

11 September 2014

The District Planning Officer
Forest Heath District Council
College Heath Road
Mildenhall
Suffolk
IP28 7EY

robert.greenwood@sandersonassociates.co.uk
By Email only

Our ref:8236-001

For the urgent attention of Mr Peter White

Dear Mr White

Outline planning application DC/14/0632/OUT - Proposed residential development of up to 26 dwellings on land at Mildenhall Road, West Row Suffolk – Applicant Mr Matthew Potter

Sanderson Associates (Consulting Engineers) Ltd have been instructed by Mr Matthew Potter to review the highway aspects of the above proposal and in particular the conclusions reached by the Local Highway Authority, Suffolk County Council, in their appraisal of this application.

With respect first to our background, Sanderson Associates have over 20 years' experience operating as consulting engineers specialising in providing a range of highways and transportation services to a wide client base including both the public and private sector. I am employed as an Associate Director and team leader by Sanderson Associates, and I am an Incorporated Engineer and a Fellow of the Institute of Highway Engineers.

To give a brief indication of my engineering background I joined Sanderson Associates in 2006 and specialise in highways, traffic and transportation matters. This includes the preparation of Transport Assessments, Transport Statements and Travel Plans and Travel Frameworks and the design of access and highway related infrastructure in development proposals.

I also provide expert witness evidence at Public Inquiries into planning appeals and have represented both private sector and local authority clients in highway related matters. My experience covers all of the three forms of appeal; written representations, local hearings and public inquiries.

Prior to my appointment I was employed between 2000 and 2006 by Kirklees Metropolitan Council as Group Engineer within the Council's Highway Development Control Unit. I was responsible for a team of senior engineers and technical support staff dealing with all day to day aspects of highway development control, including land use proposals, major and minor planning applications, and planning appeals (public inquiries, local hearings and written representations).

From 1997 to 2000 I was the Team Leader of the Wakefield Metropolitan Council's Highway Development Control with similar responsibilities to those set out above, but with additional responsibilities for both Highway Registry and Public Rights of Way issues with respect to the district's definitive public right of way network.

On client's instruction I have undertaken a review of the highway aspects of the development proposal with regard to policies, standards and good practice contained in central government guidance on such matters.

The national reference documents which are relevant to the determination of this proposal and against which it would normally be judged at appeal, would be the *National Planning Policy Framework*, *Manual for Streets*, *Manual for Streets 2 – the wider application of the principles*, and the *Design Manual for Roads and Bridges*.

Documents reviewed are the submitted plans and Transport Statement which supported the application, the formal response of the County Council's highway engineer and your own report to members of the District Council Planning Committee, dated 3 September 2014. Within this last document are listed a number of representations and I note the concerns of third parties on highway matters and will address these in this letter.

I note that Suffolk County Council are the Local highway Authority and that they have, subject to appropriate conditions, recommended in favour of granting planning permission for the development. Your report to members of the District Council Planning Committee includes reference to *Highway Issues* and correctly records the position of the County Council's highway engineer. Included in this section are comments on the highway concerns raised by third parties and the view of the Local Highway Authority with respect to the latest national planning guidance.

Whilst the view of the County Council's professional engineer is clear and not in any sense "balanced" I understand that members of the Committee resolved to refuse the proposal on highway grounds, with specific reference to the lack of a continuous footway from the site along Mildenhall Road towards West Row village.

I note that the proposal does include "offsite" works to improve footway provision on Mildenhall Road, which extends along all of the site frontage to within approximately 25m of the junction of Mildenhall Road and Beeches Road. The footway is to be provided within the existing highway boundary and as far as is practically possible given the restricted width of the final Mildenhall Road approach to Beeches Road.

The County Council acknowledges that a continuous footway cannot be provided but sets out additional measures to ensure a safer transition for pedestrians from the proposed footway of Mildenhall Road to the footways on Beeches Road, than the situation which currently exists.

In terms of the information set out in the Transport Statement prepared by Alpha Consultants this is appropriate for the scale of the development proposal and in line with what is reasonably expected in the guidance on highway matters arising from the *National Planning Policy Framework*.

It provides an indication of vehicle movements based on TRICS, which is the recognised industry standard database and software. This indicates that in the morning and evening peak hours in the order of 16 two way vehicle movements would be generated by the proposed development. Given the disposition of the main roads within the area this traffic could be distributed evenly in either direction from the site access, (8 movements in either direction), especially if "drop traffic" to the local school is considered.

However even if all movements were weighted in one direction the level of increase in the peak hour is light and unlikely to be noticeable against normal daily background traffic fluctuations which can be as high as 10%.

In light of the above the County Council correctly raises no concerns over the impact on the local road network arising from traffic generated by the proposed development.

With respect to the means of access to Mildenhall Road; this is proposed to be in the form of a simple priority junction which is appropriate for this scale of development and the nature of Mildenhall Road. The junction has a “traditional format” in that it has a constant width carriageway and footways to either flank with standard junction kerb radii. It is the typical requirement of Local Highway Authorities, and I note that the County Council raises no concerns over its design and location on the site frontage.

In its review of the access point to Mildenhall Road the Transport Statement notes that vision splays of 2.4 x 43m can be provided in either direction in line with the 30mph speed limit for the major road. This approach follows the general recommendations from *Manual for Streets* where the 85th percentile wet weather approach speed of vehicles is known. In this instance however a speed survey has not been carried out and to safeguard against vehicles travelling higher than the speed limit the County Council has requested that junction sight lines are provided in accordance with the higher standards set out in the *Design Manual for Roads and Bridges*. This requires a sight line approach distance of 90m and as will be noted is almost twice that required by *Manual for Streets*.

I understand that there is a wide “highway corridor” in the vicinity of the site on Mildenhall Road and the location of the proposed site access assists in the provision of the required visibility. This point is likely to have been acknowledged by the County Council as it has suggested that this matter be addressed by an appropriate planning condition – condition 9 on the Committee report. However for the avoidance of doubt a plan has been prepared by Webster Associates (the agents for the applicant) that indicates that the required 90m vision splays to east and west can be provided, and is attached for reference.

Although the application is in outline an indicative layout is provided to illustrate the manner in which the site could be developed. The indicative layout shows that following the traditional priority junction the proposed estate road would continue into the site and is developed on “shared surface” principles. Of particular note is that the development is served completely by means of the proposed estate road and no direct access to individual dwellings is proposed to Mildenhall Road. This approach seeks to prevent “ribbon development” on Mildenhall Road and to minimise the impact of the development in highway terms by correctly serving all of the proposed dwellings by one access point rather than a string of direct access points each with its own potential turning movements and interruptions to main road flow.

Off street parking to the proposed development is provided either within dwelling curtilage or in open parking courts, and the County Council notes that “*maximum parking standards*” would be applicable in this instance.

Whilst the County Council has also made a minor comment regarding the internal design of the estate road you note to members that the layout is indicative and therefore not binding on the

Local Planning Authority. As such the position of the Local Planning Authority would be safeguarded in determining the Outline application and reserving its position to negotiate changes to the internal layout in future.

Turning to the extent of the offsite footway improvement on which members and objectors expressed concern, a starting point would be to first determine the likely level of pedestrian trips that would be generated by the proposed 26 dwellings. An indication of this can be gained from the TRICS database which in addition to pedestrians provides an indication of cyclist and public transport users. Person trips by car are also predicted but it should be noted that this mode includes car sharers and passengers and thus should not be linked into the levels of predicted vehicle movements set out in the Transport Statement and previously in this letter.

The TRICS database has been used to assess the Multi Modal trips to the development for the proposed residential use, with land use categories 03 Residential A - Houses Privately Owned used to determine person trip rates for the development.

To ensure a robust assessment, the output of the TRICS Database has been refined to **exclude** Greater London, and Ireland. The following provides details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips. Trip rates for the weekday AM/PM peak periods have been considered with the predicted person trips for the 26 dwellings as set out in the table below:

Two Way Trips	Trip Rate (Per Unit)	26 Dwellings
AM Peak Hour (0800 – 0900)		
Pedestrians	0.334	9
Cyclists	0.025	1
Public Transport	0.036	1
Vehicle Occupants	0.961	25
Total Person trips	1.357	35
PM Peak Hour (1700 – 1800)		
Pedestrians	0.196	5
Cyclist	0.025	1
Public Transport	0.013	1
Vehicle Occupants	0.801	21
Total Person trips	1.036	27

Predicted Total Person Modal Split for 26 dwellings – all values rounded up

Data sheets are provided with this letter which indicate the information from which the above is drawn.

As will be noted the predicted peak hour demand from the development for walking, cycling and public transport modes are very modest and at a level that can be readily accommodated within the improved infrastructure provision and public transport arrangements.

It should be noted that the predictions provided above occur at the peak usage of the local highway system by vehicles and thus arise at the periods of greatest potential conflict. With respect to pedestrian movements the morning peak hour period covers the beginning of the

school day and as such will include child pedestrians in the 9 pedestrians. The evening peak hour period is after the typical ending of the school day and thus pedestrian movement is normally lighter than in the morning period at 5 pedestrians.

In terms of the morning peak a two way generation rate of 9 pedestrians from the development would give rise to one pedestrian movement every 6.66 minutes if taken as an average, but if school children are accompanied by an adult this rate would of course reduce because of the combined movements.

It is noted that the “offsite” footway improvement on Mildenhall Road extends along all of the site frontage to within approximately 25m of the junction of Mildenhall Road and Beeches Road. In relation to the period during which pedestrians will be required to walk the short distance within the carriageway guidance is drawn from the Institute for Highways and Transportation guidance *Providing for Journeys on Foot (IHT – 2000)*.

This guidance (para’ 3.30) states:

“An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour. The situation of people with mobility difficulties must be kept in mind in applying any specific figures”.

Further guidance is provided by the Department for Transport in its guidance, *Pedestrian Facilities at Signal Controlled Junctions (TAL 5/05 – DfT – March 2005)*. This guidance states:

“The walking speed for a pedestrian is taken as 1.2 metres/second”.

If for robustness the lower rate per metre is used then for a pedestrian to negotiate the 25m section without footway would take in the order of 21 seconds.

In relation to the layout of the Mildenhall Road approach to Beeches Road, this interchange is set out as a simple priority junction bounded by a dwelling, 19 Beeches Road, and the side boundary wall to 17 Beeches Road. Both the dwelling and boundary wall appear to be longstanding and possibly part of the original village layout. As such there are no junction kerb radii as would normally be expected in an existing modern setting.

At this point Mildenhall Road has a carriageway width of approximately 5.40m with a verge on its northern flank in the order of 0.75m. Approximately 42m east from the Beeches Road junction (in the area of the dwelling known as Altricia) Mildenhall Road has a carriageway width of approximately 5.66m and is flanked by verges of the order of 1.20 and 1.28m to north and south respectively. Photographs taken this year of this area of Mildenhall Road are attached for reference.

For drivers travelling towards Beeches Road the reduction in the highway corridor from Altricia northwards and the approaching main road junction is highly visible because of the straight alignment of Mildenhall Road. In this context relatively new dwellings on Beeches Road opposite the junction form a “visual stop” to Mildenhall Road.

As such it is reasonable to assume that drivers travelling north will be reducing their speed towards this “restriction point” and the oncoming “give way” junction.

With respect to vision at the junction itself, the layout of the junction without kerb radii results in drivers moving to and from the Beeches Road to proceed at low speed and with caution for approaching traffic. The lack of junction radii is not however in itself a cause for concern as *Manual for Streets* indicates that small corner radii are helpful for pedestrians in their interaction with vehicles, extract attached.

A good indication of the performance of a road link or road junction is its accident record. The internet source *Crashmap* has been used in the Transport statement to provide the Local Highway Authority with these details. This information has been reviewed and for the period 2007 to 2013 inclusive there have been no Police recorded accidents on Mildenhall Road and Beeches Road in West Row. The only accidents that have arisen – and these are at distance from the application site - are to the east of the junction of Mildenhall Road with Jarman Lane, approximately 0.5km to the east of the Beeches Road/Mildenhall Road junction.

As such there is nothing to suggest in accident terms that the Mildenhall Road/Beeches Road junction operates unsatisfactorily.

In terms of the operational nature of historic road patterns, comments have been made in two appeal decisions relating to driver attitude on this type of route, and are as attached. As will be noted the Inspectors’ both conclude that although these routes may not be to modern highway design standards, in practice drivers, the majority of which are local to the area, drive with caution, with their speed adjusted to the local road conditions.

I would assume that the Local Highway Authority has recognised the above in its positive position on this matter, and as stated previously, sets out additional measures to ensure a safer transition for pedestrians from the proposed footway extension to the footways on Beeches Road.

These measures are the erection of signage and carriageway marking and of a “standard pattern” recognised by drivers, with specific type references drawn from *The Traffic Signs Regulations and General Directions 2002*.

With regard to suggestions that the applicants should secure third party land to provide the 25m of footway outside of the current highway boundary; the works suggested by the Local Highway Authority provide an alternative to this which in respect to the low level of increased pedestrian use and the short extent over which this would occur in the carriageway are appropriate mitigation.

It is often the case that through the development process that Local Planning and Highway Authorities seek incremental infrastructure improvements and in this instance should the side garden of 17 Beeches Road be considered in future for development then at that time a footway over its frontage to Mildenhall Road could possibly be secured.

With respect to the issues raised by third parties these relate to the alleged inadequacy of footway facilities, parking provision and the impact of traffic on Mildenhall Road, which suggested to be “very busy”.

In relation to refusal of the application on the grounds of the lack of a continuous footway on Mildenhall Road towards the Beeches Road junction the following facts emerge:

- The extent of carriageway without footway would be in the order of 25m, which at the recommended walking speed would take a pedestrian only 21 seconds to negotiate.
- The level of pedestrian movement during the peak traffic periods is low and in the order of only 9 and 5 two way person movements in the morning and evening peaks respectively.
- The level of additional traffic generated by the proposed development is modest in both peak hours and in numerical terms is very low (8 movements in either direction) when distributed evenly onto the local road network.
- The present layout of the Mildenhall Road/Beeches Road junction although not to modern standards operates satisfactory as reflected in its official accident record over a period of 7 years. The layout of the junction is visible to drivers and its geometry acts in reducing approach speeds both to and from Beeches Road.
- The proposed off site works provide a significant improvement over the existing situation and will benefit not only the users of the proposed development but existing pedestrian users of Mildenhall Road.
- Measures to mitigate against the lack of the short length of “missing footway” have been suggested by the Local Highway Authority and are appropriate to the situation. Both these measures and the offsite footway to Mildenhall Road can be provided by the Applicant under a Section 278 Agreement (Highways Act 1980) and can be the subject of a specific planning condition.

With respect to issues raised on car parking the proposed layout is indicative and will be amended to comply with the “maximum parking standards” required by the Local Highway Authority and thus this issue is addressed. With regard to the impact on Mildenhall Road this has been set out previously and realistically is very low in each peak hour on Mildenhall Road, and has been correctly accepted by the Local Highway Authority.

In relation to the general suitability of roads in the West Row area it is noted that the IECA report mentioned in your report to members identifies that there is “a broad range of capacity of some 140 – 250 new dwellings for West Row in the plan period to 2031”. Paragraph 46 of your report concludes that: “The subject application proposes up to 26 new dwellings in West Row, which is well below the top end of the range considered by IECA to have a significant impact on existing infrastructure in the village”.

In terms of compliance with the latest national planning guidance – *the National Planning Policy Framework (NPPF)*, paragraph 32, (which is referred to in the Committee report to members) is particularly relevant. Paragraph 32 states:

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

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*

- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.*

With regard to the requirements of para 32, the development is supported by a Transport Statement to assist the Local Planning and Highway Authorities in determining the impact of the development.

Given the scale of the development and its associated predicted level of person trips it is considered that safe and suitable access can be achieved for all people.

Arrangements for sustainable travel and the availability of local facilities is not in question and clearly the NPPF recognises that in some rural/semirural areas opportunities for sustainable travel will not be as high as in established urban areas.

Finally the applicant has included offsite highway works within the development proposal to provide improved pedestrian access and these produce a significant meaningful improvement over the existing situation. The level of additional pedestrian and vehicle movements predicted for the development are both low and with the additional works required by the Local Highway Authority on the approach to the Beeches Road junction, where traffic speeds will already be low, address the lack of the missing short section of footway.

In light of the above it cannot be considered that the impact of the development will be significant or that its residual cumulative impact will be “severe”.

In our opinion the positive position taken by the Local Highway Authority on this application is correct as a severe, material, adverse impact cannot be demonstrated. As such a reason for refusal on highway grounds would prove challenging to the Local Planning Authority and I note that this situation is reflected in the *Conclusion* of your positive recommendation to members of the Planning Committee.

I would request that you provide the details of this letter to your members and trust that it enables them to reconsider the highway merits of the proposal in their forthcoming Committee meeting. I would also be grateful if you would acknowledge this letter as part of the applicant’s formal submission so that if required it can be placed on your records for public review.

Yours sincerely



Robert Greenwood I Eng. FIHE
Associate Director
Sanderson Associates (Consulting Engineers) Ltd.

Visibility Splays:

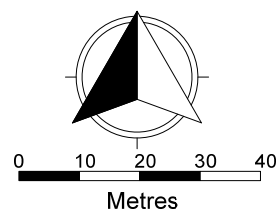
2.4m X 90 m both directions



Notes:

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Visibility splay 2.4 m x 90 m east and west



Client: Mr M Potter

Title: Proposed residential development
 Land north of Mildenhall Road, West Row.

Date: 9.9.14 Scale: 1:1250 @ A3 Drawing ref.

Webster Associates
 Chartered Town Planners
 3 Spaldwick Road
 Stow Longa
 Huntingdon
 Cambs.
 PE28 0TL Tel: 01480 860862

TRICS data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 6 to 41 (units:)
 Range Selected by User: 6 to 47 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	4 days
Thursday	7 days
Friday	4 days

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	24
No Sub Category	2

Filtering Stage 3 selection:

Use Class:

C3	25 days
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Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	8 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	8 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	6 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	13 days

Travel Plan:

Yes	1 days
No	25 days

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/DET.		ANGUS
		KEPTIE ROAD		
		ARBROATH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	7	
		Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
		THORPE PARK ROAD		
		PETERBOROUGH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	9	
		Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
3	CB-03-A-03	SEMI DETACHED		CUMBRIA
		HAWKSHEAD AVENUE		
		WORKINGTON		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	40	
		Survey date: THURSDAY	20/11/08	Survey Type: MANUAL
4	CF-03-A-03	DETACHED		CARDIFF
		LLANTRISANT ROAD		
		CARDIFF		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	29	
		Survey date: MONDAY	08/10/07	Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHIRE
		SYDNEY ROAD		
		SYDNEY		
		CREWE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	17	
		Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
6	CH-03-A-08	DETACHED		CHESHIRE
		WHITCHURCH ROAD		
		BOUGHTON HEATH		
		CHESTER		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	11	
		Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
7	CP-03-A-02	SEMI DETACHED		CAERPHILLY
		THE RISE		
		PENGAM		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	41	
		Survey date: MONDAY	05/09/05	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CW-03-A-01 ALVERTON ROAD	TERRACED		CORNWALL
	PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 13 Survey date: THURSDAY 30/06/05 Survey Type: MANUAL			
9	DS-03-A-01 THE AVENUE HOLMESDALE DRONFIELD	SEMI D./TERRACED		DERBYSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 20 Survey date: THURSDAY 22/06/06 Survey Type: MANUAL			
10	EA-03-A-01 TALISKER AVENUE	DETACHED		EAST AYRSHIRE
	KILMARNOCK Edge of Town Residential Zone Total Number of dwellings: 39 Survey date: THURSDAY 05/06/08 Survey Type: MANUAL			
11	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING		EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11 Survey Type: MANUAL			
12	FA-03-A-01 MANDELA AVENUE	SEMI-DETACHED/TERRACED		FALKIRK
	FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: THURSDAY 30/05/13 Survey Type: MANUAL			
13	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER	DETACHED/SEMI		GREATER MANCHESTER
	Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL			
14	HI-03-A-13 KINGSMILLS ROAD	HOUSING		HIGHLAND
	INVERNESS Edge of Town Residential Zone Total Number of dwellings: 9 Survey date: THURSDAY 21/05/09 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

15	LE-03-A-01 REDWOOD AVENUE	DETACHED		LEICESTERSHIRE
	MELTON MOWBRAY Edge of Town Residential Zone			
	Total Number of dwellings:		11	
	Survey date: TUESDAY		03/05/05	Survey Type: MANUAL
16	LN-03-A-03 ROOKERY LANE	SEMI DETACHED		LINCOLNSHIRE
	BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		18/09/12	Survey Type: MANUAL
17	MS-03-A-03 BEMPTON ROAD	DETACHED		MERSEYSIDE
	OTTERSPOOL LIVERPOOL Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		15	
	Survey date: FRIDAY		21/06/13	Survey Type: MANUAL
18	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS		NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		27	
	Survey date: TUESDAY		16/10/12	Survey Type: MANUAL
19	PK-03-A-01 TULLYLUMB TERRACE	DETAC. & BUNGALOWS		PERTH & KINROSS
	GORNHILL PERTH Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		36	
	Survey date: WEDNESDAY		11/05/11	Survey Type: MANUAL
20	SF-03-A-04 NORMANSTON DRIVE	DETACHED & BUNGALOWS		SUFFOLK
	LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		7	
	Survey date: TUESDAY		23/10/12	Survey Type: MANUAL
21	SH-03-A-03 SOMERBY DRIVE	DETACHED		SHROPSHIRE
	BICTON HEATH SHREWSBURY Edge of Town No Sub Category			
	Total Number of dwellings:		10	
	Survey date: FRIDAY		26/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
23	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	MONDAY	07/10/13	Survey Type: MANUAL
24	WK-03-A-01	TERRACED/SEMI/DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		6	
	Survey date:	FRIDAY	21/10/11	Survey Type: MANUAL
25	WM-03-A-02	DETACHED & SEMI DET.		WEST MIDLANDS
	HEATH STREET			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
	Survey date:	WEDNESDAY	26/04/06	Survey Type: MANUAL
26	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date:	THURSDAY	23/06/05	Survey Type: MANUAL

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	20	0.090	26	20	0.284	26	20	0.374
08:00 - 09:00	26	20	0.235	26	20	0.454	26	20	0.689
09:00 - 10:00	26	20	0.160	26	20	0.208	26	20	0.368
10:00 - 11:00	26	20	0.155	26	20	0.158	26	20	0.313
11:00 - 12:00	26	20	0.177	26	20	0.204	26	20	0.381
12:00 - 13:00	26	20	0.172	26	20	0.160	26	20	0.332
13:00 - 14:00	26	20	0.185	26	20	0.179	26	20	0.364
14:00 - 15:00	26	20	0.210	26	20	0.252	26	20	0.462
15:00 - 16:00	26	20	0.260	26	20	0.185	26	20	0.445
16:00 - 17:00	26	20	0.366	26	20	0.229	26	20	0.595
17:00 - 18:00	26	20	0.401	26	20	0.233	26	20	0.634
18:00 - 19:00	26	20	0.246	26	20	0.158	26	20	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.657			2.704			5.361

Parameter summary

Trip rate parameter range selected: 6 - 41 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	20	0.008	26	20	0.027	26	20	0.035
08:00 - 09:00	26	20	0.006	26	20	0.019	26	20	0.025
09:00 - 10:00	26	20	0.000	26	20	0.004	26	20	0.004
10:00 - 11:00	26	20	0.006	26	20	0.010	26	20	0.016
11:00 - 12:00	26	20	0.004	26	20	0.004	26	20	0.008
12:00 - 13:00	26	20	0.006	26	20	0.004	26	20	0.010
13:00 - 14:00	26	20	0.006	26	20	0.002	26	20	0.008
14:00 - 15:00	26	20	0.000	26	20	0.002	26	20	0.002
15:00 - 16:00	26	20	0.011	26	20	0.000	26	20	0.011
16:00 - 17:00	26	20	0.021	26	20	0.013	26	20	0.034
17:00 - 18:00	26	20	0.021	26	20	0.004	26	20	0.025
18:00 - 19:00	26	20	0.000	26	20	0.000	26	20	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.089			0.178

Parameter summary

Trip rate parameter range selected: 6 - 41 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	20	0.099	26	20	0.345	26	20	0.444
08:00 - 09:00	26	20	0.282	26	20	0.679	26	20	0.961
09:00 - 10:00	26	20	0.197	26	20	0.258	26	20	0.455
10:00 - 11:00	26	20	0.185	26	20	0.218	26	20	0.403
11:00 - 12:00	26	20	0.223	26	20	0.248	26	20	0.471
12:00 - 13:00	26	20	0.240	26	20	0.212	26	20	0.452
13:00 - 14:00	26	20	0.231	26	20	0.233	26	20	0.464
14:00 - 15:00	26	20	0.281	26	20	0.317	26	20	0.598
15:00 - 16:00	26	20	0.431	26	20	0.267	26	20	0.698
16:00 - 17:00	26	20	0.515	26	20	0.344	26	20	0.859
17:00 - 18:00	26	20	0.519	26	20	0.282	26	20	0.801
18:00 - 19:00	26	20	0.321	26	20	0.206	26	20	0.527
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.524			3.609			7.133

Parameter summary

Trip rate parameter range selected: 6 - 41 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	20	0.031	26	20	0.063	26	20	0.094
08:00 - 09:00	26	20	0.080	26	20	0.254	26	20	0.334
09:00 - 10:00	26	20	0.073	26	20	0.099	26	20	0.172
10:00 - 11:00	26	20	0.063	26	20	0.126	26	20	0.189
11:00 - 12:00	26	20	0.074	26	20	0.050	26	20	0.124
12:00 - 13:00	26	20	0.076	26	20	0.071	26	20	0.147
13:00 - 14:00	26	20	0.052	26	20	0.061	26	20	0.113
14:00 - 15:00	26	20	0.086	26	20	0.086	26	20	0.172
15:00 - 16:00	26	20	0.155	26	20	0.082	26	20	0.237
16:00 - 17:00	26	20	0.151	26	20	0.095	26	20	0.246
17:00 - 18:00	26	20	0.135	26	20	0.061	26	20	0.196
18:00 - 19:00	26	20	0.099	26	20	0.061	26	20	0.160
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.178			1.143			2.321

Parameter summary

Trip rate parameter range selected: 6 - 41 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	20	0.000	26	20	0.015	26	20	0.015
08:00 - 09:00	26	20	0.000	26	20	0.036	26	20	0.036
09:00 - 10:00	26	20	0.002	26	20	0.013	26	20	0.015
10:00 - 11:00	26	20	0.004	26	20	0.006	26	20	0.010
11:00 - 12:00	26	20	0.006	26	20	0.004	26	20	0.010
12:00 - 13:00	26	20	0.011	26	20	0.008	26	20	0.019
13:00 - 14:00	26	20	0.002	26	20	0.004	26	20	0.006
14:00 - 15:00	26	20	0.011	26	20	0.010	26	20	0.021
15:00 - 16:00	26	20	0.023	26	20	0.006	26	20	0.029
16:00 - 17:00	26	20	0.034	26	20	0.011	26	20	0.045
17:00 - 18:00	26	20	0.011	26	20	0.002	26	20	0.013
18:00 - 19:00	26	20	0.004	26	20	0.000	26	20	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.115			0.223

Parameter summary

Trip rate parameter range selected: 6 - 41 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

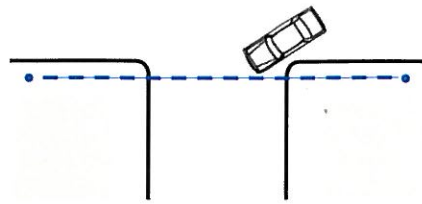
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	20	0.137	26	20	0.450	26	20	0.587
08:00 - 09:00	26	20	0.368	26	20	0.989	26	20	1.357
09:00 - 10:00	26	20	0.271	26	20	0.374	26	20	0.645
10:00 - 11:00	26	20	0.258	26	20	0.359	26	20	0.617
11:00 - 12:00	26	20	0.307	26	20	0.305	26	20	0.612
12:00 - 13:00	26	20	0.334	26	20	0.294	26	20	0.628
13:00 - 14:00	26	20	0.290	26	20	0.300	26	20	0.590
14:00 - 15:00	26	20	0.378	26	20	0.414	26	20	0.792
15:00 - 16:00	26	20	0.620	26	20	0.355	26	20	0.975
16:00 - 17:00	26	20	0.721	26	20	0.464	26	20	1.185
17:00 - 18:00	26	20	0.687	26	20	0.349	26	20	1.036
18:00 - 19:00	26	20	0.424	26	20	0.267	26	20	0.691
19:00 - 20:00	2	18	0.056	2	18	0.028	2	18	0.084
20:00 - 21:00	2	18	0.028	2	18	0.000	2	18	0.028
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.879			4.948			9.827

Parameter summary

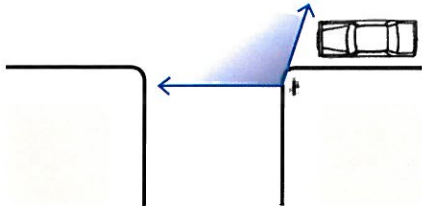
Trip rate parameter range selected: 6 - 41 (units:)
 Survey date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

Manual for Streets

Small radius (eg. 1 metre)

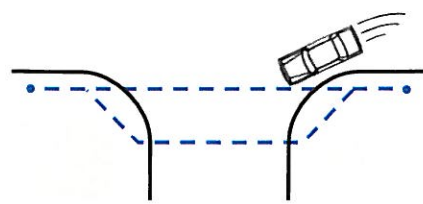


- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10 mph – 15 mph).

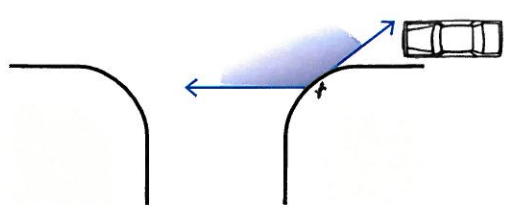


- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.

Large radius (eg. 7 metres)



- Pedestrian desire line deflected.
- Detour required to minimise crossing distance.
- Vehicles turn faster (20 mph – 30 mph).



- Pedestrian must look further behind to check for fast turning vehicles.
- Pedestrian cannot normally establish priority against fast turning vehicles.

Devon County Council

Figure 6.3 The effects of corner radii on pedestrians.

6.3.12 Pedestrian desire lines should be kept as straight as possible at side-road junctions unless site-specific reasons preclude it. Small corner radii minimise the need for pedestrians to deviate from their desire line (Fig. 6.3). Dropped kerbs with the appropriate tactile paving should be provided at all side-road junctions where the carriageway and footway are at different levels. They should not be placed on curved sections of kerbing because this makes it difficult for blind or partially-sighted people to orientate themselves before crossing.

6.3.13 With small corner radii, large vehicles may need to use the full carriageway width to turn. Swept-path analysis can be used to determine the minimum dimensions required. The footway may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner.

6.3.14 Larger radii can be used without interrupting the pedestrian desire line if the footway is built out at the corners. If larger radii

encourage drivers to make the turn more quickly, speeds will need to be controlled in some way, such as through using a speed table at the junction.

6.3.15 The kerbed separation of footway and carriageway can offer protection to pedestrians, channel surface water, and assist blind or partially-sighted people in finding their way around, but kerbs can also present barriers to some pedestrians. Kerbs also tend to confer an implicit priority to vehicles on the carriageway. At junctions and other locations, such as school or community building entrances, there are benefits in considering bringing the carriageway up flush with the footway to allow people to cross on one level (Fig. 6.4). This can be achieved by:

- raising the carriageway to footway level across the mouths of side roads; and
- providing a full raised speed-table at 'T' junctions and crossroads.

Site Photos





GIVE WAY
50 yds

25
CLEAR



GIVE WAY
50 yds

Planning Appeal Decision Letters



Appeal Decision

Site Visit made on 18 October 2008

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

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

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

☎ 0117 372 6372
email: enquiries@plns.gsl.gov.uk

Decision date:
27 November 2008

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

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

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

Decision

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

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

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

Clarification

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

Main Issues

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

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

Reasons for the Decision

First Main Issue: The Conservation Area

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

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

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

Second Main Issue: Highway Safety

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

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

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

Peter F Davies

INSPECTOR



Appeal Decision

Site visit made on 22 July 2008

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

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

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Decision date:
12 August 2008

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

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

Decision

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

Main issues

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

Reasons

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

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

Richard A. Mordey

INSPECTOR

Schedule of conditions

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

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

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

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