

Kirklees Local Plan Examination

Stage 4

Hearing Statement Submitted

By

Save Mirfield

Matter 36- Safeguarded Land

SL 2163

January 2018



Matter 36, re: SL2163 Balderstone hall Fields, Mirfield

Issue – Are the proposed safeguarded land allocations in Dewsbury and Mirfield justified, effective and in line with national policy?

SL2163 – Balderstone Hall Lane, Mirfield

1. Save Mirfield has already submitted representations in regards to site SL2163 and trusts that the Inspector has read these representations and will take them into consideration. However, Save Mirfield wishes to make some additional comments relevant to the Inspector's questions and wishes to speak in relation to this matter at the appropriate time.

2. Introduction

2.1 Site SL2163 is Balderstone Hall Fields, Mirfield and it is land which is adjacent to the Green Belt. The draft Local Plan seeks to keep this site as safeguarded land (previously the site has been Provisional Open Land ("POL") in the UDP).

2.2 Draft Local Plan Policy PLP6 is concerned with Safeguarded land. Draft Policy PLP6 provides:

"Areas identified as safeguarded land will be protected from development other than that which is necessary in relation to the operation of existing uses, change of use to alternative open land uses or temporary uses. All proposals must not prejudice the possibility of long term development on safeguarded land sites. The status of safeguarded land sites will only change through a review of the local plan."

2.3 Paragraphs 6.28 and 6.29 provides some supporting text to Draft Policy PLP6:

"Safeguarded land is identified as land to be protected from development during the local plan period but to be considered for development through a review of the local plan. Although development will not generally be appropriate on safeguarded land, it is recognised that not all development will prejudice the function and the value of the land. It will therefore, be appropriate to permit development required in connection with established uses, or change of use to an alternative open land use or to temporary uses which would not prejudice the possibility of development after the plan is reviewed, nor is detrimental to the character of the site and its surroundings."

2.4 The consideration of the permanent development of safeguarded land, such as for housing or employment, will only occur through a change to the allocation through a review of the local plan. During a local plan review, the reassessment of safeguarded land will involve determining for each site whether in the prevailing circumstances there is a case for releasing some or all of the land for development, or whether it should be maintained as safeguarded land until the next review of the plan."

- 2.5 Safeguarded land is therefore land which is to be protected from development during the plan period. It is being safeguarded against development until at least the next review, at which point it can continue to be safeguarded, allocated, or redesignated as urban green space or Green Belt.
- 2.6 The NPPF requires the Council to base all land allocations on “objectively assessed needs”. However, we can see no evidence to show that the Council has done this in relation to “safeguarded land”. There is no evidence to show that this site will be required for development in the next plan period.
- 2.7 This site has been the subject of three planning application for housing development. The first application was refused in the 1990’s and the refusal was upheld by the Planning Inspectorate. The second application was to be reported to the Council’s Strategic Planning Committee in 2015 with a recommendation to refuse, however the application was withdrawn at the eleventh hour. Both these refusals highlighted highways. The most recent application was submitted just before Christmas and is yet to be determined. Save Mirfield have submitted objections to the recent planning application.
- 2.8 The development of the site for housing has therefore been shown to be unacceptable and unsustainable on two occasions.
- 2.9 The NPPF (Paragraph 85 bullet point 3) advises that local planning authorities should identify in their plans areas of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period. This is the approach the authority has taken with Balderstone Hall Fields, however, it is not the correct approach as there is no realistic prospect of existing constraints being resolved in either the short or long term.
- 2.10 Safeguarded Land Site SL2163 (Land off Balderstone Hall Lane, Mirfield) is not suitable for potential residential development, due to traffic and road safety concerns. Save Mirfield consider that the site should not be allocated as Safeguarded Land (Policy PLP6) and that an appropriate allocation would be as Urban Greenspace (Policy PLP61).
- 2.11 Save Mirfield believes that allocating Balderstone Hall fields as Green space is desirable for a number of reasons (Appendix 4). These are summarised below:
- 2.12 Over the last almost 20 years, it has been shown on two occasions to be unsuitable for development as two planning applications for the site have been refused and one appeal dismissed.
- 2.13 It does have particular local significance and is although it is owned by Bellway homes Ltd it is used by walkers, dog walkers and children and is a highly valued piece of accessible green space. It is used as grazing land for horses. Evidence to show how much it is valued by the local community is their willingness and

motivation to continue to fight to keep it from development over such a long period of time.

- 2.14 A group of grade II listed buildings, Balderstone Hall and barns are located close by and a professional Heritage Assessment states that it will be harmed by further developments in the vicinity.
- 2.15 Furthermore, it is not an extensive tract of land.
- 2.16 Mirfield has a deficiency of green space as already referred to above and shown in the table below:

Table 3: Current Provision of Open Spaces Compared to the Minimum District-Wide Quantity Standards

Area	Ward	Parks & Recreation Grounds (ha per 1,000 population)	Natural and Semi-natural Greenspace (ha per 1,000 population)	Allotments (ha per 1,000 households)	Amenity Greenspace (ha per 1,000 population)
Batley & Spen	Batley East	0.29	0.40	0.13	0.36
	Batley West	0.81	1.70	0.10	0.26
	Birstall & Birkenshaw	3.23	0.60	0.22	0.79
	Cleckheaton	0.65	2.86	0.12	0.08
	Heckmondwike	0.54	0.67	0.39	0.43
	Liversedge & Gomersal	1.02	0.17	0.09	0.33
	Area Totals	1.06	1.05	0.17	0.37
Dewsbury & Mirfield	Dewsbury East	1.00	0.74	0.19	0.58
	Dewsbury South	0.90	0.58	0.67	0.23
	Dewsbury West	0.80	4.16	1.13	0.27
	Mirfield	0.45	0.37	0.37	0.33
	Area Totals	0.78	1.50	0.56	0.35
Huddersfield	Almondbury	0.65	2.12	0.68	0.18
	Ashbrow	0.45	6.49	0.57	0.34
	Crosland Moor & Netherton	1.16	0.48	0.79	0.22
	Dalton	0.98	5.47	0.35	0.28
	Greenhead	0.88	1.22	0.87	0.13
	Lindley	1.15	1.74	0.68	0.20
	Newsome	0.35	4.56	0.78	0.36
	Area Totals	0.80	3.15	0.68	0.24
Kirklees Rural	Colne Valley	0.31	1.42	0.52	0.24
	Denby Dale	0.50	7.23	0.31	0.51
	Golcar	0.34	0.80	0.10	0.15
	Home Valley North	0.69	0.80	0.23	0.01
	Holme Valley South	0.72	1.51	0.16	0.05
	Kirkburton	0.50	0.95	0.52	0.41
	Area Totals	0.51	2.06	0.30	0.22

Source: Kirklees Open Space Study Assessment Report 2015 (Revised 2016)

2.17 Continual reference is made to Mirfield only being allocated 402 dwellings. This is misleading and indeed inaccurate; a point Save Mirfield raised in the Stage 1 hearings regarding poor Public Consultation and the booklet produced by Kirklees. There are actually around 970 dwellings allocated since the western end of The Dewsbury Riverside Development actually falls within the Mirfield boundary (Appendix 1).

- 2.18 According to the Kirklees Observatory website, the population of Mirfield at the 2011 census was 19,563 (confirmed by the ONS) and estimated to be **20,088 in mid- 2016**. This is obviously considerable higher than the figure quoted in document EX38, and elsewhere, of 18,075. It also represents a population density of 14.5 (people per hectare) which is very high and way above that for the rest of Kirklees or the average for England (ref: Kirklees observatory) Such an increase in the population over recent years has impacted negatively on the infrastructure which has not undergone any real improvements since the 1950s. For example, looking at healthcare provision, the number of people served by the GPs is very high. In Dewsbury per GP the figure is 1226, in Huddersfield it is 1243 but in **Mirfield it is 3260**.
- 2.19 Mirfield also suffers from its geography and the highways network being inadequate for the demands already being placed upon it.
- 2.20 In addition, Mirfield has a paucity of urban green space and nowhere near the 6 acres per 1000 population provision recommended by the National Playing Fields Association (now known as Fields in Trust)
- 2.21 The site is to be considered as part of Matter 36 of the Local Plan Examination (Stage 4). The Inspector has identified two specific questions to be addressed to consider whether the proposed safeguarded land allocations are justified, effective and in line with national policy. The response of Save Mirfield to these question is summarised below:

3. Question (a)

Are identified access/other constraints i) capable of being resolved and ii) unlikely to be resolved until 2031 or beyond?

- 3.1 The highway safety constraints on development of Site SL2163 are confirmed in the Council's Sustainability Appraisal of the site, an extract of which is included below. The Council's appraisal includes a 'red flag' against Highways/Transport denoting a 'significant negative' effect on the Council's Sustainability Appraisal objectives. The appraisal indicates that third party land is required to 'achieve visibility splays' and that Hepworth Lane is 'unsuitable for intensification'.

SL2163	Balderstone Hall Lane, Mirfield
Proposed Land Use	Safeguarded Land
Is the site Green/Brownfield?	Greenfield
Is the site in the Greenbelt?	Site in not in the Greenbelt
Settlement Position	Within Settlement
Gross area (Ha)	6.91
Net area (Ha)	6.91
Housing Capacity	241
Employment Floorspace	-

Technical Consultation summaries

Education		There is no immediate need for additional Primary or Secondary school places. There is however an increasing trend for Secondary school places.
Biodiversity		No objections raised
Historic Environment		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 risk and Drainage		Main river flood zone 1; No objection. No objections raised to surface water flood risk or surface water drainage.
Highways/Transport		Third party land required to achieve visibility splays. Hepworth Lane is unsuitable for intensification.
Environmental Protection		No objections raised, Air Quality Impact Assessment, Low Emission Travel Plan and Phase 1 Contaminated Land Report required.
Other Constraints		Part or all of the site lies within a high risk coal referral area.
Open Space	N/A	N/A
Public Health		Levels of physical activity are lower than the Kirklees average.
Green Belt Edge	N/A	N/A
Green Belt Site	N/A	N/A
Exceptional Circumstances	-	N/A
Overall Conclusion	-	This site is not deliverable or developable during the Local Plan period. There is a reasonable prospect that the constraints on this site could be overcome to allow the delivery of new homes beyond the end of the Local Plan period.

- 3.2 An outline planning application submitted in 1998 (98/60/92026/E4) proposed a development of 98 dwellings on the main body of the Safeguarded Lane site accessed from Woodward Court. An appeal against non-determination was dismissed, following a public inquiry held in February and March 1999. In his conclusions The Inspector stated that *“the additional use of the existing junction between Wellhouse Lane and Woodward court would create a danger for highways users, contrary to the intention of adopted UDP Policy R10.”*
- 3.3 A further planning application for a development of 135 dwellings on the main body of the Site SL2163 was submitted in 2014 (2014/91282), with access via Woodward Court. Whilst the 2014 application was withdrawn prior to determination, a report to the Council's Strategic Committee in July 2015 recommends refusal of planning permission for highway and other reasons, with the highway reason set out below. The Committee report details the Council's wide ranging traffic and road safety concerns, which remain applicable to the potential use of the Safeguarded land for housing:
- ‘The cumulative impacts associated with the proposed scale of development and associated traffic cannot be efficiently and safely accommodated on the local highway network within the vicinity of the site. The development is therefore considered to be contrary to policy T10 of the Councils Unitary Development Plan’*
- 3.4 This report demonstrates that the development of the Safeguarded land for housing and the resulting substantial additional traffic generation would give rise to material adverse impacts on traffic conditions and road safety throughout the local area:
- 3.5 Woodward Court is totally unsuitable as a means of access to further housing development due to the current on-street congestion and pedestrian safety hazards at the beginning and end of the school day, (Photograph 1 below) with such problems exacerbated by additional traffic generated.

- 3.6 Visibility to the left at the junction of Wellhouse Lane and Woodward Court is sub-standard, as confirmed by recent survey, with the intensification of use resulting in increased risk of collision.
- 3.7 An increase in traffic on Wellhouse Lane, passing the Crossley Fields School, would give rise to an undesirable increase in pedestrian vehicle conflict and road safety hazards.
- 3.8 An undesirable intensification of Wellhouse Lane to the south of the site would arise, including the junction with Hepworth Lane where visibility is severely restricted, the single track section of Wellhouse Lane south of Hepworth Lane where footway provision is also inadequate (Photograph 3), and the junction with Flash Lane, where visibility is unsatisfactory, to the detriment of highway safety.
- 3.9 Save Mirfield do not believe that the access and other constraints are capable of being resolved. Serious constraints have been identified during the previous planning applications. The highway constraints are considerable and are set out within the report which has been produced by Highways Consultants, NTP Ltd attached at Appendix 2.
- 3.10 Nor does Save Mirfield believe that the constraints are likely to be resolved until 2031 or beyond. NTP Ltd Highway Consultants do not consider that the highway constraints can be overcome.
- 3.11 At stage 1 hearings, Nexus Planning, acting for the Dugdill family claimed that the Green-Belt boundary in North Mirfield should be moved in order to accommodate more housing in Mirfield. The land in question is adjacent to Balderstone Hall fields (SL2163) and it is clear that they are hoping to provide another access for this site and provide further housing provision. Save Mirfield assume that this is an attempt to find a solution to the highway constraints for SL2163. However, we do not believe that this would overcome the constraints in any event. The NPPF says that moving a Green –belt boundary should only be done in “exceptional circumstances”. The pecuniary interests of a landowner cannot be described as such. The land in question continues to serve a Green Belt purpose in accordance with paragraph 80 of the NPPF and it is not being proposed as a Green Belt release by the Council as part of this Local Plan Process. Kirklees have already identified land for building in the Local Plan and there is no need, nor “exceptional circumstances” to justify the removal of this land from the Green Belt. There is already a defensible boundary in place at the border of Crossley Fields J&I School and the adjoining land to the south. There is no justification in green belt terms to relocate the green belt boundary to Crossley Lane. This would be at odds with the purposes of including land in the green belt (Para 80 NPPF) in particular with the regard to safeguarding the countryside from encroachment and checking unrestricted urban sprawl.
- 3.12 There is a heritage site adjacent to SL 2163 where there are a number of Grade II listed buildings. This has already been identified by the council in their appraisal of the site as a constraint to development. A heritage appraisal has been prepared and submitted in relation to the most recent planning application

and this can be found at **Appendix 3**. Insufficient consideration has been given to this constraint and we consider that it is not possible to overcome this constrain if the site were to be developed.

4. Question (b)

Is the site available for development, and is there evidence of an active landowner/developer who is seeking to bring forward this site?

4.1 Save Mirfield understand that the Site is owned by Bellway Homes who have been the applicants on the unsuccessful planning applications.

4.2 Whilst Bellway Homes are seeking to bring the site forward housing development, through their current planning (2017/93935), Save Mirfield consider the severity of the constraints on development are such that the site cannot be considered suitable for residential use now or in the future. The site can therefore not be considered to be deliverable in accordance with the NPPF.

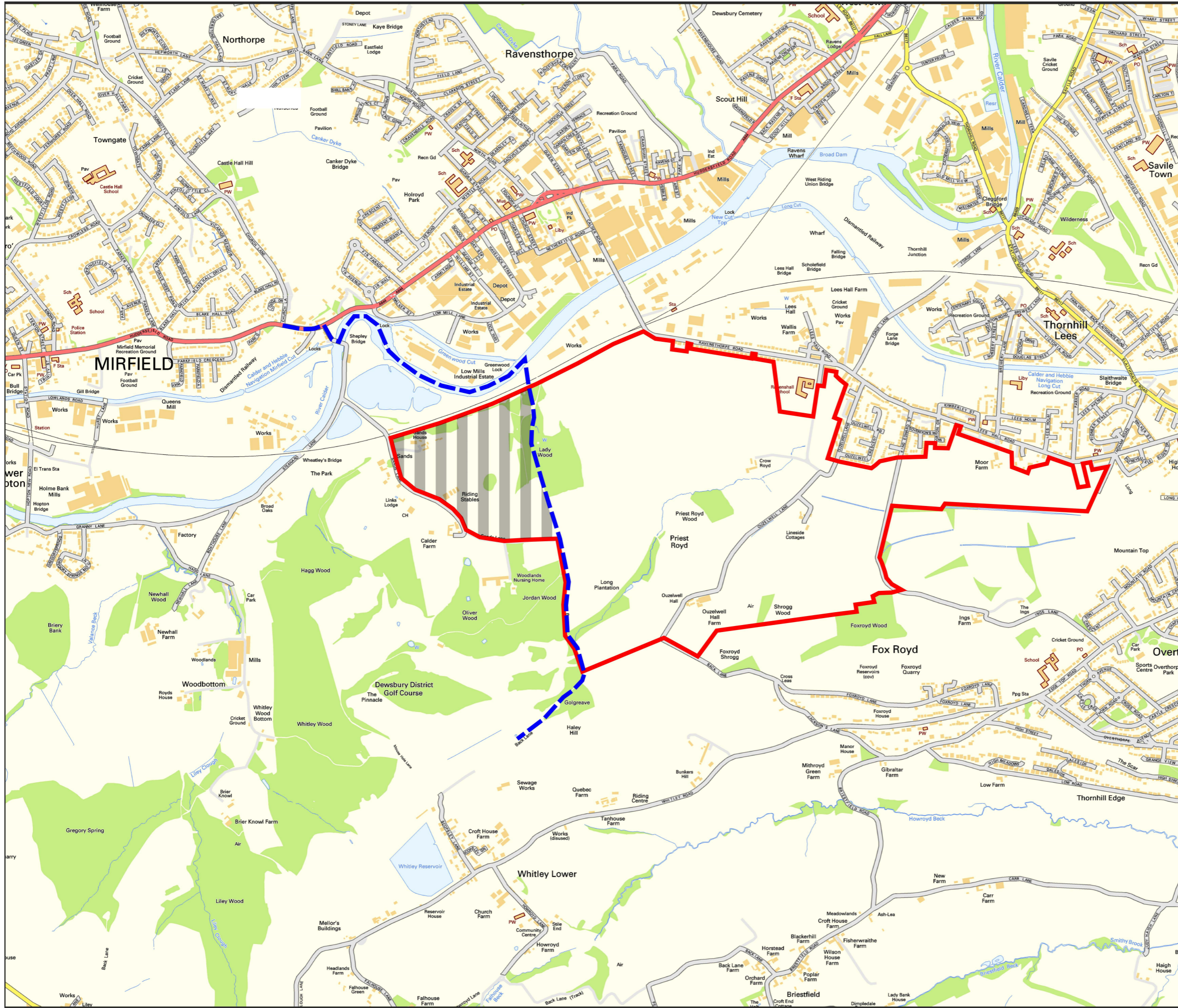
5. Conclusion


5.1 Save Mirfield believe that it has been demonstrated that development of the Safeguarded site (SL2163) for housing would exacerbate existing highway safety problems and that the significant volume of generated traffic cannot be safely and adequately served by the local highway network.


5.2 The Council's appraisal of the 2014 planning application for residential development concluded that generated traffic could not be efficiently and safely accommodated on the local highway network and accordingly recommended the refusal of planning permission on highway grounds.


5.3 Save Mirfield consider that they have made the case that the site in question is unsuitable for housing because of insurmountable issues associated with it; in particular access and highways safety. The area is already compromised in this regard and additional traffic from the site would increase the dangers particularly to the very young children attending Crossley Fields School. Two planning applications over the last 20 years or so have been refused and we are of the opinion that the current application should also be refused. There is therefore no justification for allocating this Site as safeguarded land as it is not going to be suitable for housing development even beyond the new plan period.

5.4 Therefore, in the case of SL 2163, SAVE MIRFIELD believes that the most appropriate option for this difficult site would be to return it to urban green space (Policy PLP61) rather than as safeguarded land (PLP6). **Appendix 4**



- 
 Extent of Dewsbury Riverside Site Within Mirfield

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 Mirfield Boundary (from KMC Mapping)

- 
 Extent of Dewsbury Riverside Site (from Submitted Masterplan)



SAVE MIRFIELD

**OBJECTIONS TO PROPOSED RESIDENTIAL DEVELOPMENT BY BELLWAY HOMES
LAND OFF WOODWARD COURT, MIRFIELD, WEST YORKSHIRE (2017/62/93935/E)**

CONSIDERATION OF TRANSPORT RELATED MATTERS

**January 2018
apk/18000/v1**

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**OBJECTIONS TO PROPOSED RESIDENTIAL DEVELOPMENT BY BELLWAY HOMES
LAND OFF WOODWARD COURT, MIRFIELD, WEST YORKSHIRE
(2017/62/93935/E)**

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1 INTRODUCTION

1.1 Introduction

1.1.1 This report sets out objections by Save Mirfield to a planning application for a development of 61 dwellings on a 4.77 hectare site off Woodward Court, Mirfield (2017/62/93935/E) submitted on behalf of Bellway Homes in December 2017, focussing on the traffic and road safety impacts of the proposed development.

1.1.2 Access to the development for vehicular traffic and pedestrians is proposed by extending Woodward Court, a minor residential road, into the site. The planning application proposes a Raised Table feature at the junction of Wellhouse Lane and Woodward Court and Raised Tables at two other locations on Wellhouse Lane, north of the main access to Crossley Fields Junior and Infants school. The proposed development of 61 dwellings would generate a significant volume of traffic, with all generated traffic movements taking place via Woodward Court and Wellhouse Lane, either north or south of Woodward Court.

1.1.3 This report initially considers the policy context within which the current planning application should be considered. Existing traffic conditions in the vicinity of the application site are then considered before analysing the impact of traffic generated by the proposed development. The report identifies significant traffic and road safety concerns regarding the means of access to the site and the impact of traffic generated by the proposed development on road safety and operation of the local highway network.

1.1.4 The report concludes that proposed development is unacceptable on traffic and road safety grounds arising from the identified severe adverse traffic and road safety impacts. Accordingly, Save Mirfield consider the planning application should be refused on highway grounds, with the reason identified by the Council for the refusal of the 2014 planning application remaining applicable:

‘The cumulative impacts associated with the proposed scale of development and associated traffic cannot be efficiently and safely accommodated on the local highway network within the vicinity of the site. The development is therefore considered to be contrary to policy T10 of the Councils Unitary Development Plan’

1.2 Scope of this Report

1.2.1 Subsequent sections consider the following matters:

- Section Two – planning background (Kirklees Unitary Development Plan)
- Section Three – planning background (1998 planning application)
- Section Four – planning background (2014 planning application)
- Section Five – planning background (emerging Kirklees Local Plan)
- Section Six – considers existing traffic conditions in the vicinity of the site
- Section Seven - considers local car parking issues
- Section Eight - considers visibility at the junction of Wellhouse Lane and Woodward Court
- Section Nine – considers the impact of traffic generated by the proposed development
- Section Ten – provides a summary and overall conclusion to the report.

2 PLANNING BACKGROUND – KIRKLEES UDP

2.1 Introduction

2.1.1 This section of the report considers Saved Policies of the Unitary Development Plan (UDP) relevant to the proposed development.

2.2 Kirklees Unitary Development Plan

2.2.1 Kirklees UDP, adopted in March 1999 identifies a 6.91 hectare site at Balderstone Hall Lane, which includes the current application site as ‘Provisional Open Land’ (POL) and subject to UDP Policy D5. Policy D5 has been formally ‘saved’ and therefore remains applicable.

SAVED UDP POLICY D5

ON SITES DESIGNATED AS PROVISIONAL OPEN LAND PLANNING PERMISSION WILL NOT BE GRANTED OTHER THAN FOR DEVELOPMENT REQUIRED IN CONNECTION WITH ESTABLISHED USES, CHANGES OF USE TO ALTERNATIVE OPEN LAND USES OR TEMPORARY USES WHICH WOULD NOT PREJUDICE THE CONTRIBUTION OF THE SITE TO THE CHARACTER OF ITS SURROUNDINGS AND THE POSSIBILITY OF DEVELOPMENT IN THE LONGER TERM.

2.2.2 The POL designation recognises an ‘identifiable value as open land’ and has the effect of safeguarding the site until a review of the Development Plan is undertaken when the site may either be allocated for development, maintained as POL or designated green belt or urban greenspace. The review referred to above is now taking place through preparation of the new Kirklees Local Plan.

2.2.3 The supporting text to Policy D5 notes that POL sites are ‘judged to be capable of development either now or when new infrastructure such as roads and sewers can be provided’. In the case of the application site, reference to the 1998 and 2014 planning applications for housing development demonstrate that the site is not suitable for development with little prospect of highway infrastructure being brought forward to overcome the constraints identified in previous planning applications. Accordingly, Save Mirfield consider the site should properly be re-designated Urban Greenspace or Green Belt in the emerging Local Plan.

3 PLANNING BACKGROUND – 1998 PLANNING APPLICATION

3.1 Introduction

3.1.1 This section of the report considers matters related to the planning application for housing development submitted in 1998.

3.2 1998 Planning Application

3.2.1 An outline planning application submitted in 1998 (98/60/92026/E4) proposed a development of 124 dwellings, with 98 dwellings on the current application site accessed from Woodward Court and a further 26 dwellings off Wellhouse Lane and Greenside Road. Planning permission was refused and a subsequent appeal dismissed, following a public inquiry held in February and March 1999.

3.2.2 The Inspector concluded that additional use of the junction of Wellhouse Lane and Woodward Court would '*create a danger to highway users*' due to sub-standard visibility, contrary to UDP Policy T10. The Inspector considered these concerns justified the refusal of planning permission and dismissal of the appeal. Whilst visibility standards have changed since the 1999 inquiry, as detailed in subsequent sections of this report, visibility at the junction of Wellhouse Lane and Woodward Court is considered, with other highway concerns to remain a constraint on development of the application site.

3.2.3 Saved UDP Policy T10 indicates that proposals for development that create or materially add to highway safety problems or generate demands for movements that cannot be suitably accommodated by the local transport network will not normally be permitted. Subsequent sections of this report demonstrate that the current proposals for development remain contrary to Policy T10 in this regard. Saved UDP Policy T10 states:

SAVED UDP Policy T10:

NEW DEVELOPMENT WILL NOT NORMALLY BE PERMITTED IF IT WILL CREATE OR MATERIALLY ADD TO HIGHWAY SAFETY OR ENVIRONMENTAL PROBLEMS OR, IN THE CASE OF DEVELOPMENT WHICH WILL ATTRACT OR GENERATE A SIGNIFICANT NUMBER OF JOURNEYS, IF IT CANNOT BE SERVED ADEQUATELY BY THE EXISTING HIGHWAY NETWORK AND BY PUBLIC TRANSPORT. PROPOSALS WILL BE EXPECTED TO INCORPORATE APPROPRIATE HIGHWAY INFRASTRUCTURE DESIGNED TO MEET RELEVANT SAFETY STANDARDS AND TO COMPLEMENT THE APPEARANCE OF THE DEVELOPMENT.

4 PLANNING BACKGROUND – 2014 PLANNING APPLICATION

4.1 Introduction

4.1.1 This section of the report considers matters related to the planning application for housing development submitted in 2014 (2014/91282).

4.2 2014 Planning Application

4.2.1 A full planning application for a development of 135 dwellings on the current application site, with access from Woodward Court was submitted in 2014. Whilst the application was withdrawn prior to determination, a report to the Council's Strategic Committee in July 2015 recommended refusal of planning permission for three reasons relating to highway safety, drainage and the proposed site layout. The highway reason for refusal indicated in Council's report is set out below:

'The cumulative impacts associated with the proposed scale of development and associated traffic cannot be efficiently and safely accommodated on the local highway network within the vicinity of the site. The development is therefore considered to be contrary to policy T10 of the Councils Unitary Development Plan'

4.2.2 The Council's July 2015 Committee report provides a detailed appraisal of the traffic and road safety implications of the 2014 proposals and provides a relevant starting point for consideration of the current proposals. The report details wide ranging traffic and road safety concerns, which remain relevant to the development now proposed and are summarised in the paragraphs below.

4.2.3 With regard to the proposed site access from Woodward Court, the Council's report notes the existing traffic congestion and pedestrian vehicle conflicts evident at the beginning and end of the school day and the difficulties currently experienced by residents during these periods.

- **Site Access – Woodward Court:**

'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 within these periods.'

Woodward Court residents find it extremely difficult to leave their homes by car, or arrive with any confidence of being able to access their driveways'.

4.2.4 The Council's report notes that whilst visibility to the right from Woodward Court at the junction with Wellhouse Lane is satisfactory, visibility to the left is substandard based on relevant criteria set out in Manual for Streets.

- **Visibility – Woodward Court along Wellhouse Lane:**

'With regard to visibility requirements along Wellhouse Lane from the junction of Woodward Court, several speed readings with analysis have been provided within the Transport Assessment and Technical Note..... From Woodward Court's junction to the north along Wellhouse Lane visibility is considered acceptable in relation to the 30 mph speed limit, but substandard to the south relative to the available 29.3m 'Y' distance and the required 43.0m.

However, based on the locations where the speed reading data was captured i.e. southbound traffic on the Woodward Court junction, and northbound approximately 70m south of Woodward Court, and methodology for using selected periods of data; HDM consider that it would not be appropriate for these readings and the proposed visibility to be used.

In light of the above, the 30mph speed limit should be used, together with 2.4m x 43.0m visibility requirements in both directions as recommended within Manual for Streets'.

4.2.5 The Council's report sets out concerns regarding the impact of generated traffic on safety and operation of local road links between key junctions. The report makes it clear that **'any measurable increase in traffic'** on the sections of Wellhouse Lane between Jenny Lane and Woodward Court and between Woodward Court and Hepworth Lane and on the one-way section of Hepworth Lane, east of Wellhouse Lane would be detrimental to safety and operation as detailed below:

- **Road Links (between junctions):**

In terms of road links between the assessed junctions set out above, HDM have concerns in how the development traffic would be accommodated along:

- **Wellhouse Lane (north of Woodward Court):**

At school start and finish times Wellhouse Lane between Jenny Lane and Woodward Court becomes extremely busy with pedestrian flows, on street parking, and heavy vehicular flows often resulting in restricted two way flows with on-site observations often witnessing tangible frustration between pedestrians, residents, and drivers.

HDM consider that any measurable increase in vehicular activity along this section of highway can only make the current situation worse.

- **Wellhouse Lane (south of Woodward Court) Hepworth Lane:**

At school start and finish times Wellhouse Lane between Woodward Court and Hepworth Lane becomes extremely busy with pedestrian flows, on street parking, and heavy vehicular flows. From Hepworth Lane to 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.

As a result, pedestrians feel unsafe and intimidated with vehicular dominance along this section of Wellhouse Lane. HDM consider that any measurable increase in vehicular activity along this section of highway can only make the current situation worse.

- **Hepworth Lane – One way section:**

At school start and finish times this section of Hepworth Lane becomes busy with both pedestrian and vehicular flows. Due to the narrow nature of this section of Hepworth Lane and the lack of footways, any interaction between pedestrians and vehicles has to be very conscious and careful. Pedestrians are often observed as being subservient in that it is the vehicle that passes the pedestrians and not the car stopping and letting the pedestrians pass. There is also a history of drivers deliberately travelling against the one-way flow as a short cut, and to avoid the narrow stretch of Wellhouse Lane between Hepworth Lane and Flash Lane.

HDM consider that any measurable increase in vehicular activity along this section of highway can only make the current situation worse. In addition, HDM also considers that the proposed speed hump along the narrow one way section of Hepworth Lane would not be interests of pedestrian movements from a highways safety point of view.

- 4.2.6 The 2014 planning application models operation of key junctions in the vicinity of the site considering operation in a 2014 base year and in a 2019 future year, with and without the proposed development. A common criticism made by Council Officers in the July 2015 Committee report is that the analysis does not properly reproduce base year operation as observed on site (as the models have not been calibrated against observed queue lengths) and therefore cannot be considered to provide reliable future year assessments of operation and development impact, as detailed below:

- **Junction Modelling:**

It is noted that the modelling outputs (which include the cumulative highway impact from the approved Mirfield Moor development) indicate that the junctions operate within capacity (with the exception of the junction Dunbottle Lane / Flash Lane (mini-roundabout). However, HDM would argue that computer software should be used as point of reference only and viewed alongside site observations, not just at the junctions but also the road links between them.

The following junctions are considered by HDM to have existing material issues in their operation, efficiency, and perception of user safety which would be exacerbated by adding the forecast development traffic:

- a) Wellhouse Lane / Woodward Crescent (priority junction):*
- b) Wellhouse Lane / Flash Lane (priority junction):*
- c) Hepworth Lane / Wellhouse Lane / Pumphouse Lane:*
- d) Wellhouse Lane / Jenny Lane / Wellhouse Avenue:*

4.2.7 The 2014 planning application included measures which sought to mitigate the impact of traffic generated by the proposed development, including provision of a 24-space off-street car park within the proposed development. The Council's report indicates however that such a car park would not be beneficial and would exacerbate existing traffic and road safety problems:

- **Proposed Car Park Within the Development**

As part of the mitigation measures it is proposed to provide a 24 space car park within the development on the northern boundary adjacent to the school playing fields some 150m from Woodward Courts junction with Wellhouse Lane as detailed on plan ref: P12:4606:01 Rev B; with, as stated within the Transport Assessment a potential footpath link to the school.

This footpath link is to be agreed between the developer and the school. To date HDM understand that there has been no dialogue between Crossley Field Infants School and the developer. It is also unclear who would be responsible for the maintenance and ownership of the proposed car park.

The purpose of the car park is to alleviate the current on-street parking issue on Woodward Court, however, HDM consider that this measure would only encourage additional traffic and associated pedestrian movements onto Woodward Court, within the proposed residential development, and onto the already congested lengths of Wellhouse Lane.

4.2.8 In response to the above concerns, the applicants' proposed additional on-street parking restrictions (from Monday to Friday 0800 – 0900hrs and 1500 – 1600hrs) covering the full length of Woodward Court, some 230m of the development access road and extensive lengths of other roads in the local area. The Committee report indicated that the suggested Traffic Regulation Order was not supported by Council Officers as there had been no formal consultation on the proposal with doubts also regarding the effectiveness of the scheme due to the likely resulting increase in traffic speeds, resident inconvenience to existing residents and the effects of displaced on-street parking.

4.2.9 The planning application also proposed provision of build-outs at the junction of Wellhouse Lane with Flash Lane, with a view to providing appropriate visibility for drivers exiting Wellhouse Lane, where visibility is currently sub-standard. The Committee report however makes it clear that such a measure would not be acceptable from an operational viewpoint, as indicated below:

- **Wellhouse Lane junction with Flash Lane – Build Outs**

Together the substandard narrow width of this junction that neither allows two way vehicular flows nor an appropriate footway width with a standard kerb upstand; the available visibility from Wellhouse Lane along Flash Lane is noted which is also substandard in both directions.

The proposed build outs and kerb realignment to achieve acceptable visibility in both directions are considered inappropriate at this location given the nature of this section of Flash Lane which generally has resident on-street parking to either side of the junction, and is highly trafficked at peak times and only just allows steady two way flows. As such, any reduction in carriageway width at this location would not be in the interests of highway efficiency along Flash Lane.

4.2.10 In view of the significant traffic and road safety concerns set out above and the absence of appropriate measures to mitigate the impact of the proposed development, Council Officers considered that a recommendation to refuse planning permission on highway grounds was appropriate. The following concluding remarks are contained in the July 2015 Committee report in relation to the 2014 planning application:

- **Conclusion:**

In light of the above, Highways Development Management considers that the cumulative impacts associated with the proposed scale of development and associated traffic cannot be efficiently and safely accommodated on the local highway network within the vicinity of the site. As such, the proposal in its current form is considered unacceptable from a highways point of view.

5 PLANNING BACKGROUND – KIRKLEES LOCAL PLAN

5.1 Introduction

5.1.1 This section of the report considers matters relating to the emerging Kirklees Local Plan.

5.2 Kirklees Local Plan

5.2.1 The Council is currently preparing a new Local Plan for Kirklees which when formally adopted will replace the saved policies of the UDP as the Council main statement of policy in relation to land use and development. The new Local Plan has been through several stages of public consultation and a formal examination of the Local Plan Strategy and Policies document and the Local Plan Allocations and Designations document by a Government appointed Inspector is now taking place. Policies set out in the emerging Local Plan should therefore be given appropriate weight when considering the current planning application.

5.2.2 The application site is currently in agricultural use, laid out as two fields, which the emerging Local Plan designates as ‘Safeguarded Land’. The designation of the site in the emerging Local Plan is therefore broadly comparable to the designation in saved UDP Policy D5. Policy PLP6 of the emerging Local Plan states as follows:

Policy PLP 6 - Safeguarded land (Land to be safeguarded for potential future development)

Areas identified as safeguarded land will be protected from development other than that which is necessary in relation to the operation of existing uses, change of use to alternative open land uses or temporary uses. All proposals must not prejudice the possibility of long term development on safeguarded land sites.

The status of safeguarded land sites will only change through a review of the local plan.

5.2.3 The emerging Local Plan identifies sufficient land for housing development such that there should be no need for development of the application site for housing purposes during the Local Plan period. It is noted also that Policy PLP6 requires that once the emerging Local Plan is formally adopted any change in the status of safeguarded land (either to designate as urban greenspace or green belt or to allocate for housing) should properly only take place through a review of the Local Plan (rather than by way of a planning application).

5.2.4 Save Mirfield consider that for traffic and road safety reasons, detailed in this report the site is not suitable for housing development and that allocation as urban greenspace or as Green Belt would be more appropriate. Indeed, the Council's Sustainability Appraisal of the application site and adjacent land (included as Appendix A¹), notes that 'third party land is required to achieve visibility splays' and that 'Hepworth Lane is unsuitable for intensification'.

5.2.5 Policy PLP 21 deals with highways safety and access and requires that proposals should accommodate sustainable modes of transport and be accessed effectively and safely by all users, as set out below:

Policy PLP 21 - Highway Safety and Access

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will not be permitted if it adds to highway safety problems or in the case of development which will generate a substantial amount of trip generation, cannot be adequately served by the existing local highway network.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- b. in locations where development is otherwise considered acceptable, new infrastructure or improvements on or off site may be required to ensure safe access from the highway network to the development site for pedestrians or disabled people, cyclists, public transport users, and private vehicles which will not materially add to highway safety problems or reduce the efficiency of the highway network;*
- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*

¹ Appendix A is an extract of a document submitted to the Inspector by Kirklees Council during the course of the ongoing Local Plan Examination

- f. take into account access for emergency, service and refuse collection vehicles;*
- g. have provision for electric vehicle charging points within the site layout;*
- h. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.*

5.2.6 Section 4 of this report details the Council's traffic and road safety concerns regarding the 2014 planning application, which remain applicable and which the current planning application does not resolve. As such it is considered that the current proposals would be contrary to emerging Local Plan Policy PLP21 as the site cannot be 'accessed effectively and safely by all road users' and cannot be 'adequately served by the existing local highway network'.

5.2.7 Policy PLP7 of the emerging Local Plan relates to the efficient and effective use of land. With regard to housing development, PLP7 indicates that developments should achieve a net density of 'at least 35 dwellings per hectare, where appropriate'. It is clear from the 2014 planning application when a development of 135 dwelling was proposed on the 4.77 hectare, that a proposal for 61 dwellings, averaging less than 13 dwellings per hectare would not be consistent with the requirements of PLP7 in relation to the efficient and effective use of land. It is considered this is little more than an attempt by the applicants to obtain consent for an unrealistically low level of development, with a view to then submitting an application for a much larger scale of development, which would of course further exacerbate the traffic and road safety problems identified in this report.

6 THE LOCAL HIGHWAY NETWORK

6.1 Introduction

6.1.1 This section of the report considers existing traffic conditions in the vicinity of the site.

6.2 The Local Highway Network

6.2.1 Woodward Court is a residential cul-de-sac that currently provides access to 12 dwellings which the applicant proposes as the sole means of vehicular access to the development. Woodward Court provides a 5.9 metre carriageway flanked by a 2.0 metre footway to each side. Woodward Court joins Wellhouse Lane at a simple priority junction. Visibility to the right onto Wellhouse Lane is satisfactory although the visibility splay available to the left (2.4 x 29.3 metres) is sub-standard, being below the standard normally applicable in an urban location with a 30 mph speed limit in operation (2.4 x 43 metres).

6.2.2 Wellhouse Lane provides for the distribution of traffic through the local area. To the north of Woodward Court, residential frontage development has taken place on the western side of Wellhouse Lane with Crossley Fields Junior and Infants School situated to the east. This section of Wellhouse Lane is a two-lane single carriageway on which traffic movement is subject to a 30 mph speed limit, with a 5.5 metre carriageway generally available and a footway to each side. The main access to the school is situated on Wellhouse Lane some 100 metres north of the junction with Woodward Court, with a further separate pedestrian access situated 20 metres north of Woodward Court.

6.2.3 Crossley Fields Junior and Infants School is a focus of activity at the beginning and end of the school day, with vehicles taking children to and from school and extensive school related on-street parking on Woodward Court, Wellhouse Lane and throughout the local area. Significant pedestrian activity is evident with locally based parents walking to and from school, often with younger children and pedestrians also walking to and from parked vehicles. This combination of demands for movement, together with traffic and on-street parking unrelated to the school leads to significant traffic congestion and accident risk. There is no record of road traffic injury accidents on Wellhouse Lane or Woodward Court within the last 5 years however, a significant risk of accidents arising from pedestrian-vehicle and vehicle-vehicle conflicts is readily apparent.

- 6.2.4 On-street parking in the vicinity of the Crossley Fields Junior and Infants School is controlled by Traffic Regulation Order (TRO) which extends on both sides of Wellhouse Lane from the school access to a point south of Woodward Court, with an initial 10 metre length of Woodward Court also included. The TRO prohibits on-street waiting at the beginning and end of the school day (Monday to Friday from 0800-0930 and from 1500-1600 hours), with the exception of a 'drop and go' zone on the eastern side of Wellhouse Lane fronting the school which can accommodate 4 cars and is available during the morning period only. Issues related to on-street parking and the results of a recent parking survey are considered in section 7 below.
- 6.2.5 Proceeding south from the junction with Woodward Court, Wellhouse Lane initially provides a two-lane carriageway generally 5.5 metres in width, flanked by a single eastern footway. Wellhouse Lane is joined from the east by Hepworth Lane at a simple priority junction, approximately 200 metres south of Woodward Court. Entry onto Hepworth Lane from Wellhouse Lane is prohibited as the initial section of Hepworth Lane is only around 3.0 metres in width, which is insufficient to allow two cars to pass. Drivers exiting Hepworth Lane have appropriate visibility of traffic on Wellhouse Lane to the right, however minimal perception of traffic approaching from the left as visibility is limited to almost zero due to the proximity of third party land and boundary walls.
- 6.2.6 Observations on site, including those by Council Officers referred to in section 4 above indicate that the 'No Entry' restriction on Hepworth Lane is sometimes abused enabling drivers to avoid congestion on Wellhouse Lane to the south and at the junction with Flash Lane, with resulting risk of collision between authorised and unauthorised traffic movements. Problems on this section of Hepworth Lane are compounded by the absence of footways and with the route being used by youngsters walking to and from Crossley Fields School pedestrian/vehicle conflict is a matter of significant concern.
- 6.2.7 To the south of Hepworth Lane, Wellhouse Lane narrows significantly with carriageway width varying from around 3.15 metres, which is not sufficient for two cars to pass, to around 4.45 metres, which would enable two cars to pass with minimal tolerance. Footway provision on this section of Wellhouse Lane is also sub-standard with only a single footway of less than 1.0 metre available, with a minimal kerb upstand. Footway provision is therefore insufficient to enable pedestrians walking in opposite directions to pass. The restricted carriageway width and minimal kerb upstand also results in vehicles using the footway to pass an oncoming vehicle. Carriageway and footway provision on this section of Wellhouse Lane are therefore unsatisfactory with resulting vehicle-vehicle and pedestrian vehicle conflicts.

6.2.8 At its southern end, Wellhouse Lane joins Flash Lane at a simple priority junction, with Wellhouse Lane the minor road. Visibility to left and right onto Flash Lane is well below normal standards with drivers exiting Wellhouse Lane having very limited perception of approaching traffic on the major road. Safety and operational problems are compounded by on-street parking on Flash Lane adjacent to the junction and by the limited width of Wellhouse Lane adjacent to the junction, which is too narrow for vehicles to pass.

6.3 Existing Traffic Flows

6.3.1 An indication of traffic volumes on Wellhouse Lane is provided by an Automatic Traffic Count commissioned by Save Mirfield, undertaken at a point approximately 30 metres south of the junction with Woodward Court, from Sunday 3 December 2017 to Saturday 9 December. The table below indicates average weekday traffic volumes, with an average two-way flow of around 1100 vehicles per day and pronounced peaks at the start of the school day, coinciding with the commute to work from 08:00-09:00 and at the end of the school day, from 15:00-16:00 hours.

Time	Southbound	Northbound	Total	Time	Southbound	Northbound	Total
0000	1	2	3				
0100	0	1	1	1300	22	23	46
0200	1	0	1	1400	20	55	75
0300	2	1	2	1500	89	61	149
0400	2	1	3	1600	43	47	91
0500	4	2	6	1700	33	43	76
0600	7	18	25	1800	24	36	61
0700	18	43	61	1900	15	30	44
0800	101	97	199	2000	14	18	32
0900	39	28	67	2100	7	13	20
1000	14	27	42	2200	6	7	14
1100	19	32	51	2300	5	7	11
1200	25	30	55	Daily Total	511	623	1134

Table 6.1 Existing Traffic Flows on Wellhouse Lane, South of Woodward Court – December 2017)

7 CAR PARKING

7.1 Introduction

7.1.1 Crossley Fields Junior and Infants School is a major generator of vehicle and pedestrian activity in areas adjoining the proposed residential development at the beginning and end of the school day. On-street parking is generated by the school, particularly on Woodward Court. The means of access to the proposed development is therefore an important issue relevant to the current planning application.

7.1.2 Crossley Fields Junior and Infants School has expanded significantly in recent years, with 620 children currently attending compared current with around 450 in 1999 when the appeal against the refusal of planning permission was dismissed (an increase of more than one-third). The school now attracts pupils from a wide area as detailed below:

- Mirfield – 45%
- Ravensthorpe – 31%
- Thornhill Lees – 17%
- Heckmondwike – 3%
- Liversedge – 2%
- Others – 2%

7.1.3 Whilst most children resident within Mirfield could reasonably walk to school, those living in Ravensthorpe would have a journey of at least 1.5 miles, which is beyond a reasonable walking distance for children of primary school age, with longer travel distances involved to Thornhill Lees, Heckmondwike and Liversedge. The major traffic and parking demand at the beginning and end of the school day is therefore explained by the increase in pupil numbers at the school, with more than half the 620 pupils resident beyond a reasonable walking distance from the school.

7.2 Car Parking

7.2.1 A survey of on-street parking throughout an extensive local area, shown in figure 1 below was undertaken by Save Mirfield on Monday 18 December 2017. The survey involved recording the number of vehicles parked on-street within the study area at 5 minute intervals from 08:00-09:15 hours and from 14:30-16:15 hours. For the purposes of the survey, the study area was divided into 27 'beats', with 10 enumerators working individually, or with a partner responsible for the identified beats.

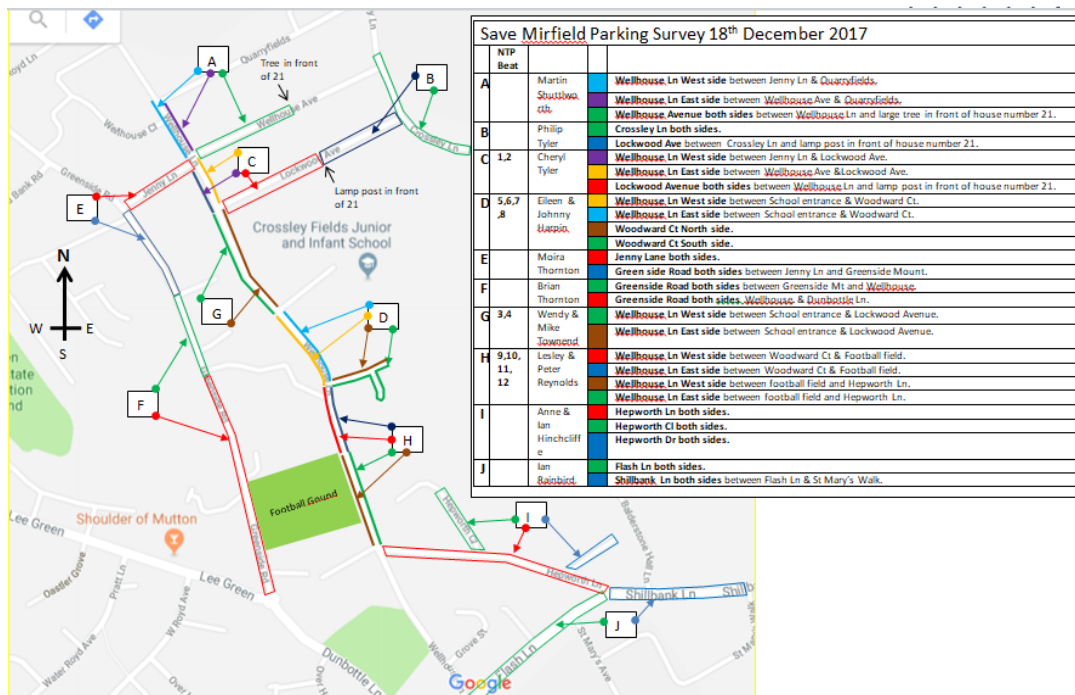


Figure 1 Save Mirfield Parking Survey Area (December 2017)

7.2.2 The parking survey demonstrates a substantially increased demand for on-street parking at the beginning and end of the school day, arising from parents taking children to school in the morning and collecting them in the afternoon. The results of the survey are summarised in the tables 7.1 to 7.4 below and presented in Appendix B. In the morning peak (table 7.1), 85 more vehicles are parked on-street at 08:50am than at 09:15am and in the afternoon peak (table 7.2) 163 more vehicles are parked on-street at 15:25pm than at 14:30pm, demonstrating the substantial parking demand and influx of traffic to the local area at the beginning and end of the school day

7.2.3 Woodward Court is used extensively for school related parking, with resulting traffic problems and pedestrian vehicle conflict (as demonstrated in the photographs below courtesy of Brian Thornton). With Woodward Court situated close to the pedestrian access to the school on Wellhouse Lane, Woodward Court is perceived by parents as a preferred on-street parking location, with drivers seeking to park in Woodward Court if space is available and u-turning to park elsewhere if no space is available. The surveys indicate a baseline on-street parking demand of 5 vehicles at the start of the morning and afternoon survey periods, with parking demand increasing to 18 vehicles in the morning peak and 26 vehicles in the evening peak. The effect of school related on-street parking on Woodward Court is illustrated in further photographs in Appendix C.

TIME	08:00	08:05	08:10	08:15	08:20	08:25	08:30	08:35	08:40	08:45	08:50	08:55	09:00	09:05	09:10	09:15
TOTAL VEHICLES PARKED	76	75	79	76	84	89	90	104	120	152	162	152	124	101	87	77

Table 7.1 On-Street Parking Throughout the Survey Area (Morning Peak Period – December 2017)

TIME	14:30	14:45	15:00	15:05	15:10	15:15	15:20	15:25	15:30	15:35	15:40	15:45	15:50	15:55	16:00	16:05	16:10	16:15
TOTAL VEHICLES PARKED	75	86	141	167	189	210	233	238	211	186	143	107	104	105	99	85	79	82

Table 7.2 On-Street Parking Throughout the Survey Area (Afternoon Peak Period – December 2017)

TIME	08:00	08:05	08:10	08:15	08:20	08:25	08:30	08:35	08:40	08:45	08:50	08:55	09:00	09:05	09:10	09:15
TOTAL VEHICLES PARKED	5	5	5	3	5	8	6	7	9	15	16	18	13	11	10	5

Table 7.3 On-Street Parking on Woodward Court (Morning Peak Period – December 2017)

TIME	14:30	14:45	15:00	15:05	15:10	15:15	15:20	15:25	15:30	15:35	15:40	15:45	15:50	15:55	16:00	16:05	16:10	16:15
TOTAL VEHICLES PARKED	5	6	14	17	17	22	23	25	26	17	11	10	10	9	8	4	3	3

Table 7.4 On-Street Parking on Woodward Court (Afternoon Peak Period – December 2017)



7.2.4 The photographs show on-street parking on both sides of Woodward Court, with vehicles obstructing the footway and prejudicing the safety of pedestrians. During morning and afternoon periods Woodward Court is effectively reduced to one-way operation and occasionally becomes grid-locked, with vehicles entering Woodward Court obstructing those exiting and vice versa. The traffic and road safety problems evident on Woodward Court are recognised by the Council in their appraisal of the 2014 planning application (para 4.2.3 above) and clearly in such circumstances Woodward Court cannot be considered a safe and satisfactory means of access to the development now proposed, with the additional traffic generated by the proposed development also prejudicing the safety of children attending Crossley Fields Junior and Infants School.



8 VISIBILITY AT THE JUNCTION OF WELLHOUSE LANE AND WOODWARD COURT

8.1 Introduction

8.1.1 This section of the report gives further consideration to visibility at the junction of Wellhouse Lane and Woodward Court. As indicated in section 6 above, visibility from Woodward Court to the right onto Wellhouse Lane is satisfactory however visibility available to the left (2.4 x 29.3 metres) is sub-standard.

8.2 Traffic Speed Surveys

8.2.1 Traffic speed surveys have been undertaken in connection with the current planning application and the 2014 application with a view to establishing the speed of northbound traffic on Wellhouse Lane, approaching the junction with Woodward Court, to be used in determining the required major road visibility to the left. Guidance on visibility criteria is provided in chapter 7 of Manual for Streets², with a look-up table and formula provided for calculating visibility requirements. A visibility splay of 2.4 x 43 metres is the normal requirement at a simple priority junction in an urban area where a 30 mph speed limit, subject to confirmation of actual vehicle speeds by survey.

8.2.2 The traffic speed parameter used to assess visibility requirements at simple priority junctions is the 85th percentile wet weather speed (the speed exceeded by only 15% of vehicles in wet weather conditions). In circumstances where the road surface is dry throughout the traffic speed survey, guidance provided in DMRB Advice Note TA22/81³ indicates that the 85th percentile wet weather speed may be obtained by deducting 4kph from that 85th percentile speed obtained in dry conditions.

8.2.3 Traffic speed surveys may be undertaken either manually by an enumerator, normally positioned in a parked car and using a radar speed gun or through use of an automatic traffic counter (ATC). In the latter scenario, vehicles pass over a pair of pneumatic tubes fixed to the road surface, with motion over the tubes recorded by a roadside counter, which is normally tethered to nearby street furniture such as a lighting column or traffic sign.

² *Manual for Streets – Department for Transport and Department for Communities and Local Government, March 2007 (Chapter 7)*

³ *Design Manual for Roads and Bridges TA22/81 Vehicle Speed Measurement on All Purpose Roads (para 3.4)*

- 8.2.4 The submitted Transport Statement (TS) sets out in table 3.1 the results of short term traffic speed surveys undertaken using a radar speed gun in November 2013 in connection with the 2014 planning application. As indicated in paragraph 4.2.4 above, the Council consider the results of these surveys to be inappropriate for use in considering the visibility splay required to the left at the junction of Wellhouse Lane and Woodward Court.
- 8.2.5 The speed surveys referred to in table 3.1 of the submitted TS were in essence undertaken in the wrong place. Appendix C of the Technical Note of December 2014, submitted in connection with the 2014 application indicates that these surveys recorded the speed of northbound traffic at a point on Wellhouse Lane some 70 metres south of the junction with Woodward Court. It is however recommended practice for the speed measurement to take place at the limit of the available visibility splay (ie 29.3 metres from the junction).
- 8.2.6 It is notable also that the surveys referred to in table 3.1 of the TS include periods at the end of the school day when on-street congestion will have constrained traffic speeds; a key point being that the visibility splay should be sufficient in all traffic conditions, whether in peak or off-peak periods, on school days and non-school days. This further reason together with the matters detailed in the paragraph above are such that the traffic speed surveys indicated in table 3.1 of the TS are not appropriate for considering visibility requirements to the left at the junction of Wellhouse Lane and Woodward Court.
- 8.2.7 Three further traffic speed surveys have been undertaken on Wellhouse Lane by way of a 7-day ATC to record the speed of all vehicles over a continuous 7-day period. The submitted TS refers in table 3.2 to an ATC undertaken on Wellhouse Lane from Wednesday 30 November to Tuesday 6 December 2016. The location of the survey is not specified and therefore requires clarification. The results of the survey are provided in full in Appendix C of the submitted TS, indicating an 85th percentile northbound traffic speed of 32.2mph over the 7-day period.
- 8.2.8 Reference to chapter 7 of Manual for Streets indicates that a speed of 32.2 mph (51.8kph) equates to a visibility requirement of 47.5 metres, which is well in excess of the visibility splay available to the left (2.4 x 29.3 metres). The applicants however suggest an adjustment of the survey results, with a 'wet weather' deduction of 4kph from the survey results. As indicated above, the 85th percentile wet weather speed is the relevant parameter for assessing visibility requirements, with the 4kph deduction only applicable when a survey is undertaken in dry conditions.

- 8.2.9 Reference to weather reports for the Mirfield area for the ATC period indicate light rain, drizzle and snow flurries during the ATC period, with ice and fog also reported, generally light winds and high levels of humidity. In such weather conditions, particularly during winter months, the road surface would generally remain wet or damp for significant periods. The road surface during the survey period therefore cannot be considered to be 'dry' and as such a 4kph deduction to the results is not appropriate. The value of 32.2mph (51.8kph) is therefore the vehicle speed parameter to be used in assessing visibility and not 29.7mph as indicated in table 3.2 of the submitted TS. Historic weather reports for Mirfield are available via the link below:
<https://www.timeanddate.com/weather/@7293814/historic?month=12&year=2016>
- 8.2.10 A further ATC survey was commissioned by Save Mirfield and undertaken independently by Nationwide Date Collection to record the speed of northbound traffic on Wellhouse Lane. The survey was undertaken over a continuous 7-day period from Sunday 3 December 2017 at a point some 30 metres south of the junction with Woodward Court. An 85th percentile northbound traffic speed of 29.3mph (47.2kph) was recorded in the survey, with full results provided in Appendix D. During the course of the survey there were periods of rain, drizzle and snow flurries, with frost and fog also reported. The road surface therefore remained wet or damp for significant periods and could not be regarded as a dry throughout the survey period. Reference to chapter 7 of Manual for Streets indicates that an approach speed of 29.3mph (47.2kph) equates to a visibility requirement of 41.6 metres, which again is well in excess of the visibility splay available (2.4 x 29.3 metres).
- 8.2.11 Details of a third traffic speed survey on Wellhouse Lane are provided in Appendix B of the TA submitted in connection with the 2014 planning application. This survey was undertaken during August 2011 using a 7-day ATC. The report indicates an 85th percentile northbound traffic speed of 32.0mph (51.5kph) on Wellhouse Lane. The report does not specify the location of the survey but indicates that the results '*will be used to identify the visibility splays which will be required at the access(es) to the site*'.
- 8.2.12 Reference to chapter 7 of Manual for Streets indicates that an approach speed of 32.0 mph (51.5kph) equates to a visibility requirement of 47.1 metres; also well in excess of the visibility splay available (2.4 x 29.3 metres). Despite the undertaking above, the TA submitted in support of the 2014 planning application did not use the ATC speed measurement referred to above, but instead used short term manual speed surveys, which as indicated in para 4.2.4 above, are not considered appropriate by the Council.

8.3 Definition of the Visibility Splay

8.3.1 Paragraph 3.4.6 of the submitted TS recognises that visibility to the left from Woodward Court onto Wellhouse Lane (2.4 x 29.3 metres) is well below the appropriate standard based on the speed of approaching traffic. The TS however suggests that instead of drawing the visibility splay to the nearside edge of carriageway as is the recommended practice, the visibility splay could instead be drawn to the centre of the offside traffic lane to provide visibility over a distance of 44.7 metres, as shown in Appendix B of the submitted TS.

8.3.2 Defining a visibility splay in this way is contrary to recommended practice, as detailed in Manual for Streets (figure 7.18 reproduced as Appendix E). It is clear that in such a scenario Manual for Street envisages a central island or other physical feature, not available on Wellhouse Lane, to prevent approaching vehicles from crossing the centre line of the major road. Even in such circumstances, the visibility splay is drawn in Manual for Streets to the centre of the carriageway and not to the middle of the off-side lane as proposed by the applicants. It may for example, be necessary for a driver heading north on Wellhouse Lane to use the off-side lane when passing a stationary vehicle or a driver may simply 'cut the corner' and move partially into the off-side lane.

8.3.3 With on-street congestion and pedestrian vehicle conflict commonplace in areas adjoining the junction of Wellhouse Lane and Woodward Court, this is a location where the compromises on standards of highway provision suggested by the applicant in relation to visibility would be entirely inappropriate from a road safety viewpoint. It is clear from the traffic speed surveys referred to above and reference to criteria set out in Manual for Streets, that visibility to the left at the junction of Wellhouse Lane and Woodward Court is sub-standard. Accordingly, an intensification of use of the junction arising from the development now proposed would be detrimental to highway safety.

9 TRAFFIC IMPACT

9.1 Introduction

9.1.1 Previous sections of this report have demonstrated that the proposed means of access to the proposed development via Woodward Court is unsatisfactory due to the traffic and road safety problems arising from school related on-street parking (section 7) and that due to sub-standard visibility an intensification of use of the junction of Wellhouse Lane and Woodward Court would be detrimental to highway safety (section 8). This section of the report focusses on the effects of additional traffic movements on safety and operation of the adjacent highway network.

9.2 Traffic Impact

9.2.1 It is clear from the submitted Transport Statement (TS) that the proposed development would generate a significant volume of additional traffic. 33 additional vehicle movements during the morning peak hour (08:00-09:00), 26 vehicle movements during the afternoon peak at the end of the school day (15:00-16:00) and 36 vehicle movements in the evening peak hour (17:00-18:00). Over a full weekday the proposed development would generate around 300 additional vehicle movements.

9.2.2 All generated traffic movements would take place via Woodward Court with 56% of generated traffic movements indicated using Wellhouse Lane North and 46% via Wellhouse Lane South. With a typical existing weekday traffic flows of around 1100 vehicles per day on Wellhouse Lane (para 6.3.4), the proposed development would result in a significant increase daily traffic flows; by around 15% on Wellhouse Lane North and 12% on Wellhouse Lane South.

9.2.3 At the beginning and end of the school day, Wellhouse Lane to the north of Woodward Court becomes congested due to the volume of school related traffic and vehicles parked on-street. With high levels of pedestrian movement to and from the school, road safety is a significant concern. Existing traffic and road safety problems are illustrated in the photograph below (courtesy of Brian Thornton). The Council's Committee report of July 2015, referred to in paragraph 4.2.5 above recognises the road safety hazards on this section of Wellhouse Lane indicating:

- *'any measurable increase in traffic along this section of highway can only make the current situation worse'*



9.2.4 Wellhouse Lane to the south also becomes congested at the beginning and end of the school day with extensive on-street parking and pedestrians walking to and from the school. The conflicting demands of highway users give rise to a significant risk of accidents. The section of Wellhouse Lane south of Hepworth Lane is a particular concern, being too narrow along much of its length for two-way vehicle movement (as indicated in the photograph below), with inadequate footway provision. The Council's Committee report of July 2015, referred to in paragraph 4.2.5 above recognises the road safety hazards on this section of Wellhouse Lane indicating:

- *'any measurable increase in traffic along this section of highway can only make the current situation worse'*

20171213-154147

Wellhouse Ln (South), looking South from junction with Hepworth Ln.

Every afternoon traffic can not exit into Flash Ln, causing standing traffic to back-up, to Hepworth Ln and past towards Woodward Ct.

This prevents traffic turning into Wellhouse Ln. from Flash Ln. causing congestion in Flash Ln. and its junction with Dunbottle Ln. which is one of Mirfield's major access routes.



9.2.5 Further photographs illustrating existing traffic and road safety problems are provided in Appendix F. Hepworth Lane is used by significant volumes of vehicular traffic and pedestrians. There is however no footway available on the section of Hepworth Lane adjacent to the junction with Wellhouse Lane and visibility at the junction is sub-standard. Pedestrian vehicle conflicts on Hepworth Lane are noted by the Council in their Committee report of July 2015 indicating:

- *'any measurable increase in vehicular activity along this section of highway can only make the current situation worse'.*

9.2.6 Traffic generated by the proposed development would also have an adverse impact on operation of the junction of Wellhouse Lane and Flash Lane. The inadequate width of Wellhouse Lane on the approach to the junction, combined with restricted visibility and the presence of parked vehicles limits junction capacity such that lengthy queues and traffic congestion are evident during busy periods. Existing problems would therefore only be made worse by the additional traffic generated by the proposed development.

- 9.2.7 Saved UDP Policy T10 and Policy PLP21 of the emerging Local Plan set out how the Council will deal with proposals for new development indicating, in essence, that proposals creating or adding to existing highway safety problems, or generating a significant volume of traffic that cannot be adequately served by the local highway network, will not be permitted.
- 9.2.8 The paragraphs above demonstrate that the development of 61 dwellings now proposed would exacerbate existing highway safety problems on Woodward Court, Wellhouse Lane, and Hepworth Lane. Furthermore, the significant volume of traffic generated by the proposed development cannot be adequately served by the local highway network. The development now proposed would therefore be contrary to Saved UDP Policy T10 and Policy PLP21 of the emerging Local Plan.

10 SUMMARY AND CONCLUSION

10.1 Introduction

10.1.1 This report sets out objections by Save Mirfield to a planning application for a development of 61 dwellings on a 4.77 hectare site off Woodward Court, Mirfield (2017/62/93935/E) submitted on behalf of Bellway Homes in December 2017. Access to the development is proposed by extending Woodward Court, a minor residential road, into the site. The proposed development of 61 dwelling would generate a significant volume of traffic, with all generated traffic movements taking place via Woodward Court and Wellhouse Lane, either north or south of Woodward Court. Save Mirfield consider that the proposed development would be detrimental to highway safety and accordingly, that planning permission should be refused.

10.2 Planning Background – Kirklees UDP

10.2.1 The application site is designated ‘Provisional Open Land’ (POL) in saved UDP Policy D5. Previous planning applications demonstrate that the site is not suitable for housing development with little prospect of highway infrastructure being brought forward to overcome identified constraints. Accordingly, Save Mirfield considers the site should properly be re-designated Urban Greenspace or Green Belt in the emerging Local Plan.

10.3 Planning Background – 1998 Planning Application

10.3.1 An outline planning application submitted in 1998 (98/60/92026/E4) proposed a development of 124 dwellings, with 98 dwellings on the current application site accessed from Woodward Court and a further 26 dwellings off Wellhouse Lane and Greenside Road. Planning permission was refused and a subsequent appeal dismissed, following a public inquiry held in February and March 1999. The Inspector concluded that additional use of the junction of Wellhouse Lane and Woodward Court would ‘*create a danger to highway users*’ due to sub-standard visibility, contrary to Saved UDP Policy T10.

10.3.2 Saved UDP Policy T10 remain applicable and indicates that proposals for development that create or materially add to highway safety problems or generate demands for movements that cannot be suitably accommodated by the local transport network will not normally be permitted. Whilst visibility standards have changed since the 1999 inquiry, the current proposals for development remain contrary to Policy T10.

10.4 Planning Background – 2014 Planning Application

10.4.1 A full planning application for a development of 135 dwellings on the current application site, with access from Woodward Court was submitted in 2014 (2014/91282). Whilst the application was withdrawn prior to determination, a report to the Council's Strategic Committee in July 2015 recommended refusal of planning permission for reasons, relating to highway safety, drainage and the proposed site layout. The July 2015 Committee report details the Council's wide ranging traffic and road safety concerns, which remain applicable to the development now proposed.

10.5 Planning Background – The Emerging Kirklees Local Plan

10.5.1 The emerging Local Plan has been through several stages of public consultation and a formal examination of the Local Plan Strategy and Policies document and the Local Plan Allocations and Designations document by a Government appointed Inspector is now taking place. Policies set out in the emerging Local Plan should therefore be given appropriate weight when considering the current planning application.

10.5.2 The emerging Local Plan designates the application site as 'Safeguarded Land' and subject to Policy PLP6, broadly comparable to that provided by saved UDP Policy D5. The emerging Local Plan identifies sufficient land for housing such that there should be no need for development of the application site during the Local Plan period. The development now proposed would be contrary to the provisions of Policy PLP6 in relation to Safeguarded Land, Policy PLP7 in relation to the Efficient and Effective use of land and also contrary to the provisions of PLP21 in relation to Highway Safety and Access.

10.6 The Local Highway Network

10.6.1 Woodward Court is a residential cul-de-sac that currently provides access to 12 dwellings which the applicant proposes as the sole means of vehicular access to the development. The nearby Crossley Fields Junior and Infants School on Wellhouse Lane is a focus of activity at the beginning and end of the school day, with extensive school related on-street parking on Woodward Court, Wellhouse Lane and throughout the local area. Significant pedestrian activity is also evident with locally based parents walking to and from school, often with younger children and pedestrians also walking to and from parked vehicles. These demands for movement, together with traffic and on-street parking unrelated to the school leads to significant traffic congestion and accident risk.

10.7 Car Parking

10.7.1 On-street parking demand is substantially increased in an extensive area adjoining the application site at the beginning and end of the school day, arising from parents taking children to Crossley Fields Junior and Infants School in the morning and collecting them in the afternoon. Woodward Court is used extensively for school related parking, with the resulting traffic problems and pedestrian vehicle conflict.

10.7.2 On-street parking takes place on both sides of Woodward Court at the beginning and end of the school day, with vehicles obstructing the footway and prejudicing the safety of pedestrians. During these periods Woodward Court is effectively reduced to one-way operation and occasionally becomes grid-locked, with vehicles entering Woodward Court obstructing those exiting and vice versa. In such circumstances Woodward Court cannot be considered a safe and satisfactory means of access to the development now proposed, with the additional traffic generated by the proposed development also prejudicing the safety of children attending Crossley Fields Junior and Infants School.

10.8 Visibility at the Junction of Wellhouse Lane and Woodward Court

10.8.1 Reference to traffic speed surveys on Wellhouse Lane and the assessment criteria set out in Manual for Streets confirms that visibility to the left at the junction of Wellhouse Lane and Woodward Court is sub-standard. Accordingly, an intensification of use of the junction arising from the development now proposed would be detrimental to highway safety.

10.9 Traffic Impact

10.9.1 The proposed development would generate a significant volume of additional traffic that would give rise to material adverse traffic and road safety impacts over a wide area. The Council's Committee report of July 2015 dealing with the 2014 planning application, details wide ranging traffic and road safety problems on Wellhouse Lane to the north and south of Woodward Court and Hepworth Lane. The Council's report indicates that 'any measurable increase in vehicular activity' along these sections of highway would only make the current situation worse. It is considered therefore that the proposed development and associated traffic cannot be safely and efficiently accommodated on the local highway network.

10.10 Overall Conclusion

10.10.1 The analysis provided in this report demonstrates that the proposed development of 61 dwellings would give rise to material adverse impact on traffic conditions and road safety throughout the local area:

- Visibility to the left at the junction of Wellhouse Lane and Woodward Court is sub-standard with the intensification of use arising from the proposed development resulting in increased risk of collision.
- Woodward Court is considered totally unsuitable as a means of access to the proposed development due to the current on-street congestion at the beginning and end of the school day, with such problems exacerbated by additional traffic generated by the proposed development.
- The proposed development would result in an undesirable increase in traffic on Wellhouse Lane, passing the Crossley Fields Schools, leading to increased pedestrian vehicle conflict and road safety concerns
- The proposed development would result in an undesirable intensification of Wellhouse Lane to the south of the site, including the junction with Hepworth Lane where visibility is severely restricted, the single track section of Wellhouse Lane south of Hepworth Lane where footway provision is inadequate, and the junction with Flash Lane, where visibility is unsatisfactory, to the detriment of highway safety.

10.10.2 The analysis provided in this report demonstrates that the proposed development would exacerbate existing highway safety problems and that the significant volume of generated traffic cannot be adequately served by the local highway network. The development now proposed would therefore be contrary to Saved UDP Policy T10 and Policy PLP21 of the emerging Local Plan. Accordingly, planning permission should be refused on highway grounds, consistent with the recommendation to refuse planning permission for the proposal submitted in 2014 (2014/91282).

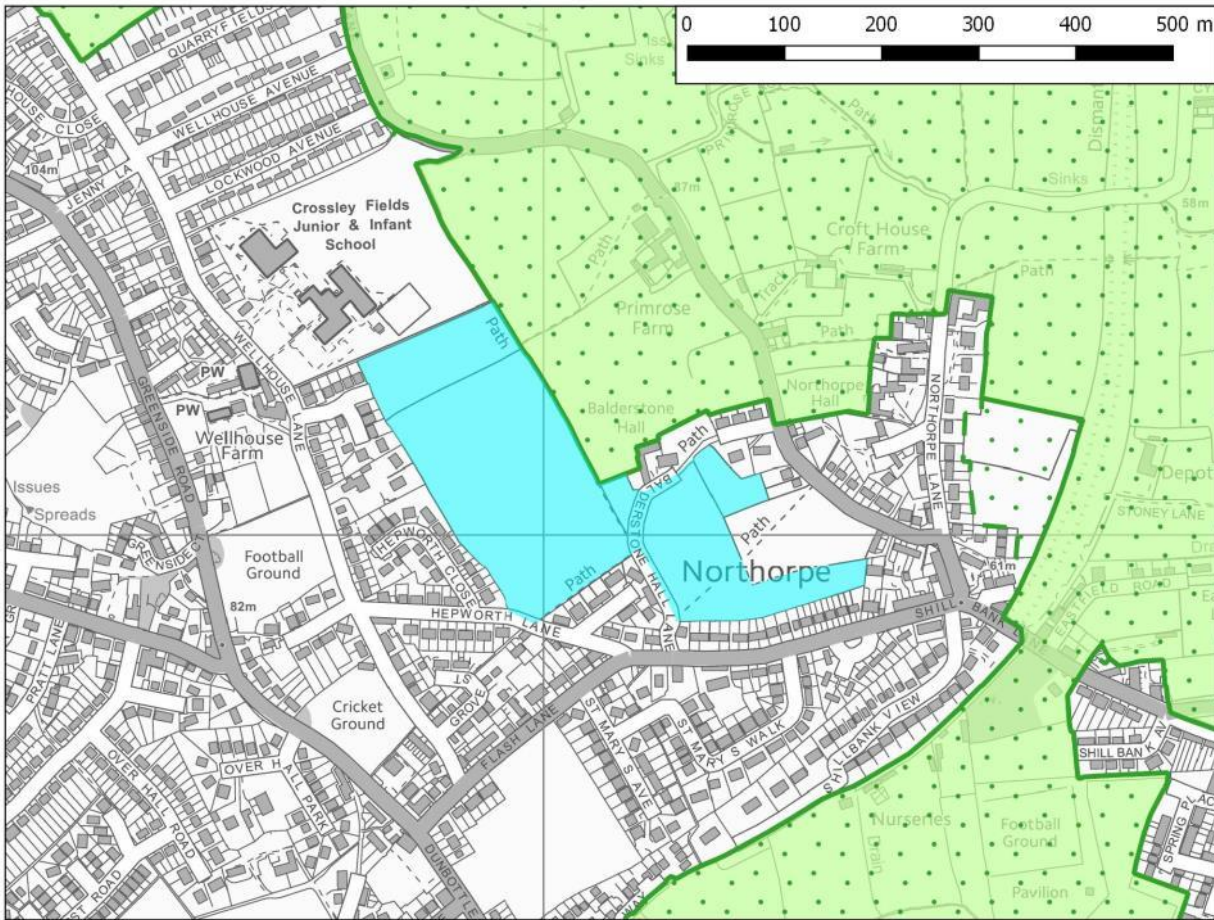
Appendix A

Schedule of safeguarded land sites showing their constraints/assessment of future delivery

(Council's Response to paragraph 21 of the Inspector's initial note to the council 25 May 2017)

SL2163 - Balderstone Hall Lane, Mirfield

Accepted Safeguarded Land Sites: SL2163



Legend

- Safeguarded Land
- Green Belt 2015
- Green Belt PDL
- Kirklees



Policy Unit
Research & Intelligence Team

Date: 2017-06-08
Filename: Safeguarded Land Sites/SL2163

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SL2163**Balderstone Hall Lane, Mirfield**

Proposed Land Use	Safeguarded Land
Is the site Green/Brownfield?	Greenfield
Is the site in the Greenbelt?	Site in not in the Greenbelt
Settlement Position	Within Settlement
Gross area (Ha)	6.91
Net area (Ha)	6.91
Housing Capacity	241
Employment Floorspace	-

Technical Consultation summaries

Education		There is no immediate need for additional Primary or Secondary school places. There is however an increasing trend for Secondary school places.
Biodiversity		No objections raised
Historic Environment		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 risk and Drainage		Main river flood zone 1; No objection. No objections raised to surface water flood risk or surface water drainage.
Highways/Transport		Third party land required to achieve visibility splays. Hepworth Lane is unsuitable for intensification.
Environmental Protection		No objections raised, Air Quality Impact Assessment, Low Emission Travel Plan and Phase 1 Contaminated Land Report required.
Other Constraints		Part or all of the site lies within a high risk coal referral area.
Open Space	N/A	N/A
Public Health		Levels of physical activity are lower than the Kirklees average.
Green Belt Edge	N/A	N/A
Green Belt Site	N/A	N/A
Exceptional Circumstances	-	N/A
Overall Conclusion	-	This site is not deliverable or developable during the Local Plan period. There is a reasonable prospect that the constraints on this site could be overcome to allow the delivery of new homes beyond the end of the Local Plan period.

SL2163_H125: Balderstone Hall, Mirfield (not allocated in the Publication Draft Local Plan)

SA Objectives	SA Score	Justification
1. Increase the number and range of employment opportunities available for local people, and ensure that they are accessible.	+/++	While the location of housing sites will not influence the number, location or type of employment opportunities available in Kirklees, the Access to employment nodes varies within this site. The north western part of the site is within 26-30 minutes travel time of the nearest employment node; however an area within the centre of the site is within 16-20 minutes travel time from the nearest employment mode. In between, journey times vary in between these two extremes. Therefore a mixed effect on this objective is expected – minor positive in the north western part of the site and significant positive in the southern part.
2. Achieve an economy better capable of growth through increasing investment, innovation and Entrepreneurship.	0	• The location of housing sites will not affect the success of the local economy. While housing development may result in job creation during the construction phase, this will not be influenced by the location of the development. Housing provision may also affect the size and location of the local workforce; however this is considered separately under SA objective 1 above. Therefore, the effects of all residential site options will be negligible.
3. Ensure education facilities are available to all.	++?/?	The availability of school and college places to serve the growing population will depend in part on whether new places are provided as part of Access to education facilities varies within this site. Most of the site is within 6-10 minutes travel time of a primary school although an area in the north is within 0-5 minutes. The north western part of the site is 21-25 minutes from a secondary school, while the rest of the site is within 16-20 minutes of a secondary school. The whole site is also within 30 minutes of a further education facility, with most of the site being within 21-25 minutes travel time. A mixed effect on this objective is therefore expected – minor positive in the northern part and significant positive for the rest of the site.
4. Improve the health of local people and ensure that they can access the health and social care they need.	+/0	The location of housing sites will not affect the number or location of healthcare facilities; however where healthcare facilities are easily accessible from housing sites there will be positive effects on residents' health. Access to healthcare facilities varies within this site. The centre and south of the site is within 11-15 minutes travel time of a GP and within 41-45 minutes of a hospital; however the north western part is within 16-20 minutes travel time of a GP and 46-50 minutes from a hospital. A mixed effect on this objective is therefore expected – minor positive in the centre and south of the site and negligible in the north western part. The site is not within or adjacent to an AQMA.
5. Protect local amenity including avoiding noise and light pollution.	-	Where new residential development is proposed within close proximity of sensitive receptors there may be negative effects on amenity as a result of increased noise and light pollution, particularly during the construction phase. New residential development within close proximity of major roads or railways or industrial areas may result in noise pollution affecting residents in the longer term. This site is not surrounded by existing residential properties; however there are existing residential properties adjacent to the southern and western boundaries of the site which may be affected by noise during the construction phase. A minor negative effect on this SA objective is therefore likely.
6. Retain and enhance access to local services and facilities.	+/0	The location of housing sites will not directly affect the number or range of services in a particular location (although a large scale housing development could potentially stimulate the provision of new services); however the location of housing sites could affect this objective by influencing people's ability to access existing services and facilities. Access to local and town/district centres varies within this site. Most of the site is within 6-10 minutes travel time of a local centre and within 11-15 minutes of a town/district centre; however the north western part is within 11-15 minutes travel time of a local centre and within 16-20 minutes of a town/district centre. Therefore a mixed effect on this objective is likely – negligible in the north western part and minor positive elsewhere.
7. Make our communities safer by reducing crime, anti-social behaviour and the fear of crime.	0	The effects of new housing developments on levels of crime and fear of crime will depend on factors such as the incorporation of green space within the housing sites which, depending on design and the use of appropriate lighting, could have an effect on perceptions of personal safety, particularly at night. However, such issues will not be influenced by the location of housing sites (rather they will be determined through the detailed proposals for each site) and so the effects of all of the potential residential sites on this SA objective will be negligible.
8. Protect and enhance existing and support	++/--?	This site is partially bisected by a Public Right of Way, which could be lost as a result of housing development. However the site is within 600m
9. Ensure all people are able to live in a decent home which meets their needs.	++	All of the potential residential sites are expected to have positive effects on this objective, due to the nature of the proposed development and it is assumed that housing developments will include an appropriate proportion of affordable housing. This site is relatively large (6.91ha); therefore a significant positive effect is likely.
10. Secure an effective and safe transport network which encourages people to make use of sustainable and active modes of transport.	++	How well connected housing sites are to services, facilities and employment opportunities by sustainable modes of transport will affect the extent to which residents are able to make use of non car-based modes of transport day to day. In the accessibility heat mapping work that was undertaken for Kirklees Council, this site was classed as mainly or entirely 'green' in terms of its access to six of the eight features assessed. Therefore, a significant positive effect is likely.
11. Secure the efficient and prudent use of land.	--	Where development takes place on greenfield land or areas of high quality agricultural land it is a less efficient use of land than development on brownfield sites or sites of lower quality agricultural land. This is a relatively large site (6.91ha) on greenfield land; therefore a significant negative effect on this SA objective is likely. A small area in the north of the site is Grade 3 agricultural land which would be lost to development; however the remainder of the site is classed as 'urban' land.
12. Protect and enhance the character of Kirklees and the quality of the landscape and townscape.	--?	This is a relatively large site (6.91ha) on greenfield land; therefore development here could have a significant negative effect on this SA objective although this is uncertain depending on the design of the development. The site is not within 500m of the Peak District National Park. The site lies across LCA E8: Batley-Dewsbury Rural Fringes and an area classed as 'urban', as identified in the 2015 Landscape Character Assessment for Kirklees. LCA E8: Batley-Dewsbury Rural Fringes comprises gently undulating land with varied tree cover. Urban expansion and associated land uses are spreading into the farmland landscape. Some areas still retain a relative sense of tranquillity and rural character, however increasing urbanisation creates a landscape of transition.
13. Conserve and enhance the historic environment, heritage assets and their settings.	?	Historic England has rated this site as 'orange' in terms of the potential for effects on the historic environment, due to the uncertain potential impacts on 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. The effect on this SA objective is therefore uncertain and the potential for effects on cultural heritage assets will depend on the exact scale.
14. Maximise opportunities to protect and enhance biodiversity and geodiversity.	-?	This site is approximately 933m from the Sunny Bank Ponds Local Nature Reserve and Local Wildlife Site; therefore development here could have a minor negative effect on this SA objective.
15. Reduce air, water and soil pollution.	0	This site is not within an AQMA; therefore a negligible effect on this SA objective is likely.
16. Prevent inappropriate new development in flood risk areas and ensure development does not contribute to increased flood risk for existing property and people.	-	This site is on greenfield land and is outside of flood zones 2 and 3; therefore a minor negative effect is likely.
17. Increase prevention, re-use, recovery and recycling of waste close to source.	-	Where housing development is proposed on brownfield land, there may be good opportunities for using existing buildings and materials although this is uncertain depending on the previous use of the site. This site is on greenfield land; therefore a minor negative effect is likely.
18. Increase efficiency in water, energy and raw material use.	0	While all new residential development is likely to involve an increase in energy and water consumption this will not be influenced by the location of residential sites. Similarly, all residential development will result in the increased consumption of minerals for construction but this will not be influenced by the location of residential sites. Therefore, all sites will have a negligible effect on this SA objective.
19. Reduce the contribution that the district makes to climate change.	++	The location of residential development will not affect the contribution that the buildings make to climate change, which will be influenced by other factors such as the design of the buildings. However, where residential sites are well-connected by sustainable transport links to employment nodes, services and facilities, levels of car use and the associated greenhouse gas emissions are likely to be lower. In the accessibility heat mapping work that was undertaken for Kirklees Council, this site was classed as mainly or entirely 'green' in terms of its access to six of the eight features assessed. Therefore, a significant positive effect is likely.
Summary of SA findings: Potential significant positive effects were identified for this site in relation to SA objectives 1: employment, 3: education and 8: leisure and recreation (all of which are part of a mixed effect overall) as well as for SA objectives 9: housing, 10: sustainable transport and 19: climate change. Potential significant negative effects were identified in relation to SA objectives 8: leisure and recreation (part of a mixed effect overall), 11: land use and 12: landscape and townscape. These issues will need to be considered further in terms of mitigation and/or enhancement, which may be achieved through Local Plan policies.		

Conformity with NPPP

There is insufficient evidence to demonstrate this site is deliverable and/or developable during the Local Plan period, however there is a reasonable prospect that site specific site constraints can be overcome and the site is capable of coming forward for development post 2031. In this case third party land would need to be acquired which is not currently available.

Appendix B

AM

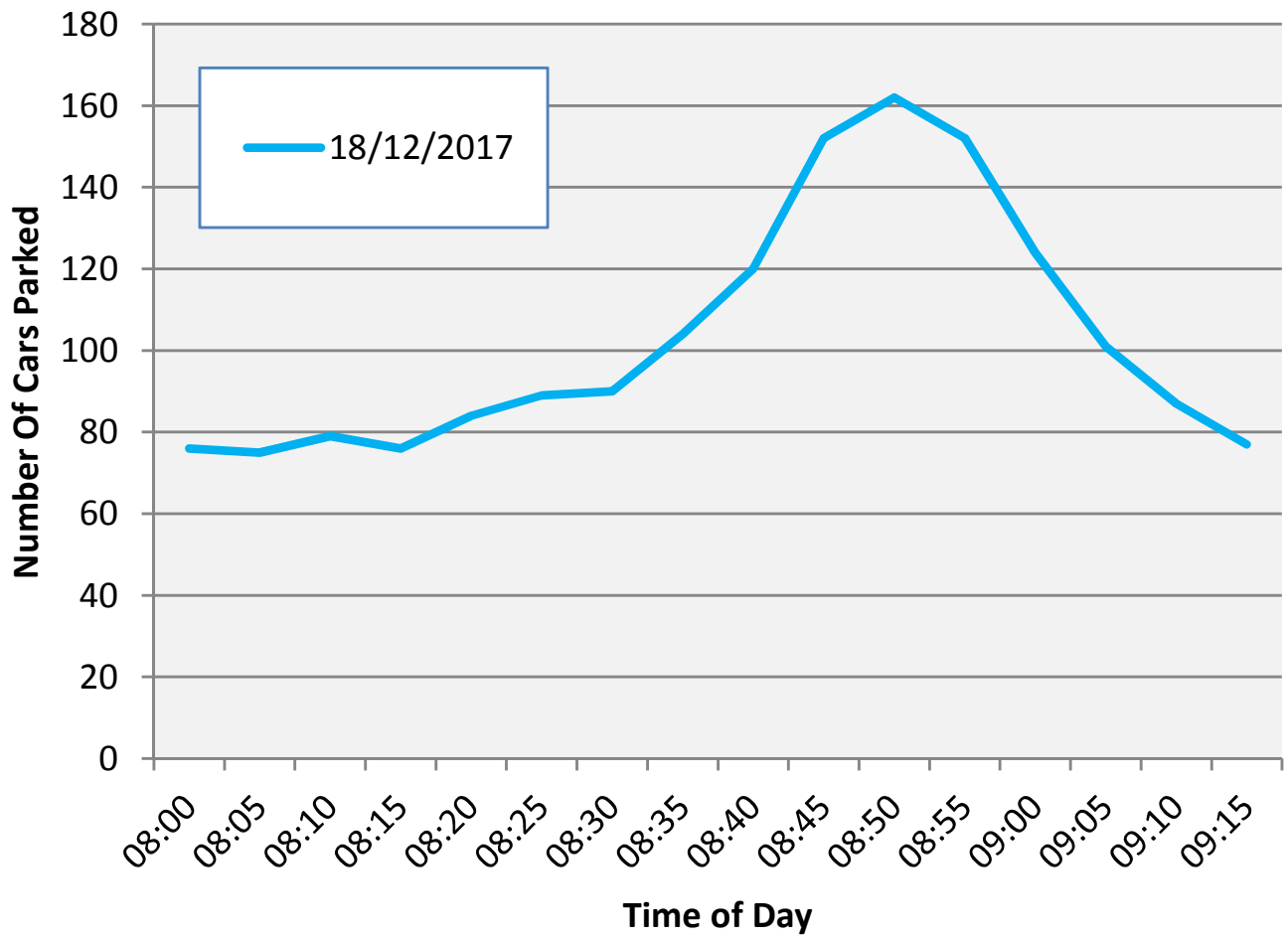
Save Mirfield Parking Survey
Monday 18th Dec 2017

Section	Location	Number of Vehicles Parked															
		08:00	08:05	08:10	08:15	08:20	08:25	08:30	08:35	08:40	08:45	08:50	08:55	09:00	09:05	09:10	09:15
1	Wellhouse Ln East side. between Wellhouse Ave & Lockwood Ave.	1	1	1	1	1	1	1	4	5	7	7	6	6	4	3	1
2	Wellhouse Ln West side. between Jenny Ln & Lockwood Ave.	0	1	1	1	1	1	1	1	2	5	5	4	5	3	2	1
3	Wellhouse Ln East side. between School entrance & Lockwood Avenue.	1	2	2	3	3	2	2	2	2	3	3	2	2	2	2	2
4	Wellhouse Ln West side. between School entrance & Lockwood Avenue.	9	8	8	9	9	13	13	15	15	15	18	14	17	13	12	13
5	Wellhouse Ln East side. between School entrance & Woodward Ct.	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6	Wellhouse Ln West side. between School entrance & Woodward Ct.	2	0	4	3	2	3	3	3	3	4	4	5	4	6	3	4
7	Woodward Ct North side.	3	3	3	2	3	4	5	6	6	7	7	8	6	4	4	3
8	Woodward Ct South side.	2	2	2	1	2	4	1	1	3	8	9	10	7	7	6	2
9	Wellhouse Ln East side. between Woodward Ct & Football field.	1	1	1	1	2	3	4	4	4	3	3	3	2	3	2	2
10	Wellhouse Ln West side. between Woodward Ct & Football field.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Wellhouse Ln East side. between football field and Hepworth Ln.	3	2	2	2	1	1	1	3	7	7	4	2	2	2	1	1
12	Wellhouse Ln West side. between football field and Hepworth Ln.	4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	3
13	Wellhouse Ln West side. between Jenny Ln & Quarryfields.	0	0	0	0	0	0	1	4	5	7	7	7	4	3	3	2
14	Wellhouse Ln East side. between Wellhouse Ave & Quarryfields.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Wellhouse Avenue both sides. between Wellhouse Ln and large tree in front of house number 21.	5	5	5	5	5	5	4	3	4	8	8	7	5	3	3	3
16	Crossley Ln both sides.	2	3	3	3	4	5	6	7	8	12	13	13	9	6	5	4
17	Lockwood Ave both sides. between Crossley Ln and lamp post in front of house number 21.	2	2	2	2	3	3	4	3	3	3	4	5	4	4	2	1
18	Lockwood Avenue both sides. between Wellhouse Ln and lamp post in front of house number 21.	5	6	6	5	6	5	6	6	9	16	17	18	13	6	6	5
19	Jenny Lane both sides.	1	2	2	1	3	1	1	2	4	5	5	4	3	2	1	3
20	Green side Road both sides. between Jenny Ln and Greenside Mount.	2	2	2	3	3	3	2	5	7	5	12	9	5	3	3	1
21	Greenside Road both sides. between Greenside Mt and Wellhouse.	7	4	5	5	4	3	3	3	3	4	4	3	3	3	3	3
22	Greenside Road both sides. Between Wellhouse. & Dunbottle Ln.	4	5	6	5	5	5	6	6	5	9	9	8	6	6	5	5
23	Hepworth Ln both sides.	7	7	7	7	7	8	7	7	7	7	7	8	7	7	7	7
24	Hepworth Cl both sides.	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
25	Hepworth Dr both sides.	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
26	Flash Ln both sides.	10	10	8	8	10	10	10	10	9	7	6	7	5	5	5	5
27	Shillbank Ln both sides. between Flash Ln & St Mary's Walk.																
GRAND TOTAL		76	75	79	76	84	89	90	104	120	152	162	152	124	101	87	77

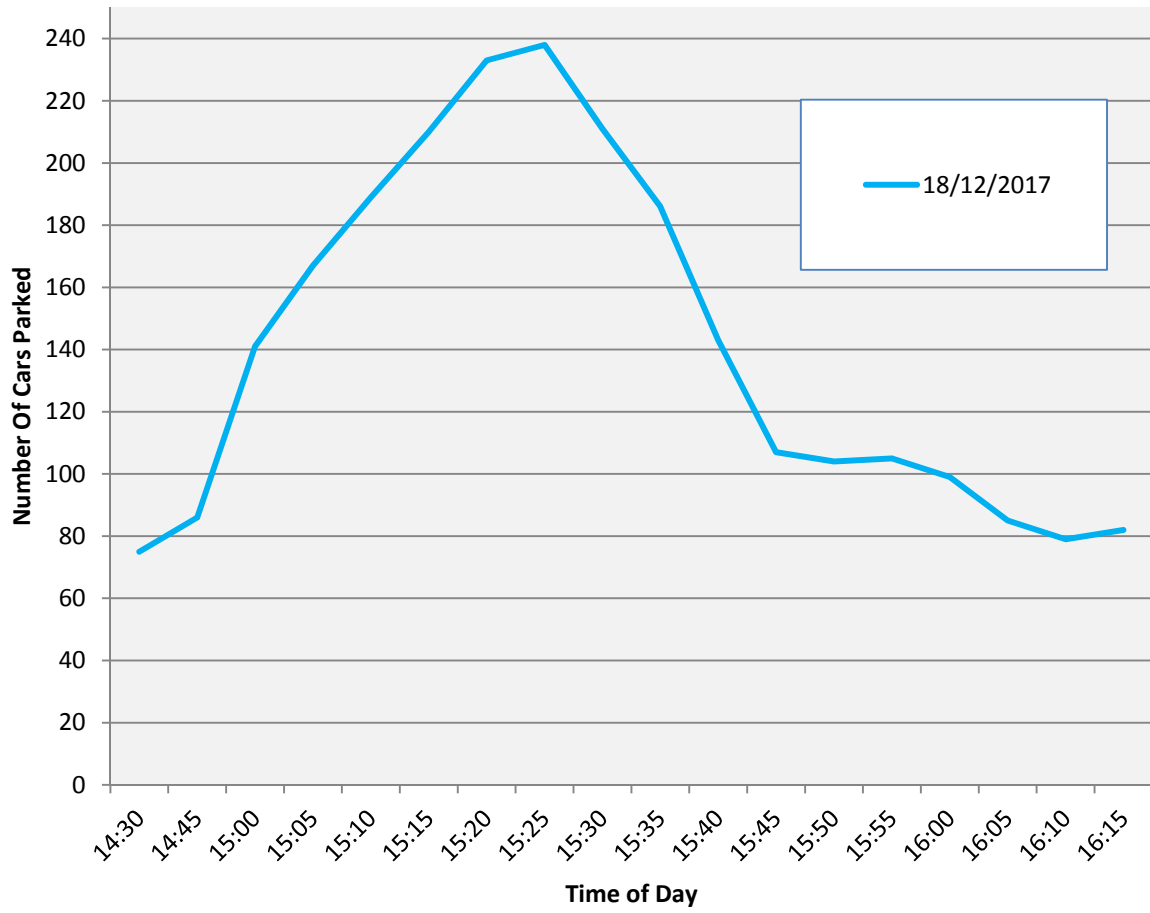
PM Save Mirfield Parking Survey Monday 18th Dec 2017

Section	Location	Number of Vehicles Parked																	
		14:30	14:45	15:00	15:05	15:10	15:15	15:20	15:25	15:30	15:35	15:40	15:45	15:50	15:55	16:00	16:05	16:10	16:15
1	Wellhouse Ln East side. between Wellhouse Ave & Lockwood Ave.	1	2	13	17	19	21	22	22	20	16	9	6	5	5	5	4	4	5
2	Wellhouse Ln West side. between Jenny Ln & Lockwood Ave.	0	2	5	5	6	6	6	6	6	4	2	1	1	1	1	1	0	0
3	Wellhouse Ln East side. between School entrance & Lockwood Avenue.	2	2	2	2	2	2	3	3	3	2	2	1	1	1	2	2	1	0
4	Wellhouse Ln West side. between School entrance & Lockwood Avenue.	7	9	13	13	13	14	15	15	14	15	13	10	13	13	11	8	7	7
5	Wellhouse Ln East side. between School entrance & Woodward Ct.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Wellhouse Ln West side. between School entrance & Woodward Ct.	3	3	3	3	4	4	4	4	4	4	4	5	7	7	6	3	3	1
7	Woodward Ct North side.	3	3	7	8	8	9	9	9	9	7	4	5	6	4	4	2	2	2
8	Woodward Ct South side.	2	3	7	9	9	13	14	16	17	10	7	5	4	5	4	2	1	1
9	Wellhouse Ln East side. between Woodward Ct & Football field.	1	4	4	4	5	5	6	7	5	5	6	3	3	4	4	1	0	0
10	Wellhouse Ln West side. between Woodward Ct & Football field.	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
11	Wellhouse Ln East side. between football field and Hepworth Ln.	3	4	7	7	8	9	11	11	10	10	4	3	3	3	3	3	3	3
12	Wellhouse Ln West side. between football field and Hepworth Ln.	3	3	3	3	3	4	5	6	6	6	4	3	4	4	4	3	3	3
13	Wellhouse Ln West side. between Jenny Ln & Quarryfields.	2	3	8	8	9	10	10	10	6	7	5	2	1	1	1	1	1	1
14	Wellhouse Ln East side. between Wellhouse Ave & Quarryfields.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Wellhouse Avenue both sides. between Wellhouse Ln and large tree in front of house number 21.	2	2	2	10	11	12	15	14	11	9	9	5	4	4	5	6	5	5
16	Crossley Ln both sides.	2	2	4	8	10	14	15	15	11	11	9	4	4	4	4	4	3	3
17	Lockwood Ave both sides. between Crossley Ln and lamp post in front of house number 21.	5	5	5	7	7	9	9	11	10	9	9	5	5	5	5	5	5	4
18	Lockwood Avenue both sides. between Wellhouse Ln and lamp post in front of house number 21.	6	7	13	17	19	21	22	22	20	16	9	6	5	5	5	4	4	5
19	Jenny Lane both sides.	2	3	5	4	10	9	12	11	7	6	5	3	3	3	2	3	3	4
20	Green side Road both sides. between Jenny Ln and Greenside Mount.	1	1	9	10	11	12	16	17	9	10	9	6	1	3	1	1	2	3
21	Greenside Road both sides. between Greenside Mt and Wellhouse.	3	3	5	6	8	9	10	9	9	8	4	4	3	2	3	3	3	4
22	Greenside Road both sides. Between Wellhouse, & Dunbottle Ln.	0	1	1	1	1	3	5	6	10	7	8	7	7	7	6	6	6	6
23	Hepworth Ln both sides.	9	7	6	7	7	9	9	9	9	8	6	6	6	6	6	6	6	7
24	Hepworth Cl both sides.	4	3	3	1	1	1	1	1	1	1	1	1	2	2	1	1	1	2
25	Hepworth Dr both sides.	4	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2
26	Flash Ln both sides.	10	11	13	14	15	12	11	11	11	12	11	14	14	14	14	14	14	14
27	Shillbank Ln both sides. between Flash Ln & St Mary's Walk.																		
GRAND TOTAL		75	86	141	167	189	210	233	238	211	186	143	107	104	105	99	85	79	82

Morning - NTP sections 1 to 27



Afternoon - NTP sections 1 to 27



Appendix C



Woodward Ct, looking South

Residents are trapped by the School parking. Safety Services access impossible.

20171124-153747



Woodward Ct, corner with Wellhouse Ln.

**This photo was sent to; Karen North, Kirklees Highways.
Kirklees said only Police could fine for obstruction. Police
and Kirklees Higways visits a very very rare.**

20170907-153323

20170913-152101
Woodward Ct, East end.



20170617-152114

Woodward Ct, looking East.

Typical School afternoon pickup parking.
10 cars where 2 should be. Access to house
No.7 impossible



Appendix D



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Wellhouse Lane - Attached to School Sign - N53.685852, W1.687323	Northbound	30	Sunday 03 December 2017	Saturday 09 December 2017	3943	623	563	502	12.7	77	2.0	6	0.2	24.5	29.3
		Southbound	30	Sunday 03 December 2017	Saturday 09 December 2017	3112	511	445	142	4.6	18	0.6	0	0.0	20.2	26.4
		Both Directions	30	Sunday 03 December 2017	Saturday 09 December 2017	7055	1134	1008	644	9.1	95	1.3	6	0.1	22.6	28.4



	Site / Location:	Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323	Project No:	8236	Photo No:	1	Drawn By:	RN
	Survey Date:	Sunday 03 December 2017 - Saturday 09 December 2017		Project Name:	Wellhouse Lane			
	Survey Times:	00:00 - 00:00 (24 Hour)		Title:	Site Photograph - looking southbound			

Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Northbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Sunday 03 December 2017

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	8	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	11	0	0	0	2	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	33	0	0	2	1	5	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	33	0	0	0	3	12	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	37	0	0	0	3	6	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	35	0	0	0	3	6	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	32	0	0	0	0	6	14	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	36	0	1	0	3	6	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	23	0	1	1	2	7	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	29	0	1	0	1	8	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	33	0	0	0	4	11	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	21	0	0	0	1	5	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	0	1	1	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	306	0	3	3	22	70	144	53	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	347	0	3	4	25	82	163	57	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	358	0	3	4	25	88	167	58	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	372	0	3	4	26	92	173	60	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Northbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Monday 04 December 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	19	0	0	1	3	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	40	0	0	1	1	5	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	101	0	1	7	31	46	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	23	0	0	2	1	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	29	0	0	2	2	13	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	23	0	0	0	3	5	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	21	0	0	1	1	9	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	24	0	1	1	2	6	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	58	0	1	1	3	31	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	54	0	0	10	16	20	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	52	0	0	3	10	17	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	52	0	1	1	3	17	24	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	27	0	0	2	4	4	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	23	0	0	0	0	11	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	0	0	0	0	6	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	1	1	0	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	504	0	4	31	77	184	166	37	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	572	0	5	33	80	209	192	45	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	585	0	5	33	82	214	193	49	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	595	0	5	34	83	215	198	51	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Northbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Tuesday 05 December 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	20	0	0	1	2	6	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	44	0	0	1	2	10	20	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	101	0	0	4	35	35	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	28	0	0	2	3	8	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	19	0	0	0	1	6	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	35	0	0	0	0	14	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	24	0	0	0	1	8	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	23	0	0	0	1	9	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	47	0	0	1	9	24	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	59	0	2	8	22	13	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	26	0	0	1	1	13	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	45	0	0	0	0	11	21	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	47	0	0	0	5	11	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	33	0	0	1	2	6	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	0	2	0	1	8	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	0	0	0	2	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	498	0	2	17	80	162	176	53	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	574	0	2	21	84	177	210	66	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	586	0	2	21	84	180	215	69	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	591	0	2	21	84	182	217	69	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Northbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Wednesday 06 December 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	18	0	0	0	4	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	52	0	1	1	1	11	28	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	104	0	2	5	35	33	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	20	0	0	1	5	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	31	0	0	2	2	6	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	36	0	0	0	3	10	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	35	0	0	0	2	14	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	0	0	2	6	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	59	0	1	3	10	24	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	60	0	0	11	13	25	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	36	0	0	2	4	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	46	0	1	2	2	15	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	40	0	0	1	1	9	18	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	28	0	0	0	3	5	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	15	0	0	0	1	6	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	0	0	1	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	1	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	538	0	5	28	80	172	186	60	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	614	0	5	28	89	194	219	67	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	630	0	5	28	91	199	226	68	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	635	0	5	29	91	199	227	70	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Northbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Thursday 07 December 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	16	0	0	1	2	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	39	0	0	1	2	14	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	90	0	1	4	21	40	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	40	0	0	1	9	11	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	34	0	0	0	3	8	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	38	0	0	0	1	14	14	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	31	0	0	1	2	11	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	21	0	0	1	0	3	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	58	0	1	1	10	27	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	60	0	1	5	13	22	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	79	0	0	1	26	37	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	31	0	0	1	2	15	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	35	0	0	1	4	16	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	34	0	1	0	5	13	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	22	0	0	0	2	11	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	2	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	556	0	3	17	93	218	173	47	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	644	0	4	18	104	254	204	54	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	659	0	4	18	106	259	211	55	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	664	0	4	18	106	261	212	57	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Northbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Friday 08 December 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	17	0	0	0	3	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	40	0	0	0	4	17	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	91	0	0	17	34	24	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	30	0	0	0	8	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	23	0	0	0	4	5	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	30	0	0	1	2	13	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	39	0	0	0	1	10	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	29	0	1	0	2	8	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	52	0	0	3	8	24	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	70	0	2	6	19	29	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	44	0	0	0	5	16	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	41	0	0	0	6	11	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	33	0	0	0	4	7	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	30	0	0	1	0	11	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	25	0	0	3	0	6	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	0	1	0	3	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	522	0	3	27	97	171	175	43	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	609	0	3	32	100	196	207	65	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	624	0	3	32	100	200	213	69	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	629	0	3	32	101	202	215	69	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Northbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Saturday 09 December 2017

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	7	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	25	0	0	0	1	11	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	25	0	0	2	6	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	39	0	0	0	3	22	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	32	0	0	1	4	11	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	31	0	1	0	1	7	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	35	0	0	0	4	7	17	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	40	0	0	3	3	10	18	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	31	0	0	0	4	13	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	26	0	0	0	5	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	35	0	0	0	3	12	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	30	0	0	0	4	11	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	32	0	0	0	3	11	12	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	18	0	0	1	4	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	12	0	0	0	4	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	1	0	1	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	0	0	1	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	351	0	1	6	38	123	144	32	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	420	0	1	7	51	146	167	37	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	442	0	2	7	53	149	176	44	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	457	0	2	7	54	154	180	49	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Northbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	4	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	0	2	4	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	31	0	0	1	1	8	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	74	0	1	5	22	27	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	25	0	0	1	5	7	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	30	0	0	1	2	9	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	32	0	0	0	2	11	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	31	0	0	0	2	9	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	27	0	0	0	2	6	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	49	0	0	2	6	21	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	53	0	1	6	13	18	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	41	0	0	1	8	16	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	40	0	0	1	2	13	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	35	0	0	1	4	10	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	29	0	0	0	2	9	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	18	0	0	1	1	6	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	11	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	468	0	3	18	70	157	166	46	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	540	0	3	20	76	180	195	56	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	555	0	3	20	77	184	200	59	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	563	0	3	21	78	186	203	61	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



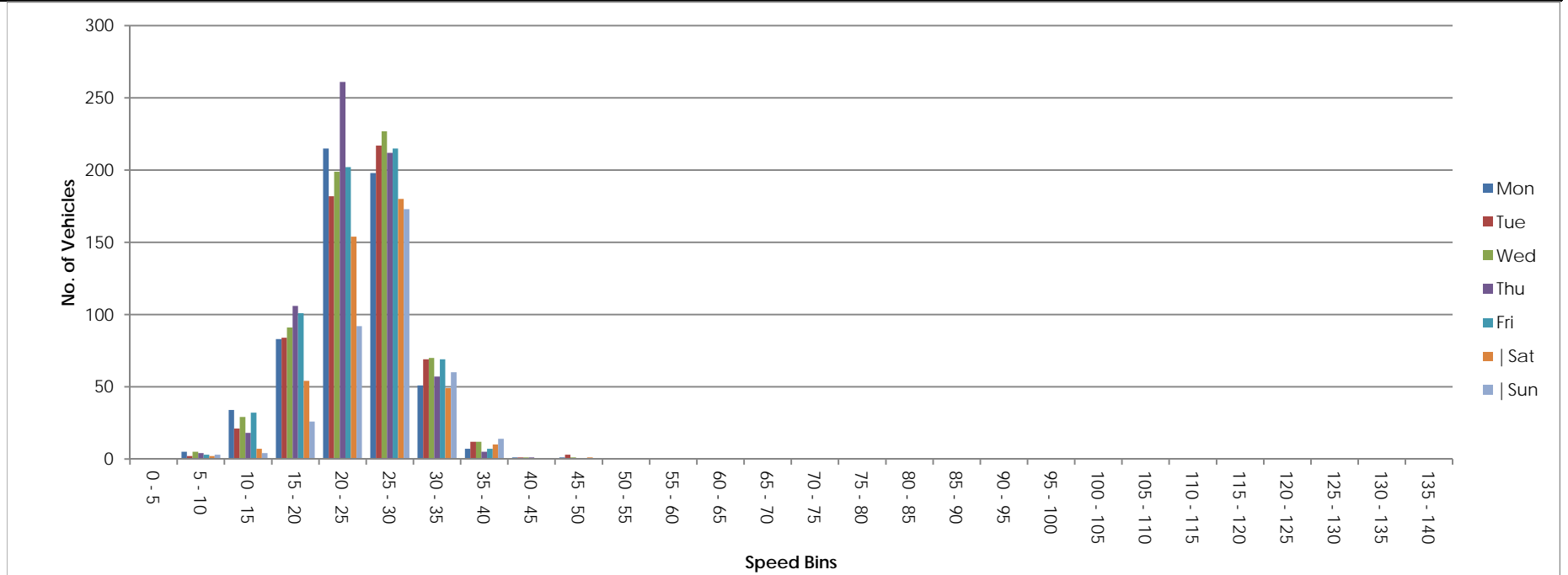
Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Northbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	595	0	5	34	83	215	198	51	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	591	0	2	21	84	182	217	69	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	635	0	5	29	91	199	227	70	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	664	0	4	18	106	261	212	57	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	629	0	3	32	101	202	215	69	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	457	0	2	7	54	154	180	49	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	372	0	3	4	26	92	173	60	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	623	0	4	27	93	212	214	63	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	563	0	3	21	78	186	203	61	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	3943	0	24	145	545	1305	1422	425	67	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Southbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Sunday 03 December 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	9	0	0	0	2	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	13	0	0	0	1	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	19	0	0	0	3	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	20	0	0	1	3	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	14	0	0	0	2	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	21	0	0	0	2	6	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	24	0	0	0	5	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	29	0	0	0	4	15	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	14	0	1	1	2	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	19	0	0	1	0	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	17	0	0	1	1	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	14	0	0	3	2	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	0	1	3	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	201	0	1	4	26	89	63	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	235	0	1	8	32	98	73	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	245	0	1	8	33	104	75	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	265	0	1	8	33	113	83	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Southbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Monday 04 December 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	8	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	15	0	0	0	4	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	94	0	12	39	38	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	39	0	0	3	14	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	13	0	1	4	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	13	0	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	23	0	0	1	4	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	20	0	0	0	1	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	21	0	1	5	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	87	3	6	26	31	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	48	0	1	4	15	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	41	0	1	4	10	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	23	1	0	2	4	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	13	0	0	2	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	11	0	0	1	3	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	8	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	437	4	22	88	127	134	48	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	474	4	22	91	133	151	56	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	482	4	22	91	133	154	59	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	497	4	22	91	136	161	62	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Southbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Tuesday 05 December 2017

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	0	0	0	3	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	0	0	1	11	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	103	0	3	51	28	10	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	43	0	0	5	16	15	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	12	0	0	0	1	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	16	0	0	0	3	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	25	0	0	3	4	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	18	0	0	0	3	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	22	0	1	6	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	88	0	7	26	32	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	35	0	0	2	2	18	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	33	0	1	2	7	12	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	21	0	0	2	2	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	0	1	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	0	1	0	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	11	0	0	0	2	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	436	0	12	97	104	123	81	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	478	0	12	99	107	142	93	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	484	0	12	99	108	145	94	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	490	0	12	99	108	148	97	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Southbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Wednesday 06 December 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	21	0	0	1	3	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	95	1	15	39	20	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	38	0	0	5	8	15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	0	1	3	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	16	0	0	0	3	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	26	0	0	0	1	11	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	20	0	0	1	5	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	21	0	2	2	5	7	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	87	3	12	35	21	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	30	0	0	4	7	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	33	0	1	4	9	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	25	0	0	1	6	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	0	1	3	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	17	0	0	1	3	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	0	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	428	4	30	93	91	118	77	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	470	4	30	96	100	132	90	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	479	4	30	97	100	135	94	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	489	4	30	97	103	137	99	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Southbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Thursday 07 December 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	11	0	1	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	0	2	2	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	116	2	10	38	39	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	38	0	0	1	13	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	0	0	5	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	24	0	0	0	6	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	26	0	0	1	3	12	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	25	0	0	0	5	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	12	0	2	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	78	1	7	21	29	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	69	0	3	17	29	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	23	0	0	1	5	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	31	0	1	0	7	10	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	18	1	0	4	6	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	0	0	1	2	6	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	2	1	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	476	3	23	82	146	133	76	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	526	4	24	87	155	152	84	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	540	4	24	89	156	159	87	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	544	4	24	89	156	161	87	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Southbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Friday 08 December 2017

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	1	1	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	98	2	11	56	18	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	38	0	1	9	16	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	0	1	6	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	24	0	0	0	4	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	26	0	0	0	5	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	29	0	0	3	7	12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	23	0	2	5	4	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	104	4	14	34	31	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	34	0	0	5	16	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	33	0	0	3	10	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	21	0	0	2	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	19	0	0	0	8	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	0	0	0	3	3	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	461	6	29	119	135	127	38	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	505	6	30	119	148	136	52	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	522	6	30	119	151	144	57	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	535	6	30	119	152	150	63	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Southbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Saturday 09 December 2017

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	8	0	0	1	1	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	9	0	0	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	13	0	0	6	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	18	0	0	5	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	15	0	2	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	34	0	0	2	13	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	25	0	2	1	1	10	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	30	0	0	2	4	10	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	22	0	0	2	4	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	22	0	0	0	10	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	21	0	0	3	3	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	1	1	3	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	10	0	0	0	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	0	0	2	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	225	0	5	29	56	82	47	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	264	0	5	31	68	96	55	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	278	0	5	32	73	101	58	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	292	0	5	34	75	108	59	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Southbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	4	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	0	1	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	75	1	7	32	21	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	32	0	0	4	10	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	0	2	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	18	0	0	1	4	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	25	0	0	1	5	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	23	0	0	1	3	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	22	0	1	3	4	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	71	2	7	21	22	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	36	0	1	5	12	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	29	0	0	3	6	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	22	0	0	1	5	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	14	0	0	2	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	0	1	3	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	381	2	17	73	98	115	61	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	422	3	18	76	106	130	72	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	433	3	18	76	108	135	75	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	445	3	18	77	109	140	79	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



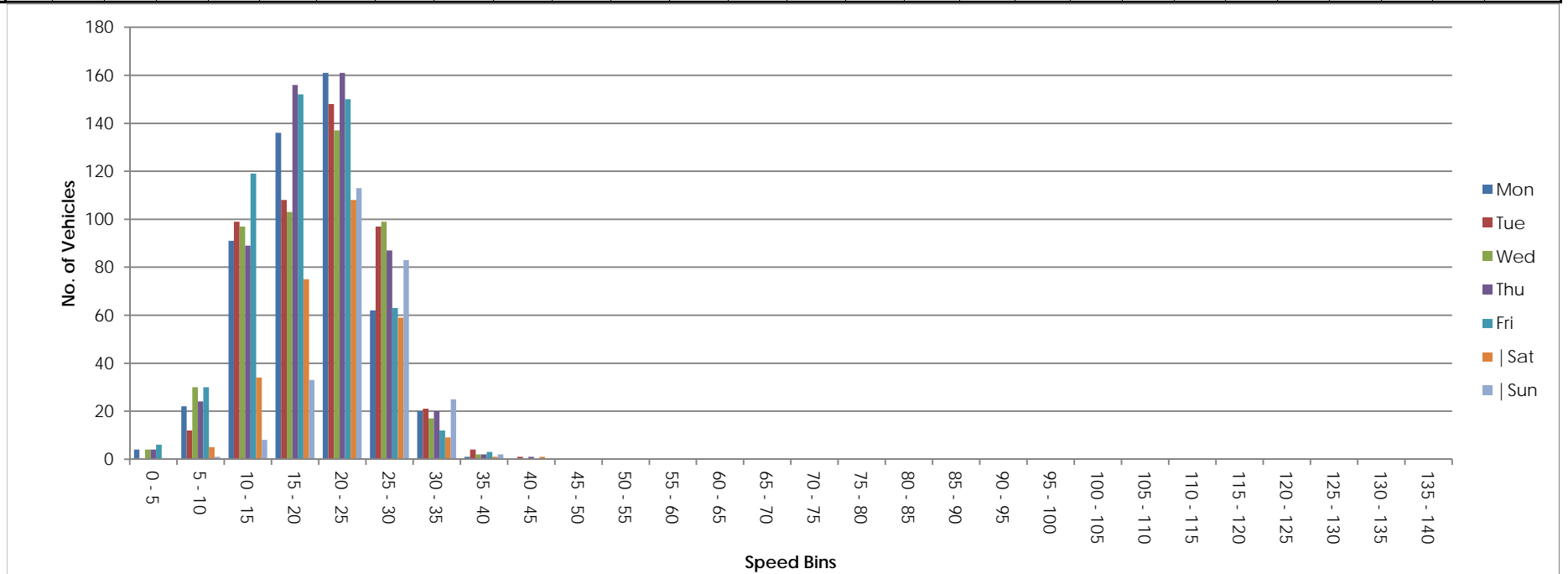
Site 1
 Location Wellhouse Lane -Attached to School Sign - N53.685852, W1.687323
 Direction Southbound

8236 / Wellhouse Lane
 Dec-17
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
Mon	497	4	22	91	136	161	62	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	490	0	12	99	108	148	97	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	489	4	30	97	103	137	99	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	544	4	24	89	156	161	87	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	535	6	30	119	152	150	63	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	292	0	5	34	75	108	59	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	265	0	1	8	33	113	83	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	511	4	24	99	131	151	82	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	445	3	18	77	109	140	79	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	3112	18	124	537	763	978	550	124	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Appendix E

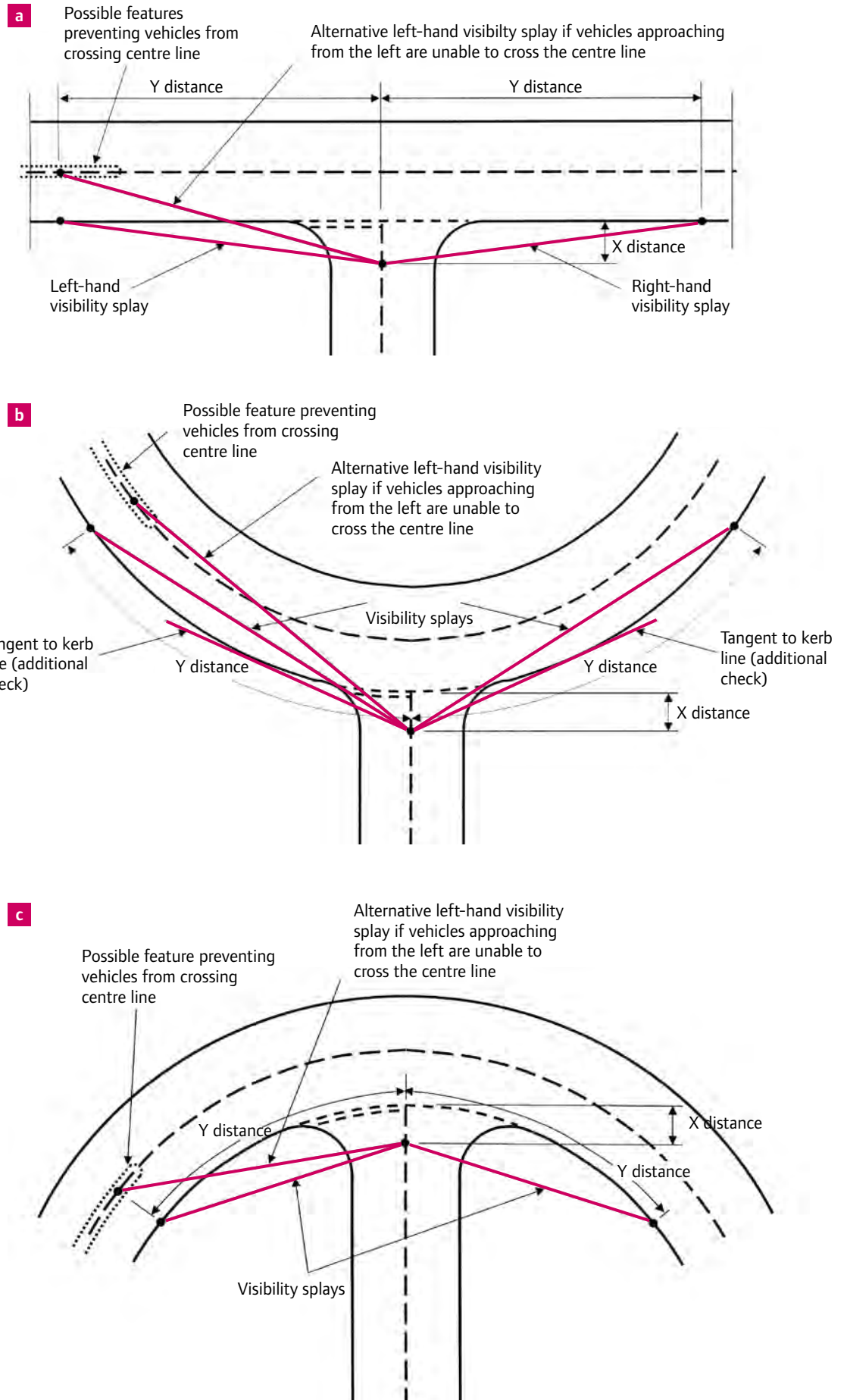


Figure 7.18 Measurement of junction visibility splays (a) on a straight road, (b) and (c) on bends.

Appendix F

20171211-085414

Wellhouse Ln (North Section), looking South,
School entrance just round corner from white
house.



20171211-085306

Wellhouse Ln (North Section), looking North adjacent to
Jenny Ln junction, near Lockwood Av.





**Wellhouse Ln. School Entrance, looking
North from Woodward Ct.**

What happens when one/two cars park in prohibited areas.

20141218-154602

20150114-153401

Wellhouse Ln, junction with Woodward ct. looking North.

Parking in the traffic control area on the West side causes traffic congestion in front of the School.





Hepworth Ln, One Way Exit into Wellhouse Ln
20171227-142204

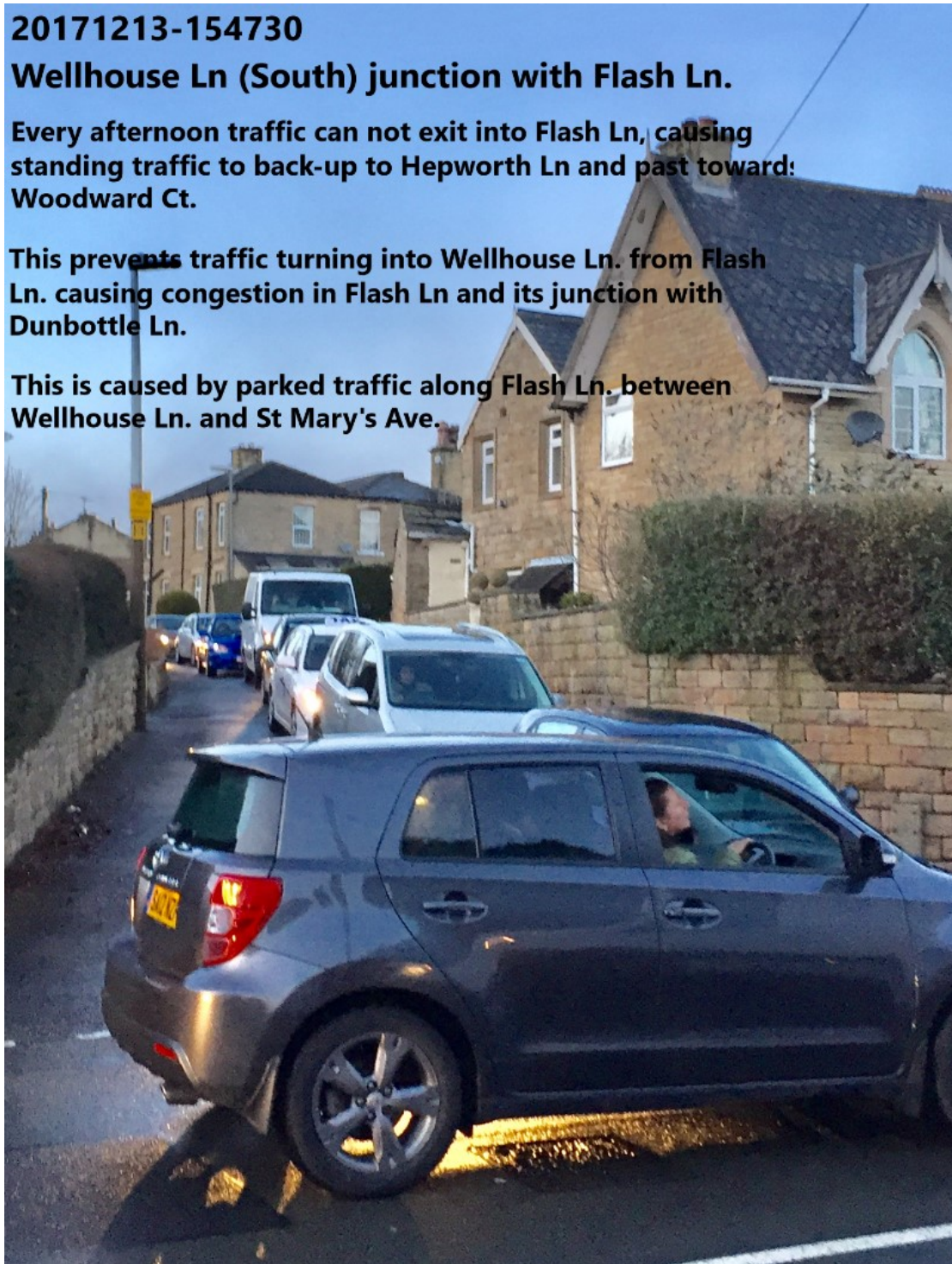
20171213-154730

Wellhouse Ln (South) junction with Flash Ln.

Every afternoon traffic can not exit into Flash Ln, causing standing traffic to back-up to Hepworth Ln and past toward Woodward Ct.

This prevents traffic turning into Wellhouse Ln. from Flash Ln. causing congestion in Flash Ln and its junction with Dunbottle Ln.

This is caused by parked traffic along Flash Ln. between Wellhouse Ln. and St Mary's Ave.



Save Mirfield

Application Ref: 2017/62/93935/E (Kirklees Council)

Proposal: Erection of 61 dwellings with associated access, drainage, open space and landscaping.

Site: Land off Woodward Court, Mirfield.

The following statement has been prepared on behalf of Save Mirfield and provides an appraisal of the Heritage Statement (November 2017) by BWB in support of the above planning application; and offers an assessment of the impact of proposed development on the setting of grade II listed Balderstone Hall & barns.

Heritage Impact Assessment

In considering whether to grant planning permission/or permission in principle for development which affects a listed building or its setting, local planning authorities have a statutory duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (Section 66 of the Planning(Listed Buildings and Conservation Areas) Act 1990.)

Paragraph 128 of the National Planning Policy Framework (herein after referred to as *NPPF*) states that:

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

In support of their application for the erection of 61 dwellings with associated access, drainage, open space and landscaping at the application state, the applicant has provided the Heritage Assessment (November 2017) report prepared by BWB. While this report should be regarded as fulfilling the requirement of *NPPF* paragraph 128, and correctly cites the relevant legislation and policy in respect of applications affecting the historic environment, Save Mirfield do not concur with the conclusions reached in respect of the impact of the proposed development on the setting of the grade II listed Balderstone Hall, barns and other curtilage structures.

While the historical research relating to the site and surrounding area detailed in the Heritage Statement provides a useful context, the actual analysis of the setting of Balderstone Hall and barns is rather limited. Additionally, while we agree with the

observations that the some of the more recent development has encroached on the setting of the designated assets through the “partial urbanisation, loss of agricultural context and diminution of historic openness” (para. 7.3 & 7.4), this is not an argument and justification for allowing further loss of the remaining open agricultural setting which is considered important to the special architectural and historic interest of the designated assets. In fact, the assessment of the past erosion of the setting, put forward by the applicant’s heritage advisor, actually supports an argument which is to the contrary to that which they are seeking to make; and highlights the need for the retention of that open agricultural setting in order to sustain and help conserve the special architectural and historic interest of the listed buildings.

The Heritage Statement discusses (para. 7.5 & 7.6) the mitigation measures of the proposed design and specifically cites the inclusion of open landscaping and public open space; that the effect on the listed assets is considered to be limited; and that the resultant level of harm is judged to be less than substantial. The mitigations measures referred to may indeed provide “a level of separation to the designated assets” from the development but the impact of the proposed development, by virtue of the loss of open, undeveloped/agricultural land, and the introduction of dense, permanent physical features/development, (irrespective of design) will still erode the setting and result in harm.

Furthermore, the matter of setting of designated heritage assets should not be defined by, or limited solely to, matters of views and physical boundaries/demarcation. Setting differs from site to site and invariably encompasses a range of qualities and experiences. The intention to provide “a level of separation to the designated assets” indicates a failure to recognise the meaning and importance of setting in relation to heritage assets.

Paragraph 132 of the *NPPF* states that:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

And

Paragraph 133 of the *NPPF* states that:

Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: ● the nature of the heritage asset prevents all reasonable uses of the site; and ● no viable use of the heritage asset itself can be found in the medium term

through appropriate marketing that will enable its conservation; and • conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and • the harm or loss is outweighed by the benefit of bringing the site back into use.

It is considered that the extant setting of Balderstone Hall and barns includes the development site and that the qualities of that site and the surrounding area (of undeveloped, open, rural character), and the Hall's historical and physical (past and present) relationship to the surrounding fields, are important to the special architectural and historic interest of the listed buildings. The past reduction of the open agricultural setting and encroachment of modern development on it are accepted (and are acknowledged in the Heritage Statement) as having had a negative impact on the setting of the listed buildings. However, further loss of the setting only serves to further erode the building's context and special architectural and historic interest.

The supporting Heritage Statement (para 8.2) rightly recognises that the proposed development will result in harm to the setting of the designated assets but concludes that it will result in "less than substantial harm" and that "this is balanced by the partial loss of the original landscape through modern development. Similarly design proposals will alleviate the level of harm". We do not agree with the aforementioned view that the harm is balanced by the provision of modern development or that the design proposals will lessen the level of harm. Furthermore, we argue that the proposed development has the potential to result in substantial harm to the setting of the designated assets.

Notwithstanding this difference of opinion in respect of the level of harm, the cause of harm to, and further loss of setting - still requires clear and convincing justification and a demonstration of substantial public benefits that would outweigh that harm and loss regardless of whether that harm/loss is deemed to be substantial or less than substantial.

While it may be argued that the provision of new housing will result in a substantial public benefit, it is equally justifiable to argue that the further erosion of the setting of designated heritage assets would be to the detriment/& opposite of public benefit. Furthermore, in terms of public benefit, and particularly where the likely impact will result in harm/loss to a designated heritage asset(s) (including its setting), it is necessary to demonstrate that those benefits cannot be achieved with no or less harm through other options (different location, scheme etc). Indeed, local planning authorities are directed (paragraph 129 of the NPPF) to avoid or minimise conflict between the conservation of heritage asset(s) and any aspect of the proposals that may affect them (incl. proposals affecting setting).

In summary, Save Mirfield strongly contest that the case for development within the setting of the designated heritage assets has been made in line with relevant legislation and national policy. We believe that the assessment of the setting of the designated assets is limited; that the importance of the extant setting to the building's special architectural and historic interest has been undervalued; and that the likely impact of the development on the setting has been underestimated. We also advise that the current application lacks the necessary clear and convincing

justification for the harm/loss that would be caused as a result of the proposed development; and that it has not been demonstrated that the development would result in substantial public benefits that would outweigh the harm/loss. Consequently, we believe that your authority should refuse the application on the grounds that it is contrary to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and paragraphs 132 & 133 of the *NPPF* – in respect of the impact on the setting of the designated heritage assets.

Author – Ms J. E. Needham, BA(Hons)ArchHis, PGDipBldgCons, IHBC
03.01.17

Local green space.

SL21673 is currently designated as Safeguarded Land under Saved UDP Policy D5. Through preparation of the emerging local plan the status of such Safeguarded Sites is being reviewed. The planning history of the site and evidence submitted as part of the LP Examination demonstrates that the site is not suitable for residential allocation, with no realistic prospect of the highway constraints on development being resolved. As such it would be inappropriate to allocated the site for housing to maintain to the current safeguarded land status.

Paragraph 76 of the NPPF states that, “Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period.”

The NPPF paragraph 77 states that “*The Local green space designation will not be appropriate for most green areas or open space. The designation should only be used:*

- *Where the green space is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field) tranquillity or richness of its wildlife; and*
- *Where the green area concerned is local in character and is not an extensive tract of land.”*

In their Urban Green Space & Local Green Space Technical Paper, Kirklees produced a “***Study assessment of the Current Provision of Open Spaces compared to the Minimum District –Wide Quality standards.***”

We also refer to the Urban green Space & Local green Space Technical Paper para 4.27 and 4, 28. The former States that in Terms of Parks and Recreation Grounds “...provision in the Mirfield ward is significantly below the minimum standard” and in the latter “regarding Natural and Semi-natural Greenspace that “the main deficiencies are in the Batley & Spen and Mirfield areas...”

A table produced in that document (see below) shows that Mirfield has a paucity of green space. This confirms previous studies. Save Mirfield believes that allocating Balderstone Hall fields as Green space is desirable for a number of reasons:

- Over the last almost 20 years ,it has been shown on two occasions to be unsuitable for development as two planning applications for the site have been refused and one appeal dismissed.
- Para 76 of the NPP advises that Local Green Space should be consistent with the local planning of sustainable development. The existing highway infrastructure is a significant and overriding constraint to development and there is no realistic potential for that infrastructure to be improved in either the short or long term. The land cannot accordingly be considered to fall within the definition of sustainability in terms of future development. There is no justifiable reason to allocate it as Safeguarded Land. A Local Green Space designation would represent a more appropriate long term allocation for the land.
- It does have particular local significance and is although it is owned by Bellway homes Ltd it is used by walkers, dog walkers and children and is a highly valued piece of accessible green space. It is used as grazing land for horses. Evidence to show how much it is valued by the local community is their willingness and motivation to continue to fight to keep it from development over such a long period of time.

- A group of grade II listed buildings, Balderstone Hall and barns are located close by and a professional Heritage Assessment states that it will be harmed by further developments in the vicinity.
- Furthermore, it is not an extensive tract of land. REF Appendix.
- Mirfield has a deficiency of green space as already referred to above and shown in the Table below. Allocation as urban green space would be consistent with the Council's objective for green space provision in the emerging LP.

Table 3: Current Provision of Open Spaces Compared to the Minimum District-Wide Quantity Standards

Area	Ward	Parks & Recreation Grounds (ha per 1,000 population)	Natural and Semi-natural Greenspace (ha per 1,000 population)	Allotments (ha per 1,000 households)	Amenity Greenspace (ha per 1,000 population)
Batley & Spen	Batley East	0.29	0.40	0.13	0.36
	Batley West	0.81	1.70	0.10	0.26
	Birstall & Birkenshaw	3.23	0.60	0.22	0.79
	Cleckheaton	0.65	2.86	0.12	0.08
	Heckmondwike	0.54	0.67	0.39	0.43
	Liversedge & Gomersal	1.02	0.17	0.09	0.33
	Area Totals	1.06	1.05	0.17	0.37
Dewsbury & Mirfield	Dewsbury East	1.00	0.74	0.19	0.58
	Dewsbury South	0.90	0.58	0.67	0.23
	Dewsbury West	0.80	4.16	1.13	0.27
	Mirfield	0.45	0.37	0.37	0.33
	Area Totals	0.78	1.50	0.56	0.35
Huddersfield	Almondbury	0.65	2.12	0.68	0.18
	Ashbrow	0.45	6.49	0.57	0.34
	Crosland Moor & Netherton	1.16	0.48	0.79	0.22
	Dalton	0.98	5.47	0.35	0.28
	Greenhead	0.88	1.22	0.87	0.13
	Lindley	1.15	1.74	0.68	0.20
	Newsome	0.35	4.56	0.78	0.36
	Area Totals	0.80	3.15	0.68	0.24
Kirklees Rural	Colne Valley	0.31	1.42	0.52	0.24
	Denby Dale	0.50	7.23	0.31	0.51
	Golcar	0.34	0.80	0.10	0.15
	Home Valley North	0.69	0.80	0.23	0.01
	Holme Valley South	0.72	1.51	0.16	0.05
	Kirkburton	0.50	0.95	0.52	0.41
	Area Totals	0.51	2.06	0.30	0.22

Source: Kirklees Open Space Study Assessment Report 2015 (Revised 2016)