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Yvonne Parker
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Planning Services
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Ref: 2691le/L009

27th April 2018

Dear Yvonne,

**KIRKLEES LOCAL PLAN EXAMINATION – LAND AT WOODWARD COURT/HEPWORTH LANE, MIRFIELD - SITE REF:
SL2163/ H125**

Introduction









We write to you on behalf of Bellway Homes in order to update the Inspector on the planning application for 61 dwellings with associated access, drainage, open space and landscaping on land off Woodward Court, Mirfield and in particular to attach the most recent comments received from Kirklees Council Highway Development Management.

Background

Within the Rejected Site Options Report published in July 2017 by Kirklees Council, SL2163/ H125 was assessed against a number of technical criteria and consultation responses which informed the decision to reject the site as a housing allocation.

In the extract below the Council state that third party land is required to form an extension on Woodward Court to provide access on to the SL2163/ H125. The Council also states that the visibility splays at the junction off Woodward Court and Wellhouse Land are sub-standard and that the width of Hepworth Lane is not suitable for the intensification of use. Access is therefore the only constraint identified by Kirklees Council for not allocating SL2163/ H125 for housing development.

Kirklees Publication Draft Local Plan - Rejected Sites: Housing
Dewsbury and Mirfield

H125	Site is in Green belt	N	Green/Brownfield	G	Settlement Position	W	Gross Area (Ha)	6.91	
Balderstone Hall Lane, Mirfield,					Employment Floorspace		Housing Capacity		241
Transport		Third party land required. Access can be achieved from an extension to the end of Woodward Court. However, the visibility splays at the junction of Woodward Court and Wellhouse Lane are sub-standard. The site frontage on to Hepworth Lane has sub-standard visibility splays and would require third party land to provide the standard 2.4 x 43m visibility splays. I would note that the width of Hepworth Lane is also substandard (4.5m wide) and not suitable for intensification of use. Balderstone Hall Lane is unsuitable.							
Public Health		Levels of physical activity are lower than the Kirklees average.							
Education		No immediate need for additional school places. There is however an increasing trend for Secondary school places.							
Historic Env		There is a group of Grade II Listed Buildings at Balderstone Hall. The loss of this site and its subsequent development could harm elements which contribute to their significance.							
Flood/drainage		Main river flood zone 1; No objection. No objections raised to surface water flood risk or surface water drainage.							
Env Protection		No objections raised, Aire Quality Impact Assessment, Low Emission Travel Plan and Phase 1 Contaminated Land Report required.							
Biodiversity		No objections raised.							
Other constraints		Part or all of the site lies within a high risk coal referral area.							
Open space	N/A								
Green belt	N/A								
Green belt edge	N/A								
Exceptional Circumstances	N/A								
Conclusion	Third party land required. Access can be achieved from an extension to the end of Woodward Court. However, the visibility splays at the junction of Woodward Court and Wellhouse Lane are sub-standard. The site frontage on to Hepworth Lane has sub-standard visibility splays and would require third party land to provide the standard 2.4 x 43m visibility splays. I would note that the width of Hepworth Lane is also substandard (4.5m wide) and not suitable for intensification of use. Balderstone Hall Lane is unsuitable.								

Planning Application – Planning Application Number: 2017/93935

We attended the Matter 36 hearing session held on Wednesday the 28th February 2018. At that hearing session there was much discussion about the current full planning application for the erection of 61 dwellings. Reference was made to work being undertaken to address the comments made by Kirklees Council Highway Development Management and the objection made by Northern Transport Planning (Save Mirfield) in relation to the application. The Inspector requested a copy of the further technical highway note that the highway consultant acting on behalf of Bellway Homes was preparing in relation to the above matter and this highway technical note was emailed to you, for the attention of the Inspector, on Friday 2nd March 2018.

Response from Kirklees Council Highway Development Management

The Highways Development Control has now considered the highway technical note and their response is dated 25th April 2018 and is attached to this letter. It provides an in-depth analysis of the highways issues and a balanced and fair response. The issues raised by Highways Development Control, Northern Transport Planning (Save Mirfield) and those referred to within the Rejected Options Report are addressed. The overall conclusion reads as follows:

‘Taking into account the relatively modest amount of peak hour and daily development traffic being distributed onto the highway network and recognising the local highway constraints together with the busy periods associated with the local school, Highways Development Management considers that on balance with the proposed mitigation measures, it would be difficult to substantiate that the proposal would have a sever and measurable cumulative impact on highway efficiency and safety.’

As this was one of the key issue being considered at the Matter 36 hearing session in relation to site SL2163/H125 we would like to draw the consultation response of Kirklees Council Highway Development Management to the attention of the Inspector.

Whilst the planning application is still undetermined Bellway Homes expect to resolve all of the outstanding issue within the next month that the planning application will be taken to committee with an officer recommendation of approval.

Yours sincerely,



Highways Development Management Comments 25th April 2018
Woodward Court, Mirfield – Plan Ref: 2017/93935

The proposed development of 61 dwellings (6no 2 bed units, 25no 3 bed units and 30no 4 bed units) would be served off Woodward Court via its junction with Wellhouse Lane.

- Pre application discussions were undertaken with the applicant Bellway Homes and the applicant's 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 drawing (ref 1731.01) along with a Transport Statement (TS) dated November 2017 from the applicants highways consultant Andrew Moseley Associates (ref 20042-001).
- Following Highways Development Management comments a Technical Note (TN) 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)
- Representation has also been received from Northern Transport Planning (Save Mirfield) forming an objection to the proposal on transport related matters.

The following Highways Development Management (HDM) comments are based on the information provided by Andrew Moseley Associates (AMA) and Northern Transport Planning (Save Mirfield).

1. Context – Local Highway Network

1.1 Woodward Court is a traditional estate road cul-de-sac in character serving approximately 14 properties. From its junction with 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).

1.2 Wellhouse Lane southbound allows is two-way vehicular with exception of its section between its junction with Hepworth Lane and Flash Lane where the road is narrow with a low kerbed narrow footway and two way vehicular flows cannot be achieved. Vehicle queuing and overrunning of the footway is frequent.

1.3 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.

2. Woodward Court and Wellhouse Lane on-street parking and controls

2.1 With the exception of the Crossley Fields Junior and Infants School start and finish times pedestrian and vehicular flows along Wellhouse Lane with the vicinity of its junction with Woodward Court, and associated links and junctions connecting to the wider highway network traffic flows are considered be light throughout the day.

2.2 Including the lead up to the school start (Infants and Junior: 0855hrs) and finish times (Infants: 1520hrs, Junior: 1530hrs) the local highway network is extremely busy with both high pedestrian, vehicular movements, and on-street parking occurring.

2.3 On-street parking is over-subscribed, in particular on Woodward Court and along Wellhouse Lane where residents are often inconvenienced with parents dropping off/picking up their children parking across driveways and on footways. As a consequence two way vehicle flows along Wellhouse Lane and Woodward Court are often hindered.

3. Site Accessibility

In terms of site accessibility by walking, cycling, and public transport to local facilities:

3.1 Bus stops are located on Greenside Road and Flash Lane within circa 450m and 300m respectively from the centre of the site. The available daytime Mon to Sat services no's 202 (15 min freq.) and 205 (60 min freq.) give access to Huddersfield, Mirfield, Dewsbury, Shaw Cross, Tingley, White Rose, and Leeds.

3.2 A number of local services and facilities are within walking distance to the development site which includes a local centre situated within 650m to the west, which provides takeaways, a restaurant, local shops, post office, pharmacy and an ATM.

3.3 With respect to cycling distances and estimated time travelling to/from local centres within a 5km radius of the site. These range from Dewsbury (4.6km; 23 minutes), Heckmondwike (3.0km; 15 minutes), to Mirfield (1.9km; 9.5 minutes).

3.4 Mirfield Railway Station is situated approximately 2.8 km south-west of the site and provides access to a number of local and mainline destinations including Leeds, Huddersfield, Brighouse and Manchester Victoria.

3.5 West Yorkshire Combined Authority (METRO) have been consulted and have requested a developer contribution of £30,195.00 to provide Bus Only residential MCards.

3.6 HDM consider that the site is within a reasonable walking and cycling distance to public transport and local facilities.

4. Base Line Traffic Flows

4.1 Recorded vehicular flows over 7 days on Wellhouse Lane approximately 30m south of its junction with Woodward Court has been provided by AMA, and Northern Transport Planning. An additional count was undertaken on Wellhouse Lane by AMA approximately 40m north of Woodward Court. The highest recorded flows that would coincide with highest development flows have been set in Table 1 and Table 2:

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Table 1. Vehicle counts over 7 days provided by AMA and Northern Transport Planning (Save Mirfield)

Location of Count: Wellhouse Lane approx. 30m south of Woodward Court							
Andrew Moseley Associates Data collected 30/11/16 to 06/12/16				Northern Transport Planning (Save Mirfield) Data collected 03/12/17 to 09/12/18			
0800 to 0900hrs	North Direction	South Direction	Total	0800 to 0900hrs	North Direction	South Direction	Total
Mon: 04/12/16	118	72	190	Mon: 04/12/17	101	94	195
Tues: 05/12/16	114	82	196	Tues: 05/12/17	101	103	204
Wed: 30/11/16	111	64	175	Wed: 06/12/17	104	95	199
Thurs: 01/12/16	138	64	202	Thurs: 07/12/17	90	116	206
Fri: 02/12/16	134	66	200	Fri: 08/12/17	91	98	189
Average	123	68	193	Average	97	101	199
Combined Average: $193 + 199/2 = 196$ two way vehicular movements							

Table 2. Vehicle counts over 7 days provided by AMA

Location of Count: Wellhouse Lane approx. 40m North of Woodward Court			
Andrew Moseley Associates Data collected 30/11/16 to 06/12/16			
0800 to 0900hrs	North Direction	South Direction	Total
Mon: 04/12/16	97	78	175
Tues: 05/12/16	99	88	187
Wed: 30/11/16	108	80	188
Thurs: 01/12/16	123	66	169
Fri: 02/12/16	113	65	178
Average	108	75	179

Note: The two tables cannot be simply added together to attain the total vehicular movements within the peak hour as there will be double counting with some vehicles being counted twice as they cross the ATC's (Automatic Traffic Counters).

5. Forecasted Traffic Generation, Distribution, and Assignment

5.1 Trip generations submitted by AMA of 0.568 (am) and 0.537 (pm) per dwelling are set out in Table 2 of the Technical Note, however, HDM consider the sites used from the TRICS database (Trip Rate Information Computer System) are not representative of the proposed development and site location.

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Therefore, to ensure a robust approach on informing the assessment HDM consider 0.7 trips per dwelling should be used in the ‘am’ and ‘pm’ peak hours as detailed within Table 3 of AMA’s Technical Report. HDM consider the forecast daily trips outside the peak hours between 0700hrs and 1900hrs to be in the region of 0.5 trips per dwelling. This would equate to:

5.2 Weekday peak hour (‘am’ and ‘pm’) development vehicle generation is forecast to be 43 trips, and the hourly daily generation is forecast to be 22 trips.

5.3 Focusing on the ‘am’ peak hour when the development trips are at their highest together with the school start times, applying a trip rate of 0.7 x 61 dwellings equates a forecast development generation of 43 two way vehicular movements.

5.4 Using the forecast ‘am’ peak hour departure and arrival rates as set out in Table 2 of AMA Technical Note; 30 (70%) vehicles would be leaving the site and 13 (30%) vehicles would be arriving.

5.5 In terms of the forecast development trip distribution onto Wellhouse Lane from/to Woodward Court AMA’s Transport Statement para 6.3.3 Table 6.2 forecasts 56% of traffic would use the northern link of Wellhouse Lane and 44% would use the southern link.

5.6 The forecast ‘am’ peak hour distribution above in para 5.4, the development traffic, and information provided in the Transport Statement Appendix I are set out in Table 3 below which details the development traffic applied to Wellhouse Lane north and south links, Jenny Lane, Flash Lane, and Hepworth Lane.

Table 3. Forecast ‘am’ peak hour Development Traffic and distribution

	Development Vehicle Trip Generation and Distribution (0800 – 0900hrs: 43 Vehicle Trips)							
	Arr	Dep	Total		0830 – 0900hrs (30 minutes)	Arr	Dep	Total
Woodward Crt	13	30	43		Woodward Crt	7	15	22
Wellhouse Lane Nth Link (56%)	7	17	24	43	Wellhouse Lane Nth Link (56%)	4	8	12
Wellhouse Lane Sth Link (44%)	6	13	19		Wellhouse Lane Sth Link (44%)	3	7	10
Jenny Lane (56%)	7	17	24		Jenny Lane (56%)	4	8	12
Flash Lane (44%)	5	13	18		Flash Lane (44%)	3	6	9
Hepworth Lane (13%)	1	n/a	1		Hepworth Lane (13%)	1	n/a	1

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5.7 Given the busy nature of the highway network with both pedestrian and vehicular movements within the 'am' peak hour, HDM acknowledge that the movement vehicle trip profile is unlikely to be evenly spread throughout the hour with residents of the proposed development in main avoiding the spike within the peak circa 0830hrs to 0900hrs.

5.8 As such, viewing the forecast development traffic in its simplest form with an even profile would equate to 22 two-way movements between 0830hrs and 0900hrs, 15 vehicles leaving, and 7 arriving. However, in light of the comments within para. 5.4 above the number of vehicular trips is likely to be lower.

6. Visibility – Woodward Court along Wellhouse Lane

6.1 With regard to visibility requirements along Wellhouse Lane from the junction of Woodward Court, several speed readings with analysis have been provided within the AMA Transport Statement, AMA Technical Report, and Northern Transport Planning (Save Mirfield).

6.2 The analysis presented although differing between highway consultants in opinion on weather conditions when the speed data was collected, which affects how the 85%ile wet weather speeds are calculated is considered to be acceptable from both highways consultants.

6.3 In terms of the visibility requirements in both directions HDM base their assessment on 85%ile wet weather speed readings of 25.4mph southbound (measured north of the Woodward Court – 2.4m x 34.0m visibility required) and 29.7mph northbound (measured south of Woodward Court – 2.4m x 42.3m visibility required).

6.4 The required visibility splay to the north along Wellhouse Lane from Woodward Court can be achieved, however, due to the highway alignment of Wellhouse Lane to the south of Woodward Court only 2.4m x 30.0m to the nearside kerb line can be achieved. An unacceptable shortfall of 12.3m.

6.5 In mitigation, AMA are proposing a localised traffic calming scheme along Wellhouse Lane with a junction plateau being provided at the Wellhouse Lane / Woodward Court junction and two speed humps, one located to the north and south of the junction.

6.6 In terms of effectiveness, Department for Transport Research indicates that relative to the location of proposed southern speed hump and the Woodward Court junction 85%ile vehicular speeds should be brought down to between 23 and 24mph, with the higher speed requiring a visibility splay of 31.4m.

6.7 A Stage 1 Road Safety Audit has been carried out by VIA Solutions with a recommendation to remove the junction plateau and provide an additional speed hump to the north of the junction. This has been investigated further by AMA and it is considered that the junction plateau should remain as proposed to aid pedestrian movement at the junction of Woodward Court, in particular at busy school periods.

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6.8 During school pick up and drop off time on-street parking occurs along the south of Woodward Court along Wellhouse Lane with on-site observations by the Councils Highway Safety section that vehicles occasionally park on the western side of Wellhouse Lane.

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.

7. Recorded Injury Accidents

7.1 Recorded injury accidents over the past 5 years within the vicinity of the site access and local highway links and junction are summarised in Table 4:

Table 4. Recorded injury accidents.

Recorded injury accidents between 01st Feb 2013 and 31st Jan 2018		
	No.	Severity
Woodward Court J/W Wellhouse Lane:	0	n/a
Wellhouse Lane (northern link):	0	n/a
Jenny Lane inc. J/W Greenside Road:	0	n/a
Wellhouse Lane (southern link):	0	n/a
Wellhouse Lane J/W Flash Lane	0	n/a
Hepworth Lane J/W Wellhouse Lane	0	n/a
Hepworth Lane link:	0	n/a
Hepworth Lane J/W Flash Lane:	2	Slight

8. Internal Layout

8.1 The internal layout would be an extension of Woodward Court with footways being provided along the spine road giving access to shared surfaces within the layout. The initial section of the spine road is proposed to have waiting restrictions.

Note: Further dialogue is required with the developer to agree the final layout with respect to swept paths and turning areas to accommodate 11.85m long refuse vehicles, driveway configuration, parking provision, and possible removal of two turning heads adjacent plots 39 & 42 to form a loop/connecting layout.

9. Construction Traffic

9.1 Given the constrained nature of the local highway network and proximity of Crossley Fields Junior and Infants School a robust construction management plan would be required if planning consent is granted, which can be secured by condition.

10. Conclusion

10.1 Taking into account the relatively modest amount of peak hour and daily development traffic being distributed onto the highway network and recognising the local highway constraints together with the busy periods associated with the local school. Highways Development Management considers that on balance with the proposed mitigation measures, it would be difficult to substantiate that the proposal would have a severe and measurable cumulative impact on highway efficiency and safety.