It will be necessary for this CMP to be developed to ensure that all HGV movements are carefully planned and controlled, and take place outside of school pick-up / drop-off and other peak periods (and ideally outside of term time where practical). The CMP will also need to ensure that no worker parking takes place on local streets.

Highway condition surveys and remediation will also be required, which should be secured by planning condition.

In conclusion, HDM do not object to the proposals, subject to the planning conditions and S106 requirements set out below.

Recommended S106 requirements

- £40,000 (index linked and to be paid upon commencement, to enable implementation prior to occupation), for PROW works to MIR/19/10;
- £24,000 (index linked and to be paid upon commencement, to enable implementation prior to occupation), for 2 No. Real-time displays at bus stops on Flash Lane / Shillbank Lane (2 x £12,000 per unit).
- £38,362.50 (to be index linked and to be paid upon occupation), for a Sustainable Transport Fund (STF)(75 Units x £511.50 per unit based on current Residential MCard cost).
- £10,000 (to be paid upon occupation) for the Travel Plan Monitoring fee (2,000 per annum for 5 years).

Recommended Planning Conditions

Construction Environmental Management Plan (CEMP) Condition

Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of:

- *Any phasing of development and a timetable of works;*
- *Hours of construction works and hours of deliveries;*
- *Access to the site for construction vehicles;*
- *Construction vehicle sizes and routes;*
- *Numbers and times of construction vehicle movements;*
- *Locations of HGV waiting areas and details of their management;*
- *Parking for construction workers;*
- *Storage, loading and unloading of plant and materials;*
- *Signage strategy;*
- *Measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site in association with the construction process, including the provision of adequate wheel washing facilities within the site;*
- *Street sweeping;*
- *Actions to be taken to minimise adverse impacts by effectively controlling noise and vibration arising from all construction-related activities. This should include suitable restrictions on the hours of working on the site, including times of deliveries;*
- *Actions to be taken to effectively control dust arising from all construction-related activities, including measures to monitor and record the emissions of dust during construction;*
- *Actions to be taken to minimise adverse impacts arising from artificial lighting used in connection with all construction-related activities and with the security of the construction site;*
- *A communications plan including details of a resident liaison officer, their contact details, and how this will be communicated to nearby residents and the local authority; and,*
- *Engagement with the developers of any nearby sites to agree any additional measures that may be required in relation to cumulative impacts (in the event that construction is also to be carried out at any nearby sites during the same period).*

All construction works shall be carried out in complete accordance with the CEMP thereby approved, which shall be implemented throughout the full duration of construction works on site.

Highway Condition Survey and Remediation - Condition

Development shall not commence, including ground works, until a survey of the existing condition of the highways in the vicinity of the site has been submitted to and approved in writing by the local planning authority. The extent of highway to be surveyed shall be agreed with the local planning authority in advance. The survey shall include all highway features, including carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signage and road markings.

Upon completion of the development hereby permitted, a post-construction survey of the previously agreed extent of highway shall be carried out and the post-construction survey and a scheme of remedial works shall be submitted to the local planning authority for its approval in writing. Once approved by the local planning authority,

the remedial works thereby approved shall be carried out following the completion of all construction works, and shall be completed prior to the occupation of the 70th dwelling hereby permitted. Should any highways defects (affecting highway safety) attributable to the construction traffic or activities of the development hereby permitted be identified during the construction period, remediation of those highway defects shall also be implemented in accordance with details, and a timetable, to be submitted to and approved in writing by the local planning authority.

Approved Access – Condition

Means of access to and from the site shall be in accordance with the preliminary access design(s) indicatively shown on the approved plan(s) ref. 25033/GA/02 Rev D and 25033/GA/10 Rev E and fully constructed and made operational prior to first occupation of the development and thereafter retained and maintained for the lifetime of the development.

Off-site Highway Works – Condition

Prior to occupation of the development, the off-site highway works as indicatively shown on the preliminary design plans ref. 25033/GA/02 Rev D, 25033/GA/03 Rev A and 25033/GA/10 Rev E shall be fully constructed and made operational. The works shall include:

- *Traffic calming measures at the junction of Wellhouse Lane / Woodward Court;*
- *Traffic calming measures, pedestrian crossings and parking management measures on Wellhouse Lane;*
- *Footway works and other features associated with the vehicular site egress and contra-flow cycle access on Hepworth Lane;*
- *Parking management measures on Woodward Court;*
- *Pedestrian crossing improvement and associated parking management measures on Flash Lane.*

Public Right of Way (PROW) Works – Condition

Notwithstanding the details shown on the submitted plans, above ground works shall not commence until details of the proposed Public Rights of Way (PROW) works to MIR/19/10, MIR/15/10 and MIR/12/40 and the new footpath links through the development site have been submitted to and approved in writing by the local planning authority. The submitted details shall include:

- *Surface treatments and construction details;*
- *Levels and gradients;*
- *Verges, margins and drainage features;*
- *Fences and boundary treatments;*
- *Earthworks.*

Prior to occupation of the development, the Public Rights of Way (PROW) and footpath works thereby approved, shall be implemented and shall thereafter be retained and maintained for the lifetime of the development.

Vehicle and pedestrian areas to be laid out, surfaced, drained, retained and maintained - Condition

No dwelling shall be occupied until all areas and associated features to be used by vehicles and pedestrians to access that dwelling (including streets, footpaths, cycle tracks, loading, servicing and parking areas), and all such areas and features within the plot for that dwelling, have been laid out, surfaced and drained such that loose materials and surface water do not discharge or transfer onto the adjacent highway. All such areas shall thereafter be retained and maintained as such for the lifetime of the development.

Cycle parking - Condition

None of the dwellings hereby approved shall be first occupied until details of the provision of secure cycle parking for each dwelling have been submitted to and approved in writing by the local planning authority.
No individual dwelling shall be occupied until the secure cycle parking for that dwelling has been provided in accordance with the details thereby approved, and it shall be retained as such thereafter.

Storage and Collection of Waste – Condition [Condition to be agreed by Waste Strategy / Planner]

No part of the development shall be first occupied or brought into use until details of the proposed arrangements for the storage and collection of waste from the development have been submitted to and approved in writing by the local planning authority. The submitted information shall include details of any temporary arrangements for the collection of waste from the development if properties are to be occupied before the whole site is complete, including measures to allow waste to be stored/presented at an accessible location adjacent to the nearest adopted highway.
The arrangements for the storage and collection of waste, including any temporary arrangements during construction, shall be provided before the dwellings to which they relate are first occupied and, upon completion of the development, the permanent arrangements for the storage and collection of waste shall be retained as such thereafter.

Residential Travel Plan – Condition

Notwithstanding the details submitted, the development hereby permitted shall not be first occupied or brought into use until a Full Residential Travel Plan for the development has been submitted to and approved in writing by the local planning authority. The Full Residential Travel Plan shall include, but not necessarily be limited to:

- *Measures, objectives and targets for reduced car usage and increased non-car transport usage, including modal split targets;*
- *The provision of a Travel Plan Co-ordinator, including roles, responsibilities and annual monitoring;*
- *The measures to be delivered by the Sustainable Transport Fund and the mechanisms for delivery;*
- *The provision of travel information;*
- *Implementation and review timescale; and*
- *Enforcement, sanctions and corrective/review mechanisms.*

The measures contained within the Full Residential Travel Plan thereby approved shall be implemented in accordance with the approved timescale, except where the monitoring evidence demonstrates that a revised timescale/measures to achieve trip targets are necessary, in which case the revised details would be implemented.

See Highway Structure Team response for their proposed conditions.

HDM Recommended Informative Notes

S38 Agreement – Informative

The applicant should be aware that the internal street layout will need to be built to adoptable standards if offered for adoption under Section 38 of the Highways Act 1980. The applicant is advised to make early contact with the Highways Section 38 team at Highways.Section38@kirklees.gov.uk to initiate the Section 38 process, technical approval and agreement. Further information is available on the council's website at: https://www.kirklees.gov.uk/beta/regeneration-and-development/pdf/highways-guidance-section-38-agreements.pdf

Until such time that the S38 process has been fully completed and the Local Highway Authority have confirmed that the streets have been built to an acceptable standard (following the maintenance period), there is no guarantee that the streets will ultimately become adopted highway. Therefore, until the streets have been fully adopted, the purchasers of the properties will be responsible for the ongoing management and maintenance of the streets servicing their properties. It is the developer's responsibility to inform the potential purchasers of the properties of the adoption status of the streets prior to purchase. The potential purchasers must also be advised by the developer of the potential implications of the streets remaining private, should adoption not occur for any reason, which are summarised at paragraph 3.17 of the Kirklees Highway Design Guide SPD (https://www.kirklees.gov.uk/beta/planning-policy/pdf/highway-design-guide-spd.pdf), and described in DfT Advice Note 'Highway Adoption' at Annex C 'A Guide for Home Buyers': https://assets.publishing.service.gov.uk/media/62e7b821d3bf7f75b9121a6a/advice-note-highways-adoption.pdf

Approved Access and Off-site Highway Works – Informative

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Local Highway Authority is required.

You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the works.

This process will involve entering into a Section 278 agreement of the Highways Act 1980 or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay occupation of the development. This is particularly important for the any works that require Traffic Regulation Orders (TRO) and/or include other works that will require formal consultation such road humps, as this process should be anticipated to take a minimum of 12 months to progress and the outcome cannot be guaranteed.

Interference with the highway without such permission is an offence which could lead to prosecution.