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**Service Director – Legal, Governance and
Commissioning**

Julie Muscroft

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Please ask for: Jodie Harris

Email: jodie.harris@kirklees.gov.uk

Tuesday 15 June 2021

Notice of Meeting

Dear Member

Cabinet Committee - Local Issues

The **Cabinet Committee - Local Issues** will meet in the **Council Chamber - Town Hall, Huddersfield** at **10.00 am** on **Wednesday 23 June 2021**.

This meeting will be live webcast. To access the webcast please go to the Council's website at the time of the meeting and follow the instructions on the page.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in black ink, appearing to read 'Julie Muscroft', on a light-colored background.

Julie Muscroft

Service Director – Legal, Governance and Commissioning

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

The Cabinet Committee - Local Issues members are:-

Member

Councillor Peter McBride
Councillor Naheed Mather
Councillor Paul Davies

Agenda

Reports or Explanatory Notes Attached

Pages

1: Appointment of Chair

The Committee will appoint a chair for the 2021/22 municipal year.

2: Membership of the Committee

This is where councillors who are attending as substitutes will say for who they are attending. All Cabinet Members are permitted to act as substitutes in the absence of a Member of the Committee. These Members are: Cllrs S Pandor, C Scott, V Kendrick, C Pattison, M Khan, W Simpson and E Firth

3: Minutes of Previous Meeting

1 - 2

To approve the Minutes of the meeting of the Committee held on the 24 March 2021.

4: Interests

3 - 4

The Councillors will be asked to say if there are any items on the Agenda in which they have disclosable pecuniary interests, which would prevent them from participating in any discussion of the items or participating in any vote upon the items, or any other interests.

5: Admission of the Public

Most debates take place in public. This only changes when there is a need to consider certain issues, for instance, commercially sensitive information or details concerning an individual. You will be told at this point whether there are any items on the Agenda which are to be discussed in private

6: Deputations/Petitions

The Committee will receive any petitions and hear any deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also hand in a petition at the meeting but that petition should relate to something on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10 (2), Members of the Public should provide at least 24 hours' notice of presenting a deputation.

7: Member Question Time

To receive questions from Councillors.

8: Objection to Kirklees TRO No 19 Order 2020, Proposed Permit Holder, Limited Waiting and No Waiting at Any Time/No Loading at Any Time restrictions for Northgate, Almondbury

5 - 24

To consider objections received to the above advertised Traffic Regulation Order.

Contact: Ken Major - Principal Engineer, Tel: (01484) 221000

9: Objection to Kirklees TRO No 4 Order 2017, Proposed No Waiting at Any Time restrictions, Thorpe Lane, Almondbury

25 - 32

To consider objections received to the above advertised Traffic Regulation Order.

Contact: Ken Major - Principal Engineer, (01484) 221000

10: Objection to Kirklees TRO No 27 Order 2020, Proposed Mandatory Left Turn on Colne road and No Right Turn in to Queen Street South, Huddersfield 33 - 40

To consider objections received to the above advertised Traffic Regulation Order.

Contact: Ken Major - Principal Engineer, Tel: (01484) 221000

11: Objection to Traffic Regulation Order- Proposed Traffic Calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield. 41 - 56

To consider an objection received to Kirklees TRO - Proposed Traffic Calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield.

Contact: Andrew Perry, Senior Engineer, Tel: (01484) 221000

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Contact Officer: Jenny Bryce-Chan

KIRKLEES COUNCIL

CABINET COMMITTEE - LOCAL ISSUES

Wednesday 24th March 2021

Present: Councillor Peter McBride (Chair)
Councillor Naheed Mather

In attendance: Karen North, Senior Technical Officer

Apologies: Councillor Graham Turner

1 Membership of the Committee

Cllr Cathy Scott attended as sub for Cllr Graham Turner

2 Minutes of Previous Meeting

That the minutes of the meeting held on the 15th December 2020 be approved as a correct record.

3 Interests

No interests were declared.

4 Admission of the Public

All agenda items were considered in public session.

5 Deputations/Petitions

No deputations or petitions were received.

6 Questions by members of the Public (Written Questions)

No written questions were received.

7 Member Question Time

No member questions were asked.

8 Objection to Traffic Regulation No 30 Order 2020, Proposed "School Keep Clear" markings, South Parade, Cleckheaton

The Committee considered a report which outlined an Objection to Traffic Regulation No 30 Order 2020, Proposed "School Keep Clear" markings, South Parade, Cleckheaton.

Karen North, Senior Technical Officer, advised the Committee that South Parade is a residential distributor road in Cleckheaton, with residential properties, to both sides, for the majority of its length. Most of the properties in this area do not have off street parking facilities and residents park on the road. Heaton Primary school is

Cabinet Committee - Local Issues - 24 March 2021

located on the middle of South Parade, with industrial premises on the opposite side of the road.

The Committee was informed that as parking is at a premium in this area, there are currently "School Keep Clear" markings in operation, governed by an existing Traffic Regulation Order, which restricts parking on the school side of South Parade, and on Highfields Road 8 am 9:30 am and 2:30 - 4 pm to reduce the risk, from parked cars, for children walking to school.

To try to improve visibility and access for both pedestrians and drivers, particularly at school opening and closing times, a section of informal "Keep Clear" markings were put down; however, this has had little impact. The proposed "School Keep Clears" have been kept to a minimum, to reduce the impact on the surrounding roads, but maximise safety. The proposed length covers the footpath link from Heaton Ave, to a safe distance beyond the concealed entrance, to maintain visibility when vehicles are emerging.

The Traffic Regulation Order for the installation of these markings was advertised between 26 November 2020 to 28 December 2020 and during that time one objection was received.

The objector believes that the proposals would displace more parking along Highfield Terrace and further inconvenience the residents around the school.

In response to the objection, the Committee was advised that the proposed "School Keep Clear" markings at this location are aimed at helping to improve visibility and safety for all road users and in particular, young pedestrians. For these reasons, the Officer recommendation is that the objections to the proposed restrictions be overruled and the Traffic Regulation Order be implemented as advertised, to allow the road safety expected benefits to be realised.

The Committee considered all the information received both verbally and in writing and;

RESOLVED

That the Objection to Traffic Regulation No 30 order 2020, proposed "School Keep Clear" markings, South Parade, Cleckheaton be overruled, and the Traffic Regulation Order be implemented as advertised.

KIRKLEES COUNCIL			
COUNCIL/CABINET/COMMITTEE MEETINGS ETC			
DECLARATION OF INTERESTS			
Name of Councillor			
Item in which you have an interest	Type of interest (eg a disclosable pecuniary interest or an "Other Interest")	Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]	Brief description of your interest

Signed: Dated:

NOTES

Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

- (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
- (b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.



Name of meeting: Cabinet Committee - Local Issues
Date: 23 June 2021

Title of report: Objection to Kirklees TRO No 19 Order 2020, Proposed Permit Holder, Limited Waiting and No Waiting at Any Time/No Loading at Any Time restrictions for Northgate, Almondbury

Purpose of report: To consider objections received to the above advertised Traffic Regulation Order.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Colin Parr – 03.06.2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 02.06.2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 11.06.2021
Cabinet member portfolio	Councillor Naheed Mather

Electoral wards affected: Almondbury

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

To consider an objection received in response to the public advertisement of “Permit Holders, Limited Waiting and No Waiting at Any Time/No Loading at Any Time restrictions” for Northgate, Almondbury in Kirklees (TR) (No 19) Order 2020.

2. Information required to take a decision

- 2.1 Planning permission has been granted, in November 2019, to convert the vacant public house into a convenience store with associated car parking, plant area and delivery access at Rose & Crown, 43 Northgate, Almondbury HD5 8RX, see Appendix 1 for the decision notice for the planning permission.
- 2.2 Planning condition no. 16 states “The development shall not commence until a scheme detailing measures to manage parking on Northgate between the site access and no further than 12m south east of the site access and all associated works, together with appropriate Safety Audits has been submitted to and approved in writing by The Local Planning Authority. Unless otherwise agreed in writing no part of the development shall be brought into use until the approved scheme has been implemented.”
- 2.3 A scheme to manage parking at the site access was submitted in October 2020 and This traffic regulation order extends the current “No Waiting at Any Time” restriction that starts at the junction of Southfield and runs 71m in a south-easterly direction by a further 12m. This is so that the appropriate space can be created for delivery vehicles turning in and out of the site via the access road that goes to the rear of the property. The double yellow line extension reduces the available combined Limited Waiting and Permit Holder parking by 12m outside the new shop. The Permit Holder and Limited Waiting restrictions cover the time period 8am to 6pm Mon to Sat. The Limited Waiting parking is for 1 hour with no return within 1 hour. This means unrestricted parking is available outside these times.
- 2.4 Local residents, during informal consultation in Nov 2020, requested additional permit parking so that they could park opposite their properties on Northgate. We changed the length of Permit Holder parking by extending it by 12m to the south-east, thus maintaining the original length provided prior to the development.
- 2.5 This means that the combined Limited Waiting and Permit Holder parking bay covered the same length of roadside as it previously had. Then from this point the Limited Waiting continues as previously to close to the zebra crossing at the junction with Thorpe Lane. From the end of the Limited Waiting a short length of “No Waiting at Any Time/No Loading at Any Time” has been added to connect to the existing “No Waiting at Any Time/No Loading at Any Time” on the corner of Thorpe Lane. This is to remove a gap in the Traffic Regulation Order created when the build out was installed for the zebra crossing and is only an administrative change as it would not be visible as it lies under the zebra crossing.
- 2.6 The overall result is therefore a 12m increase in No Waiting at Any Time restrictions and a 12m decrease in Limited Waiting with the Permit Holder parking remaining the same length but displaced to the south-east by 12m.
- 2.7 The revised Traffic Regulation Order was advertised between 19 February 2021 and 19 March 2021 and during that time one objection was received.

Objection:

An objection has been received from Ward Councillor Bernard McGuin as follows:

“I am writing to object to the legal order in regards to parking provision on Northgate in Almondbury.

The residents have insufficient space for resident parking and I ask for an extension of the permit parking scheme on the road. There is nowhere for residents on the Even numbers side of the street, they have only been given a like for like replacement of space lost in front of the new Co-op building. The residents used to use the car park of what was the Rose and Crown, by the owner’s permission. Understandably that will be utilised by the supermarket.

So I object on behalf of the residents who have insufficient parking near their homes. The spaces would be available for the shops’ customers, on Northgate, in the day time, for one hour.”

In response:

The requirement to extend the No Waiting at Any Time restriction by 12m is as a result of a planning condition and is required to allow delivery vehicles a clear access/egress at the site. To accommodate it the existing Limited Waiting needs to be shortened by 12m but we have been able to maintain the current length of Permit Holder bay

3. Implications for the Council

3.1 Working with people - The proposed works are as a result of a planning condition and we have maintained the permit parking levels for local residents.

3.2 Working with Partners – Not applicable

3.3 Place based Working – Not applicable

3.4 Climate Change and Air Quality – These proposals will not have a detrimental impact on Air Quality or Climate Change.

3.5 Improving outcomes for children- No change.

3.6 Other – There is a cost to the Council of £5,472.00 to process the necessary legal Traffic Regulation Order and this has been funded by the developer.

4. Consultees and their opinions

Statutory consultees and ward Councillors were consulted on these proposals in November 2020 with no comments received from the statutory consultees.

Councillor Davies responded, “I do not oppose these changes”.

5. Next steps and timelines

Cabinet Committee Local Issues to consider the objection raised during the formal advertising period for the proposed Permit Holders, Limited Waiting and No Waiting at Any Time and No Loading at Any Time restrictions and reach a decision on whether the Traffic Regulation Order should be implemented as advertised.

If Cabinet Committee Local Issues chooses to overrule the objection received the TRO proposals will be implemented after the Order is sealed in the next few weeks.

If Cabinet Committee choose to uphold the objections, then the changes will not be made and the developer and residents of Northgate will be informed.

6. Officer recommendations and reasons

That the objection, be overruled and the TRO be implemented as advertised. In order for the development to operate effectively 12m of combined Limited Waiting and Permit Holder parking restrictions need to be removed. Originally this was expected to be lost but the residents raised concerns about lack of space for them to park.

The proposal was amended and advertised with an additional 12m of Permit Holder parking bay so that the original amount of parking was still available to the residents.

7. Cabinet portfolio holder's recommendations

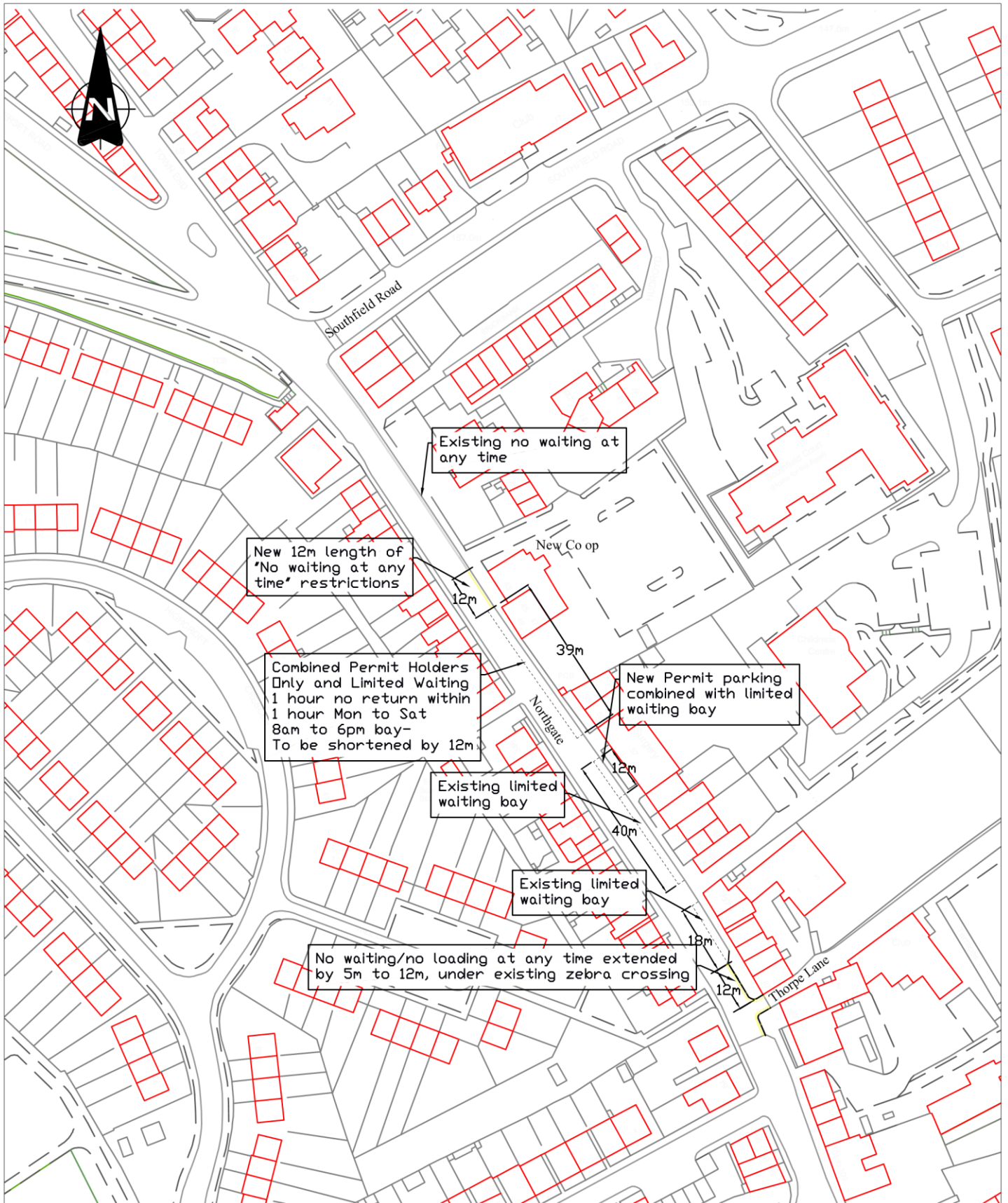
The Cabinet Portfolio Holder supports the officer recommendation to overrule the objection and implement the Traffic Regulation Order as advertised.

8. Contact officer

Ken Major -
Principal Engineer
(01484) 221000
ken.major@kirklees.gov.uk

9. Service Director responsible

Sue Procter -
Service Director - Environment
(01484) 221000
sue.procter@kirklees.gov.uk



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Ordnance Survey 100019241



Streetscene & Housing
Flint Street, Fartown
Huddersfield, HD1 6LG

Proposed amendments to No waiting at any time and permit holder only/ltd waiting bay

Northgate
Almondbury

Scale	
NTS	
Drawn KM	Checked
Section TRF	Date NOV 20
Drawing No.	TF.01.200.207

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To THE LEGAL OFFICER

I am writing to object to the legal order in regards to parking provision on Northgate in Almondbury.

The residents have insufficient space for resident parking and I ask for an extension of the permit parking scheme on the road. There is nowhere for residents on the Even numbers side of the street, they have only been given a like for like replacement of space lost in front of the new Co-op building. The residents used to use the car park of what was the Rose and Crown, by the owner's permission. Understandably that will be utilised by the supermarket.

So I object on behalf of the residents who have insufficient parking near their homes. The spaces would be available for the shops' customers, on Northgate, in the day time., for one hour.

Kind Regards,

Councillor Bernard McGuin

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Town and Country Planning Act 1990

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

PLANNING PERMISSION FOR DEVELOPMENT

Application Number: 2019/62/91518/W

To: William James,
Wellsfield Associates
Prospect Cottage
189, The Street
Ekye
IP12 2QG

For: The Co-operative Group

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

ERECTION OF EXTENSIONS AND ALTERATIONS TO CONVERT VACANT PUBLIC HOUSE INTO CONVENIENCE STORE WITH ASSOCIATED CAR PARKING, PLANT AREA AND DELIVERY ACCESS (LISTED BUILDING WITHIN A CONSERVATION AREA)

At: ROSE & CROWN, 43, NORTHGATE, ALMONDBURY, HUDDERSFIELD, HD5 8RX

In accordance with the plan(s) and applications submitted to the Council on 24-May-2019, subject to the condition(s) specified hereunder:-

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: Pursuant to the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Reason: For the avoidance of doubt as to what is being permitted and so as to ensure the satisfactory appearance of the development on completion, and to accord with Policies LP13, LP21, LP22, LP24, LP35 and LP48 of the Kirklees Local Plan and guidance in the National Planning Policy Framework.

3. Prior to the development being brought into use, a scheme detailing the boundary treatment of all the site, to include details of fencing/gates/bollards within the car park area shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the works comprising the approved scheme has been completed and thereafter retained in accordance with the approved details.

Reason: In the interests of the visual and residential amenity and character of the surrounding conservation area and to accord with Policies LP21, LP24 and LP35 of the Kirklees Local Plan and Chapters 12 and Chapter 16 of the National Planning Policy Framework

4. The approved convenience store shall not be brought into use until all areas to be used for parking, turning and vehicular access as shown on drawing no. 3510 -05 Rev b, has been laid out with a hardened and drained surface in accordance with the Communities and Local Government; and Environment Agency's 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 and fully made operational. Thereafter the parking spaces shall be retained, surfaced, and marked out in accordance with these approved details

Reason: In the interests of amenity and traffic safety, to ensure adequate space within the site for vehicle movements, parking, and to avoid an increase in surface water run-off, in accordance with Policies LP21, LP22 and LP24 of the Kirklees Local Plan as well as the aims of Chapters 12 and 14 of the National Planning Policy Framework.

5. Before any external artificial lighting works commence, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should include the following information:-

- a) The proposed hours of operation of the lighting
- b) The location and specification of all of the luminaires
- c) The proposed design level of maintained average horizontal illuminance for the areas that needs to be illuminated.
- d) The predicted vertical illuminance that will be caused by lighting when measured at windows of any properties in the vicinity.
- e) The measures that will be taken to minimise or eliminate glare beyond the boundary of the site from the use of the lighting
- f) The methods of switching and controlling the lighting so that it is only operated at the permitted times and at times when it is required.

The development shall be completed in accordance with the approved details and operated thereafter in accordance with the approved scheme.

Reason: To ensure the amenities of nearby residential properties are not compromised and to accord with Policies LP24 and LP52 paragraph 180 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

6. Prior to commencing any works to the approved extension, a Noise Mitigation Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include measures to be provided and undertaken to control noise from any external plant/areas. Thereafter, the development shall be completed in accordance with the approved scheme before the approved convenience store is brought into use, and retained thereafter.

Reason: To ensure the amenities of nearby noise sensitive properties are not compromised and to accord with Policies LP24 and LP52 paragraph 180 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

7. The use/development hereby permitted shall not be open to customers outside the hours of 7:00 to 23:00 Monday to Sundays.

Reason: To ensure the amenities of nearby noise sensitive properties are not compromised and to accord with Policies LP24 and LP52 paragraph 180 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

8. There shall be no deliveries to or dispatches from the premises outside the times of 7:30 to 20:00 Monday to Friday and 8:00 to 20:00 Saturdays. No deliveries shall take place on Sundays or Bank Holidays.

Reason: To ensure the amenities of nearby noise sensitive properties are not compromised and to accord with Policies LP24 and LP52 paragraph 180 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

9. No groundworks shall commence until actual or potential land contamination at the site has been investigated and a Preliminary Risk Assessment (Phase I Desk Study Report) has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure any unidentified contamination is established and to identify and remove unacceptable risks to human health and the environment in accordance with Policy LP53 of the Kirklees Local Plan as well as chapter 15 of the National Planning Policy Framework. This is a pre-commencement condition to ensure the information is agreed at an appropriate stage of the development process.

10. Where further intrusive investigation is recommended in the Preliminary Risk Assessment approved pursuant to condition no. 9, groundworks (other than those required for a site investigation report) shall not commence until a Phase II Intrusive Site Investigation Report has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure any unidentified contamination is established and to identify and remove unacceptable risks to human health and the environment in accordance with Policy LP53 of the Kirklees Local Plan as well as chapter 15 of the National Planning Policy Framework. This is a pre-commencement condition to ensure the information is agreed at an appropriate stage of the development process.

11. Where site remediation is recommended in the Phase II Intrusive Site Investigation Report approved pursuant to condition no. 10, further groundworks 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.

Reason: To ensure the site is fit to receive new development and to accord in accordance with Policy LP53 of the Kirklees Local Plan as well as chapter 15 of the National Planning Policy Framework. This is a pre-commencement condition to ensure the information is agreed at an appropriate stage of the development process.

12. Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition no. 11. 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 site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. 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.

Reason: So as to protect future occupants of the development from any potential land contamination and to accord with Policy LP53 of the Kirklees Local Plan as well as chapter 15 of the National Planning Policy Framework.

13. Following 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. 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 the approved Remediation Strategy or the approved revised Remediation Strategy and a Validation Report in respect of those remediation measures has been approved in writing by the Local Planning Authority.

Reason: So as to protect future occupants of the development from any potential land contamination and to accord with Policy LP53 of the Kirklees Local Plan as well as the aims of chapter 15 of the National Planning Policy Framework.

14. Development shall not commence until a scheme detailing foul, surface water and land drainage, (including outfalls, balancing works, plans and longitudinal sections, hydraulic calculations, existing drainage to be maintained/diverted/abandoned) has been submitted to and approved in writing by the Local Planning Authority. The approved convenience store shall only be occupied until such approved drainage scheme has been provided on the site to serve the development and thereafter retained in accordance with the approved details.

Reason: To ensure that the development does not increase flood risk elsewhere, and to accord with chapter 14 of the National Planning Policy Framework and Policy LP28 of the Kirklees Local Plan. This is a pre-commencement condition as effective drainage is fundamental to the implementation of the scheme, and because much of the infrastructure would be installed at an early stage as part of the development of the site.

15. No above ground works shall take place until an Ecological Design Strategy (EDS) has been submitted to and approved in writing by the Local Planning Authority. The EDS shall include details of the following.

a) Purpose and conservation objectives for the proposed ecological works, in relation to site potential.

b) Location (shown on appropriate scale plans) of specific make and model, or design, of bat and/or bird boxes to be installed integral to all new building.

c) Planting schedule and planting plan to show the retention of existing trees along the south and east boundaries showing the inclusion of native species of tree and shrub to be included within/at the boundary of the application area, and how this achieves the stated purpose.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To ensure that there is a well laid out scheme of landscape in the interests of amenity and biodiversity in accordance with Policies LP24, LP30 and LP33 of the Kirklees Local Plan and Chapters 12 and 15 National Planning Policy Framework

16. The development shall not commence until a scheme detailing measures to manage parking on Northgate between the site access and no further than 12m south east of the site access and all associated works, together with appropriate Safety Audits has been submitted to and approved in writing by The Local Planning Authority. Unless otherwise agreed in writing no part of the development shall be brought into use until the approved scheme has been implemented.

Reason: This is a pre commencement condition to ensure the appropriate measures have been secured to accommodate the proposals without compromising highway safety of all users of the surrounding highway network in accordance with Policies LP21 and LP24 of the Kirklees Local Plan and guidance in within the National Planning Policy Framework.

17. Prior to the occupation of any building, details of a new pedestrian crossing to be located at the entrance of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved details and the pedestrian crossing provided in full prior to the occupation of any building and retained thereafter.

Reason: In order to ensure the safe movement of vehicles and pedestrians in accordance with Policies LP21 and PP24 of the Kirklees Local Plan and guidance within the National Planning Policy Framework

18. No development shall take place until a Construction Method Statement (CMS) has been submitted to and approved in writing by the Local Planning Authority. The CMS shall include details of the following:

- (i) hours for site preparation, delivery of materials and construction;
- (ii) the parking of vehicles of site operatives and visitors;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) the erection and maintenance of security hoarding;
- (vi) wheel washing facilities;
- (vii) measures to control the emission of dust and dirt during construction;
- (viii) a scheme for managing and the recycling/disposing of waste resulting from construction works.
- (ix) location of any portable cabin structures

The duly approved CMS shall be adhered to throughout the construction period.

Reason: In the interests of the amenity of the locality and in accordance with chapter 15 of the National Planning Policy Framework and Policy LP52 of the Kirklees Local Plan. This is a pre-commencement condition to ensure construction works do not adversely impact on the amenity of the locality and therefore, a scheme is required in order to mitigate impacts prior to any works taking place on site.

19. Prior to occupation of the approved convenience store, electric vehicle recharging points shall be installed at 10% of the provided parking spaces in accordance with details which shall have previously been submitted to and approved in writing by the Local Planning Authority. Cable and circuitry ratings shall be of adequate size to ensure a minimum continuous current demand of 16Amps and a maximum demand of 32Amps. The electric vehicles charging points so installed shall thereafter be retained.

Reason: To accord with the guidance contained in chapter 4 of the National Planning Policy Framework "Promoting sustainable transport", the West Yorkshire Low Emissions Strategy, Policy LP24 of the Kirklees Local Plan and to encourage low carbon forms of transport in accordance with chapter 15 of the National Planning Policy Framework.

20. No above ground works shall take place until details of refuse/bin storage areas, any structures required to store bins and proposed collection points for refuse/bins have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and none of the buildings brought into use until the agreed details have been provided. The refuse/bin storage and collection areas so approved shall thereafter be retained.

Reason: In the interests of residential and visual amenity and character of the surrounding area, in the interests of highway and pedestrian safety and to accord with Policies LP24 and LP52 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

NOTE: The changes to the access within the adopted highway fronting the property will need to be constructed under a section 184 agreement of the 1980 Highways Act (vehicle crossings over footways and verges). You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution.

NOTE: All contamination reports shall be prepared in accordance with CLR11, PPS23 and the Council's Advice for Development documents or any subsequent revisions of those documents.

NOTE: Noise Mitigation Scheme Footnote

A satisfactory noise mitigation scheme would normally refer to relevant guidance documents to show that the required objectives have been achieved. However, if at noise sensitive premises, the noise is inaudible at their boundary during the daytime and inside at night-time satisfactory mitigation will be considered to have been achieved. The applicant is advised to appoint a suitably competent person to provide the Noise Mitigation Scheme and developers may wish to contact the Association of Noise Consultants

<http://www.association-of-noise-consultants.co.uk/Pages/Links.htm>

(01736 852958) or the Institute of Acoustics <http://www.ioa.org.uk> (01727 848195) for a list of members.

NOTE: The removal of roofing tiles shall be carried out by hand between October and March.

NOTE: This permission should be read in conjunction with the allied listed building consent and conditions granted under application no. 2019/91519

Plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Existing site block plan	3510 -03		08/05/19
Existing floor plans & elevations	3510 -01		08/05/19
Revised location and site block plan	3510-05b		18/10/19
Proposed elevations	3510 -02		08/05/19
Proposed floor plan	3510-06b		18/10/19
Revised site block plan	3510-04b		18/10/19
Vehicle tracking plan & off site works	190503 - SK1 rev C		21/10/19
Highway statement dated 16th Oct 2019			17/10/19
Design & access statement			24/06/19
Heritage Statement	Rev A dated 23rd May 2019		24/05/19

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application. The Council has proactively engaged with the agent in order to ensure an appropriate scheme was agreed and sought revisions in the interests of the preserving the significance of the host listed building, character of the surrounding Conservation Area and so as not to compromise highway safety. The above conditions have been agreed to by the applicant.

Building Regulations Approval is required for most work involving building operations and/or structural alterations. It is the applicant's responsibility to find out if the work permitted by this planning permission needs approval under the Building Regulations, and if necessary to submit an application. If you are not the applicant can you please ensure the applicant is aware of this requirement. Contact Building Control on Tel No: (01484) 221550 for more information.

It is the applicant's responsibility to find out whether any works approved by this planning permission, which involve excavating or working near public highway and any highway structures including retaining walls, will require written approval from the Council's Highways Structures Section. Please contact the Highways Structures Section on Tel No. 01484-221000 Ext 74199 for further advice on this matter.

Details Reserved by Condition

- This permission has been granted subject to conditions. Some of the conditions may require you to submit further details. These conditions normally contain the wording “*submitted to and approved in writing by the Local Planning Authority*”.
- You can apply online for approval of these details at the Planning Portals website at www.planningportal.gov.uk. Alternatively the forms and supporting guidance for submitting an application can be found online at www.kirklees.gov.uk/planning.
- This Authority recognises the need to ensure that you are able to develop the site as effectively and flexibly as possible. However, at the same time it must ensure that development is in accordance with the terms of the planning conditions and legal agreement and the expectations of elected members and local residents set through the decision process.
- You should note the triggers for compliance with the conditions of this planning permission. This Authority is committed to processing applications to discharge conditions in a timely manner. It is important to ensure that submissions are made as far in advance of the trigger to allow time for adequate consultation, discussion and in some circumstances publicity.
- It is important that applications to discharge conditions are accompanied by sufficient information to enable this Authority and its consultees to fully consider and determine the proposals. Whilst officers will endeavour to negotiate solutions, failure to provide a comprehensive submission may result in delay and refusal of the application.
- If you commence work without discharging conditions you are at risk of enforcement action and invalidating your permission if the planning condition is a pre commencement condition.

Development within a Coal Mining Area

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

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

Appeals to the Secretary of State

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

- In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

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

Purchase Notices

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

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

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

Dated: 13-Nov-2019

Signed:



Karl Battersby
Strategic Director Economy and Infrastructure

Decision Documents

The decision notice indicates which documents relate to the decision. These documents can be viewed online at the Planning Services website at www.kirklees.gov.uk/planning, and by clicking on the 'search planning applications and decisions' and by searching for application number 2019/62/91518/W .

If a paper copy of the decision notice or decided plans are required please email dc.admin@kirklees.gov.uk or telephone 01484 414746 with the application number. There may be a charge for this service.

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

E-mail: dc.admin@kirklees.gov.uk

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

Name of meeting: Cabinet Committee - Local Issues
Date: 23 June 2021

Title of report: Objection to Kirklees TRO No 4 Order 2017, Proposed No Waiting at Any Time restrictions, Thorpe Lane, Almondbury

Purpose of report: To consider objections received to the above advertised Traffic Regulation Order.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Colin Parr – 03.06.2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 02.06.2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 11.06.2021
Cabinet member portfolio	Councillor Naheed Mather

Electoral wards affected: Almondbury

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

To consider an objection received in response to the public advertisement of 'No Waiting at Any Time' parking restrictions on Thorpe Lane, Almondbury in Kirklees (TR) (No 4) Order 2017

2. Information required to take a decision

- 2.1 Following complaints by local residents', including a petition, site visits have shown that drivers regularly park on the footway on the blind bend on Thorpe Lane, Almondbury on the right hand side of the junction of Thorpe Grange Gardens. This blocks access and visibility for residents exiting from the junction. The proposed restrictions are designed to improve road safety for all road users and increase visibility for drivers exiting from Thorpe Grange Gardens.
- 2.2 The Traffic Regulation Order was advertised between 21 February 2020 and 21 March 2020, when the notice was placed on site, in the local press and on the Council website. During that time one objection was received.

Objection:

Councillor McGuin believes that these proposals will have an adverse effect on one of the residents here.

In response:

The proposed parking restrictions will extend up to the boundary of the residential property that Cllr McGuin believes will be affected, as this is the nearest location that this resident can park, having no off-road parking facilities.

As part of the consultation process, prior to the advertisement of the traffic regulation order, affected local residents were consulted. At that time no adverse comments were received from this resident.

3 Implications for the Council

- 3.1 **Working with people** - The proposed works are considered necessary to improve road safety for local residents and all road users.
- 3.2 **Working with Partners** – Not applicable
- 3.3 **Place based Working** – This is a local solution aimed at improving the highway network for local people.
- 3.4 **Climate Change and Air Quality** – These proposals will not have a detrimental impact on Air Quality or Climate Change.
- 3.5 **Improving outcomes for children**- These proposals are aimed at preventing pavement parking, entering and travelling within a residential area
- 3.6 **Other** - If the TRO is not implemented, it is likely the benefits of improved visibility at this location will not be achieved.

4 Consultees and their opinions

- 4.1 Statutory consultees have been consulted on these proposals prior to the advertising of the Order and no comments were received.
- 4.2 The Almondbury Ward Councillors had been consulted on the proposals, prior to the formal advertising of the Traffic Regulation Order:

Cllr Munroe responded and when informed that it was unlikely the property on the opposite side of the road to the junction would be impacted, replied:

“In that case I am satisfied and do not have a problem with the proposal.”

This is not the same property that Councillor McGuin is objecting on the behalf of.

5. Next steps and timelines

Cabinet Committee for Local Issues to consider the objection raised during the formal advertising period for the proposed No Waiting at Any Time restrictions and reach a decision on whether the traffic regulation order should be implemented as advertised.

If the Cabinet Committee for Local Issues chooses to overrule the objection received the TRO proposals will be implemented after the Order is sealed in the next few weeks.

If Cabinet Committee choose to uphold the objections, then the changes will not be made and the local residents will be informed.

6. Officer recommendations and reasons

That the objections be overruled, and the waiting restrictions are implemented, as advertised, to improve road safety for all road users at this location

7. Cabinet portfolio holder's recommendations

The Cabinet Portfolio Holder supports the officer recommendation to overrule the objection and implement the Traffic Regulation Order as advertised.

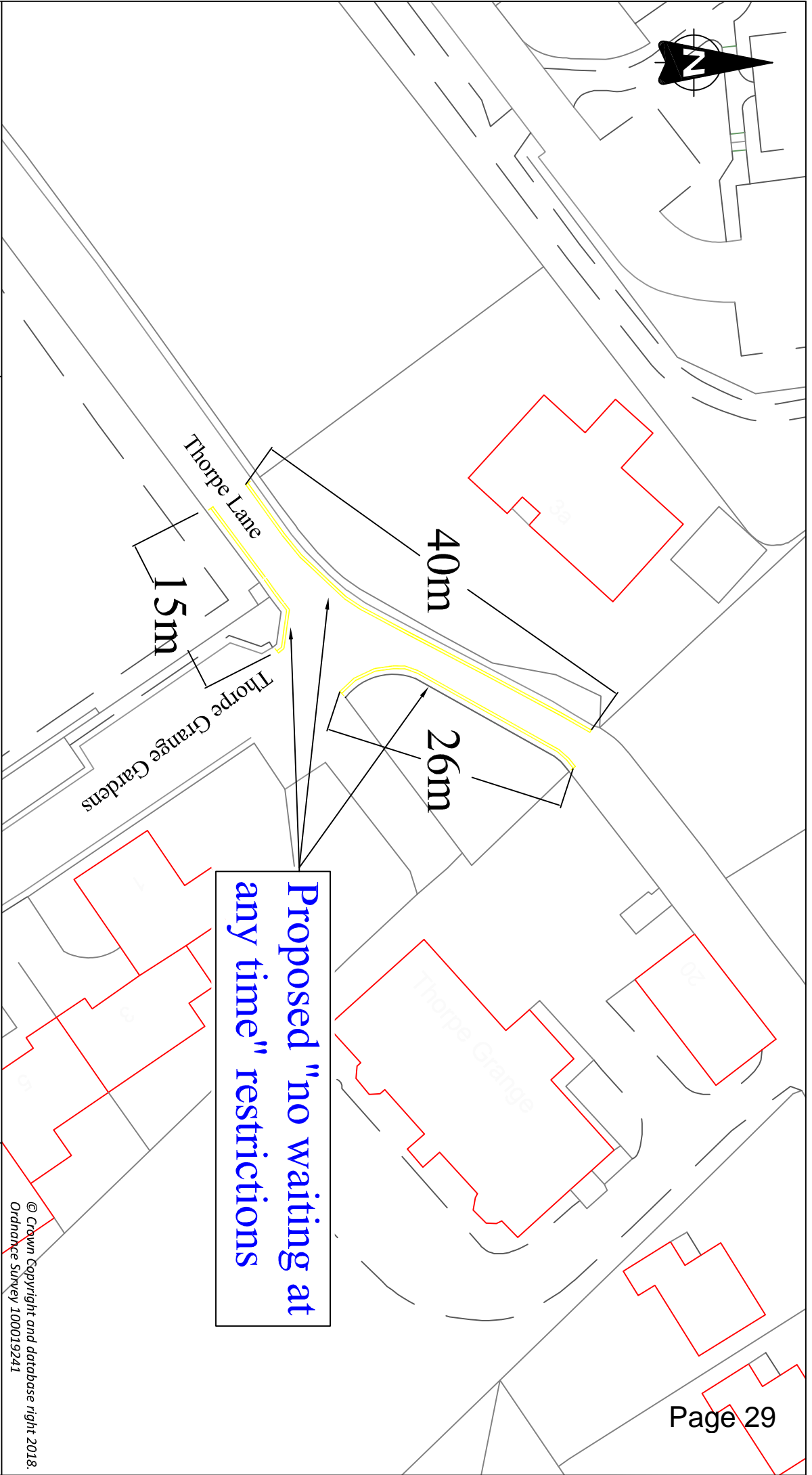
8. Contact officer

Ken Major -
Principal Engineer
(01484) 221000
ken.major@kirklees.gov.uk

9. Service Director responsible

Sue Procter -
Service Director - Environment
(01484) 221000
sue.procter@kirklees.gov.uk

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Proposed "no waiting at any time" restrictions

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Ordnance Survey 100019241



Streetscene & Housing
Flint Street, Fartown
Huddersfield, HD1 6LG

Project		Thorpe Lane Almondbury	
Title		Proposed No Waiting At Any Time Parking Restrictions	
Scale		1:500	
Drawn	KM	Checked	
Section	Traffic	Date	
Drawing No.	TF.01.200.193	Oct 2019	

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From: Cllr Bernard McGuin
Sent: 19 February 2020 19:10
To:
Subject: Re: TRO no 4 of 2017

I do not agree with the lines on the Thorpe Lane order which are on the Thorpe House side of the road. I think the lines only need to be on the corner with Thorpe Gardens.

If this goes ahead it will severely hit the resident of the cottage, 20 Thorpe Lane.

If this has to go to Cabinet could you please pass on my objection.

Kind Regards,

Councillor Bernard McGuin
Almondbury ward

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Name of meeting: Cabinet Committee - Local Issues
Date: 23 June 2021

Title of report: Objection to Kirklees TRO No 27 Order 2020, Proposed Mandatory Left Turn on Colne road and No Right Turn in to Queen Street South, Huddersfield

Purpose of report: To consider objections received to the above advertised Traffic Regulation Order.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Colin Parr – 03.06.2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 02.06.2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 11.06.2021
Cabinet member portfolio	Councillor Naheed Mather

Electoral wards affected: Almondbury

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

To consider an objection received in response to the public advertisement of Traffic Regulation) (No. 27) Order 2020 Vehicle Movement Restrictions Folly Hall Road/Colne Road and Queen Street South, Huddersfield.

2. Information required to take a decision

- 2.1 The mandatory left turn is required as part of changes to the junction layout under the Huddersfield Southern Corridor improvements, this scheme at the junctions of Colne Road/Chapel Hill/Folly Hall and Folly Hall/St Thomas Road is the first of several improvements planned
- 2.2 The funding comes from the West Yorkshire Plus Transport Fund. It is a fund that was established in the Strategic Economic Plan of the Leeds City Region to provide “transformational strategic infrastructure” to unlock development and improve access to jobs. The funding is administered by the West Yorkshire Combined Authority.
- 2.3 The current traffic signal arrangement from Colne Road is to be changed because it is inefficient. If a vehicle wishing to turn right is at the head of the queue when the left turn filter operates no vehicle can progress past the stopline. The right turn movement is separately signalled and so introduces lost time at the junction when no traffic can progress. The proposal provides a more efficient junction layout. The additional time saved by the simplification in conflicting movements can be reallocated to benefit the A616 movements to reduce the current large queues and subsequent delays to buses and motorised vehicles. This change also provides the opportunity to significantly improve the pedestrian and cycle crossing facilities on a key strategic location in the cycle and pedestrian network.
- 2.4 The Traffic Regulation Order (TRO) was advertised between 24 March 2021 and 24 April 2021, when the notice was placed on site, in the local press and on the Council website. During that time one objection was received specifically to the mandatory left turn. No comments or objections were received to the No Right Turn in to Queen Street South element of the TRO.

Objection:

A resident of Almondbury has objected on the grounds that they currently use Colne Road and Chapel Hill to get into Huddersfield town centre and they will no longer be able to turn right as a result of this traffic regulation order.

In response:

The mandatory left turn is needed as the road layout at the new junction does not allow for a turn to the right. This issue has been anticipated so changes will also be made to Queen Street South to allow all vehicles of all sizes to access the ring road at the junction with Queensgate.

This allows any traffic that would have wanted to turn right out of Colne Road to turn up Queen Street South at the junction with Colne Road a short distance away. Then at the top of Queen Street South the vehicle can turn left on to Queensgate and thus have access to the ring road.

For residents of Almondbury, Lowerhouses, Castle Hill, Dog Hill Bank and Longley there are other routes into the town centre, and they do not necessarily have to turn on to Colne Road as a sole means of getting into the town centre.

As part of the consultation process, prior to the advertisement of the traffic regulation order, affected local residents/ businesses were consulted. At that time a couple of comments were received which related to increased traffic on Queen Street South as a result of the TRO.

3 Implications for the Council

3.1 Working with people - The proposed works are considered necessary to improve road safety, reduce congestion and improve the general travelling public experience.

3.2 Working with Partners – Not applicable

3.3 Place based Working – This is a local solution aimed at improving the highway network for local people travelling in and out of Huddersfield.

3.4 Climate Change and Air Quality – These proposals are expected to improve Air Quality locally due to reduced congestion at or in close proximity to a declared Air Quality Management Area.

3.5 Improving outcomes for children- No direct changes.

3.6 Other - If the TRO is not implemented, then the whole Huddersfield Southern Corridors project, to be funded mainly by West Yorkshire Combined Authority will not be workable in its current form and will require a further updated business case submission to understand the effects of change which may result in delay to the scheme delivery.

4 Consultees and their opinions

4.1 Statutory consultees have been consulted on these proposals prior to the advertising of the Order and no comments were received.

4.2 The Newsome Ward Councillors had been consulted on the proposals, prior to the formal advertising of the Traffic Regulation Order and no comments were received.

5. Next steps and timelines

Cabinet Committee for Local Issues to consider the objection raised during the formal advertising period for the proposed Mandatory Left Turn and reach a decision on whether the traffic regulation order should be implemented as advertised.

If the Cabinet Committee for Local Issues chooses to overrule the objection received the TRO proposals will be implemented during the scheme construction and after the Order is sealed.

If Cabinet Committee choose to uphold the objections, then the changes cannot be made and the scheme design will need to be reviewed.

6. Officer recommendations and reasons

That the objections be overruled, and the Mandatory Left Turn is implemented, as advertised, to improve road safety and reduce congestion for all road users at this location, as part of the overall scheme.

7. Cabinet portfolio holder's recommendations

The Cabinet Portfolio Holder supports the officer recommendation to overrule the

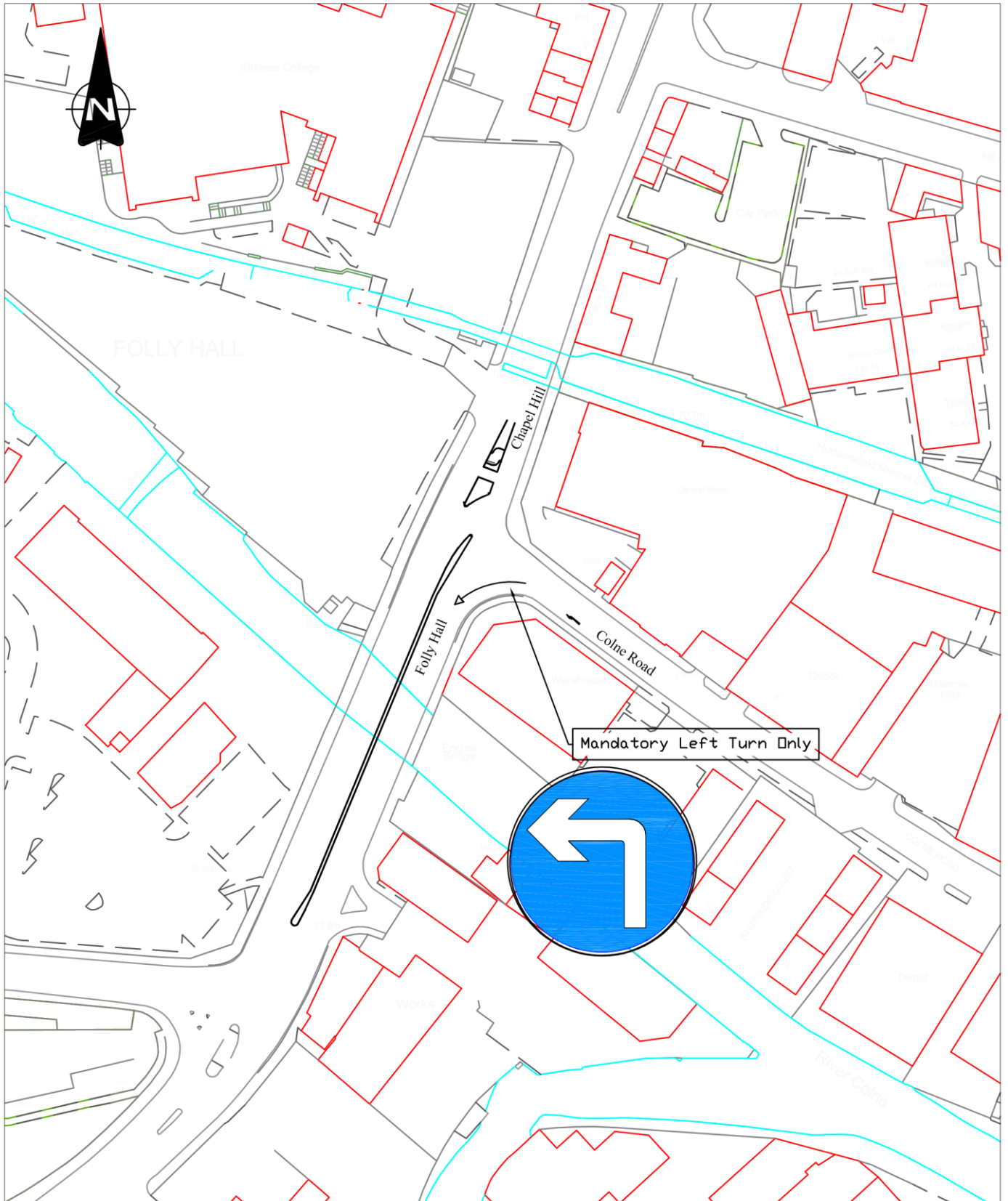
objection and implement the Traffic Regulation Order as advertised.

8. **Contact officer**

Ken Major -
Principal Engineer
(01484) 221000
ken.major@kirklees.gov.uk

9. **Service Director responsible**

Sue Procter -
Service Director - Environment
(01484) 221000
sue.procter@kirklees.gov.uk



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Ordnance Survey 100019241



Streetscene & Housing
Flint Street, Fartown
Huddersfield, HD1 6LG

Proposed Mandatory Left Turn Only

Colne Road into Folly Hall

Scale

1:500

Drawn

KM

Checked

Section

TRF

Date

OCT 20

Drawing No. TF 23,200.583

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21st April, 2021

REF: DEV/JE/D116-2027



Dear Ms. Muscroft,

I wish to object to the above proposal, regarding the introduction of a NO RIGHT TURN restriction from Colne Road to Folly Hall.

For those of us who live in Almondbury, Lowerhouses, Castle Hill, Dog Kennel Bank and Longley who come down Somerset Road and turn left on to Maple Street then left onto KingsMill Lane, and then right on to Newsome Road South and left on to Colne Road, how do we then get into Town, if we have to turn left at Folly Hall? It is the only way to get to the Town Hall and Market area without having to use the Ring Road.

Likewise the same problem for residents of the Newsome Area. The buses from Newsome use the same route from Newsome Road South over KingsMill Bridge and left on to Colne Road.

I would therefore like you to reconsider this plan or tell me what the alternative is please.

Yours faithfully,

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Name of meeting: Cabinet Committee - Local Issues

Date: 23rd June 2021

Title of report: Objection to Traffic Regulation Order- Proposed Traffic Calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield.

Purpose of report: To consider an objection received to - Kirklees TRO - Proposed Traffic Calming Jackroyd Lane, New Laithe Hill, and Fanny Moor Lane, Newsome, Huddersfield.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Colin Parr – 3 rd June 2021
Is it also signed off by the Service Director Finance?	Eamonn Croston – 9 th June 2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 9 th June 2021
Cabinet member portfolio	Cllr Naheed Mather

Electoral wards affected: Newsome

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

- 1.1 Jackroyd Lane / New Laithe Hill / Fanny Moor Lane is a route which links Longley to Newsome which is made up of a mixture of residential roads with carriageway widths of 7.0m plus, and a semi-rural section of carriageway with an average width of 5.0m. There is a single commercial property on the route which is The Victoria public house with the rest of the route fronted by residential properties.
- 1.2 Jackroyd Lane was partially traffic calmed as part of a scheme introduced in 2017 to install traffic calming features on High Lane. The proposed scheme would extend the existing traffic calming towards Newsome, as well as introducing new features on New Laithe Hill and Fanny Moor Lane.
- 1.3 Due to the current Covid restrictions, traffic movements are not, at present, representative of those evident when the National Lockdown restrictions are not in place. However, under normal conditions, the speed of drivers using this route as a 'rat run' has generated concerns. This is especially so on the narrow semi-rural New Laithe Hill section of the route. This scheme was identified by Ward Councillors pre-COVID 19, and as such is based on complaints, requests, representations received before the pandemic.
- 1.4 To try and address residents' concerns, Ward Councillors identified this route for traffic calming under the Public Realm budget that was made available to them. As the main areas of concern were traffic flow and vehicle speed, the proposed traffic scheme has been designed using "vertical" traffic calming to deter motorists from using this route, and to manage inappropriate vehicle speeds of those who chose to use this route.

2. Information required to take a decision

- 2.1 The proposed traffic calming features include 2 sets of speed cushions on the lower section of Jackroyd Lane, and 7 round top humps on the New Laithe Hill / Fanny Moor Lane section of the scheme. The traffic calming features are spaced to avoid impeding accesses to residential properties, and to allow vehicles to travel at the posted speed limit of 30mph.
- 2.2 The vertical traffic calming has been proposed as per drawing numbers TF.23.200.554B Jackroyd Lane Lower Section and TF.23.200.554 New Laithe Hill. The scheme is designed to address residents' concerns about traffic flow and inappropriate vehicle speeds. The scheme has been identified by Ward Councillors for delivery under the Public Realm budget.
- 2.3 Residents were consulted on the proposed scheme from Thursday 19th November 2020 through to Friday 11th December 2020. Two comments were received- one asking for a further extension to the scheme, and the other asking if an alternative to vertical traffic calming could be considered. Both these comments were addressed by a follow up letter.
- 2.4 The Traffic Regulation Order for the implementation of the traffic calming was advertised between 10th March 2021 and 1st April 2021 and during that time two objections were received.

- **Objection 1** - Received from a resident of New Laithe Hill. They are objecting to the proposed traffic calming on the grounds that as there has been no collisions on New Laithe Hill, the traffic calming is not required. In addition, they state that they feel that the funding available for this scheme could be better spent on highway maintenance or on responding to COVID 19

In response:

The scheme has been designed to deliver a targeted improvement to the local area by addressing concerns raised by residents received via the Newsome Ward Councillors.

Unlike mainstream highways capital budgets, the Public Realm budget does not have a collision reducing element attached to it, thus enabling the delivery of highway schemes that are generating genuine concern but fall short of reaching the criteria required for funding from mainstream budgets. There have been no collisions on the route along which the traffic calming has been proposed, however it has been highlighted via the Ward Councillors that there are concerns regarding traffic flow and vehicle speeds.

The funding for this scheme was committed pre COVID 19 and so cannot be used elsewhere, especially as there has been a commitment to address the issues identified along the route where the traffic calming has been proposed.

- **Objection 2** - Received from a resident of New Laithe Hill. They are objecting to the proposed traffic calming on the grounds that the use of vertical traffic calming would lead to drivers losing control of their vehicles and colliding with their property. In addition, they state that New Laithe Hill isn't used as a 'rat-run' and that the other suggestions they put forward to their Ward Councillor have not been fully considered.

In response:

The type of traffic calming and spacing between features ensures that drivers must maintain a speed suitable for driving through the scheme. The proposed round top humps are effective at achieving tangible reductions in speed. In the case of this scheme, it is designed so drivers can travel at or below the posted speed limit of 30mph. There is no documented evidence of a properly designed and well-constructed vertical traffic calming scheme leading to drivers losing control on the features installed.

With regards to other options, the Ward Councillors have been consulted throughout the development of the scheme and all alternatives have been considered.

3 Implications for the Council

3.1 Working with people - The proposed works are considered necessary to improve the public realm for residents and users of this route.

3.2 Working with Partners – N/A.

3.3 Place based Working - The Traffic Regulation Order is intended to allow the construction of traffic calming features that have been requested by local people, through their local councillors. The aim of the proposal is to improve the public realm by managing traffic flow and vehicle speeds.

3.4 Climate Change and Air Quality - The improvements in managing traffic flow and speeds should give a greater feeling of safety for pedestrians using this route. Any increase in non-motorised use along this route will benefit Air Quality and Climate Change.

3.5 Improving outcomes for children - These proposals are aimed at controlling traffic flow and speeds, in order to make the roads a safer place to cycle and walk for all users, including children.

3.6 Other implications (HR/Legal/Financial etc) - There is a current cost to the Council of £5472.00 to process the necessary legal order needed to allow construction, along with the cost of installing the traffic calming features. These costs, and those of the design and construction of the scheme, will be covered by funding identified and approved from the Public Realm budget.

4 Consultees and their opinions

Statutory consultees have been consulted on these proposals, and no objections have been raised.

Councillor Andrew Cooper supports the proposals.

Councillor Susan Lee-Richards has expressed concerns on the suitability and effectiveness of the scheme.

Councillor Karen Allison has not responded

5 Next steps and timelines

Cabinet Committee Local Issues to consider the objection raised during the formal advertising period for the installation of the proposed traffic calming scheme and reach a decision on whether the Traffic Regulation Order is to be implemented as advertised.

If Cabinet Committee Local Issues chooses to overrule the objection received, the scheme, will be implemented as advertised.

If Cabinet Committee Local Issues choose to uphold the objections, the proposals to introduce the traffic calming scheme, as consulted and advertised, will not go ahead and the introduction of the scheme will be abandoned. The scheme was originally to be delivered during the 2019 / 2020 financial year but has been subject to delays on agreeing the final scheme to go forward, and the difficulties created by COVID 19

6 Officer recommendations and reasons

The proposed traffic calming for this route is aimed at addressing the residents' concerns over traffic that have been received by the Newsome Ward Councillors and will provide an improvement to safety for all road users.

For these reasons the Officer recommendation is that the objections to the proposed traffic calming be over ruled and the Traffic Regulation Order be implemented as advertised, to allow the benefits of this scheme in addressing community concerns to be realised.

7 Cabinet portfolio holder's recommendations

Cllr Mather has recommend the scheme to progress as advertised.

8 Contact officer

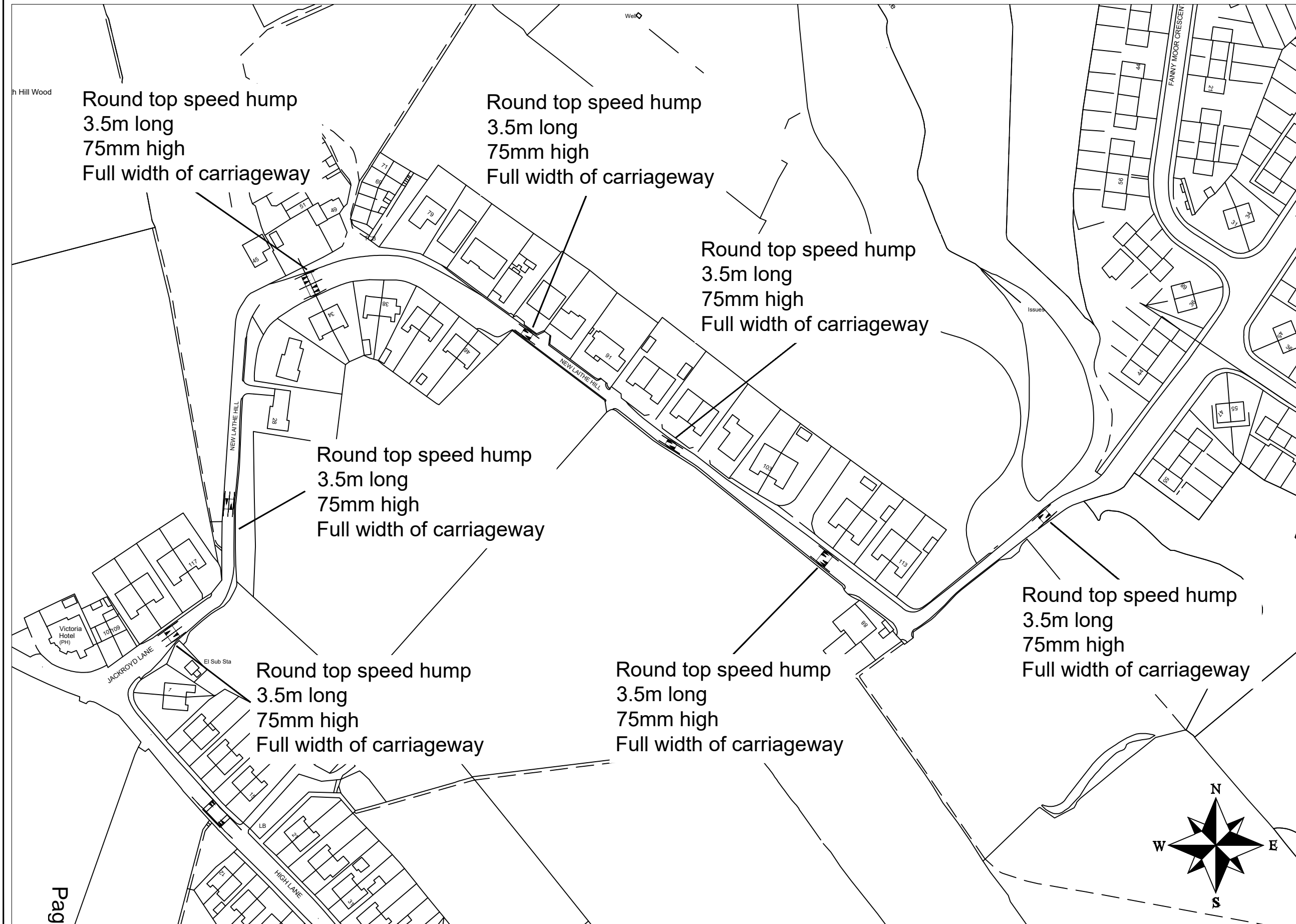
Andrew Perry
Senior Engineer
(01484) 221000
Andrew.perry@kirklees.gov.uk

9 Service Director responsible

Sue Procter
Service Director - Environment
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sue.procter@kirklees.gov.uk

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New Laithe Hill Newsome



REF.	DATE	REVISIONS	
Streetscene & Housing Flint Street, Fartown Huddersfield, HD1 6LG			
SECTION		Safety	
DRAWN		AP	CHECKED ---
SCALE	PROJECT NO.	DATE	
NTS	25/64844	Apr 2020	
PROJECT			
New Laithe Hill Public Realm Scheme			
TITLE			
Proposed Traffic Calming Scheme			
DRAWING No. TF.23.200.554B			
CAD No. Sheet 2 of 2			

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Jackroyd Lane (Lower Section) Newsome



Existing set of 2 speed cushions
3.5m long
1.6m wide
75mm high

Gradient too steep for
traffic calming measures

Set of 3 speed cushions
3.5m long
1.6m wide
75mm high

Set of 2 speed cushions
3.5m long
1.6m wide
75mm high

REF.	DATE	REVISIONS
Streetscene & Housing Flint Street, Fartown Huddersfield, HD1 6LG		
SECTION	Safety	
DRAWN	AP	CHECKED ---
SCALE	PROJECT NO.	DATE
NTS	25/64844	Apr 2020
PROJECT	New Laithe Hill Public Realm Scheme	
TITLE	Proposed Traffic Calming Scheme	
DRAWING No.	TF.23.200.554B	
CAD No.	Sheet 1 of 2	

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RECEIVED

24 MAR 2021

Newsome
Huddersfield

Ref DEV JE/D126-197

20-3-2021

Dear Madam

Regarding the above reference DEV/JE/D126-197. We had opportunity to speak to the Green Councillors at the Scout hut where we wrote our suggestions for Traffic Calming on New Ladhe Hill and we put forward several suggestions and Speed humps were strongly rejected.

SPEED Humps would be a danger on New Ladhe Hill, better take off and landings and the last thing I want is a car hitting my wall and an injured person in my Garden! SPEED BUMPS unfortunately would provide a Saalam

They would cause damage to cars, which for the people driving the car, would probably not be a problem.

New Lathes Hill is not a rat run because only a connecting road, the problem lies with people using the road to get a thrill from speeding. The majority of people use the road appropriately perhaps keep the funding until an answer to the problem, that satisfies both the Council and residents of New Lathes Hill.

We gave several ideas perhaps to speak to the council (as Love lives on New Lathes Hill) about the suggestions offered.

Thank you for your help.

Yours faithfully

[Redacted signature]

Andrew Perry

From: [REDACTED]
Sent: 16 March 2021 16:35
To: Julie Muscroft
Cc: Robert Coates
Subject: Traffic Calming, New Laithe Hill, Newsome

Dear Ms Muscroft

Thank you for your letter regarding the Traffic Calming on New Laithe Hill.

I would like to know as a resident who will be affected by a speed cushion, placed outside our property, under which circumstances, the local authority have deemed fit to spend the public purse on such a large project. I am not opposed, if in the interest of public safety, however, I am born and bred in this particular part of Newsome and have lived here for 42 years. I have not once witnessed any car accidents on New Laithe Hill, or pedestrian injuries, due to speeding, rat running, or anti social behaviour, as stated in your notice. Accidents may happen in wintery conditions, as do on any road, and under The Road Traffic Act, that's up to drivers, to drive to the conditions. It is a single lane country road, with bends, so impossible to drive fast anyway as giving way to oncoming traffic. The rat run, as it's been stated in your letter, is far and few between as the road is only really used to access the properties, 350 plus, on the estate, not many routes to gain access.

I do agree that road users are getting more wreckless in general, but if you can just tell me, how many incidents, from a casualty reduction point of view, have occurred on New Laithe Hill, say in the last 5 years, we will be happy for the proposals, but not knowing of any, I feel, the money could be spent better else where, such as on our old and vulnerable at this moment in time, especially due to the Covid Impact.

Many thanks

[REDACTED]

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Andrew Perry

From: [REDACTED]
Sent: 16 March 2021 16:54
To: Julie Muscroft; Robert Coates
Subject: New Laithe Hill, Newsome

Dear Ms Muscroft

Sorry a further point, which we would like to make is, can the Council justify spending Kirklees Tax Payers money on the amount of materials to be used, installing these cushions at this point in time, for one small transport network, when the entire Kirklees District, following this winter and road surface damage? Surely the materials and labour costs, would be better spent elsewhere that ALL Kirklees Residents will benefit from, not just those on one lane if you like? As I say we are not opposed but think it's a selfish judgement call at the moment considering our economic climate due to Covid and the affects it's had.

Regards

[REDACTED]

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