

To all Members of the Planning Committee

You are hereby summoned to attend a meeting of the **PLANNING STANDING COMMITTEE** to be held in the **EXHIBITION ROOM** at **THE CIVIC, HUDDERSFIELD ROAD, HOLMFIRTH HD9 3AS** on **MONDAY 6 MARCH 2023** at **700pm** to transact the following business: -

**- AGENDA – (A)**

**Welcome**

**Open Session at Planning**

**7.00 pm**

At the commencement of the meeting, there will be an open session lasting up to 15 minutes, for members of the public to address Members of the Committee in connection with planning applications to be considered at the meeting. This session allows both applicants and objectors to address Members. Any other information relating to items on the agenda will be considered as part of the agenda item.

Issues/concerns/information not related to any item on the agenda will be considered at a later date or referred to the appropriate body.

**2223 155**

**Public Bodies (Admission to Meetings) Act 1960 amended by the Openness of Local Government Bodies Regulations 2014 on 6 August 2014**

**7.15 pm**

As Local (Parish and Town) Council meetings can now be recorded, the Chairman to check if any members of the public wish to record the meeting, to ensure reasonable facilities can be provided. The meeting is already being recorded by the Officer for public broadcast via the Holme Valley Parish Council YouTube channel.

**2223 156**

**To accept apologies for absence**

**7.16 pm**

**2223 157**

**To receive Members’ and Officers’ personal and disclosable pecuniary interests in items on the agenda**

**7.17 pm**

**2223 158**

**To consider written requests for new DPI dispensations**

**7.18 pm**

**2223 159**

**To consider whether items on the agenda should be discussed in private session**

**7.19 pm**

- Any recording to be halted during such items and members of the public asked to leave the meeting.

# Holme Valley Parish Council

- 2223 160 To confirm the Minutes of the Previous Meeting 7.20 pm**
- Minutes of the Planning Committee meeting held on 30 January 2023, numbered 2223 135 – 2223 154 inclusive **(B)**
- 2223 161 Completed Kirklees Planning Applications List 7.21 pm**
- To note List 2223-09 updated with the views of the Committee. **(C)**
- 2223 162 Kirklees Council - New Planning Applications 7.22 pm**
- To consider, new or amended applications received from Kirklees Council 24 January 2022 to 28 February 2023 inclusive – List 2223-10 enclosed **(D)**
- 2223 163 Kirklees Council - Planning Officers' Decisions 8.00 pm**
- To note, the list of Decision Notices issued by Kirklees Council for the period 03 January 2022 to 28 January 2023 inclusive **(E)**
- 2223 164 Neighbourhood Planning and Reviewing Parish Council Outcomes 8.02 pm**
- Conservation Area Awareness**

To note, the Deputy Clerk has emailed Helen Bower, Kirklees Conservation Team Manager, regarding the possibility of her attending a meeting of the Parish Council Planning Committee to give a presentation and ask questions on planning heritage issues and conservation areas. Deputy Clerk to report.
  - Lord's Mill**

To note, Cllr Blacka wrote to Honley South Councillors, - Cllr Greaves and Cllr East, - asking them to keep an eye on the state of dilapidation of Lord's Mill. Each reported that there had been little change in the decay of the mill over many years. Cllr East said he would monitor the site. Cllr Greaves said the building needed developing.
  - Traffic calming including 20MPH Limits and Zones**
    - Following the meeting between the Parish Council and Holme Valley South Councillors Crook and Firth, Cllr Crook forwarded some information on the pricing and process of establishing mobile speed indicator devices (SIDs). **(F)** Given the creation of an earmarked reserve for Road Safety, this could be pertinent information. To consider, any further action relevant to potential procurement of a mobile SID.

## Holme Valley Parish Council

- Cllr Charles Greaves, Holme Valley North Councillor, was keen to ensure that the recently created Road Safety earmarked reserve would apply both in Holme Valley South and Holme Valley North. **(G)** Cllr Blacka informed him that the earmarked reserve was for the whole Holme Valley area. **(H)** Cllr Greaves suggested that asking for speed tests at proposed sites would be an appropriate way to start. **(I)**  
To consider, Cllr Greaves wants the Committee to consider:
  - A. recommending to Council expenditure on 10 [Kiddie Cut Out Road Safety Parking Buddies Pavement Signs with Lollipop Messages](#) cones (£1,850) for use across the Holme Valley. **(J)**
  - B. recommending to Council to, in principle, commit £2,000 to extending the Brockholes 20mph zone across to Oakes Lane.
- The Parish Council had emailed Jason McCartney MP inviting him to attend a meeting at the Parish Council. Jason McCartney said he would like to attend a meeting 'to support the work you do.'  
To consider any follow-up actions. **(K)**
- To note, the launch of the 2023 [West Yorkshire Safety Camera Partnership Strategy](#). Documentation attached. **(L)**

**2223 165      Peak District National Park Authority      8.20 pm**

- i.      - To consider, new or amended applications received from the Peak District National Park Authority 24 January 2022 to 28 February 2023 inclusive – List 2223-07PD enclosed **(M)**
- ii.     - To note, further information regarding Membership of the Peak District National Park Authority (PDNPA). Parish Councillors who are elected in the coming May election may opt to put themselves forward for ballot for selection as a Member of the PDNPA for the area designated “High Peak & Metropolitan”, covering all the Peak Park parishes in High Peak, Greater Manchester and Yorkshire. The new information lays out requirements and timescales etc for the process. **(N, O)**

**2223 166      Ongoing Highways campaigns      8.22 pm**

The ongoing campaigns are:

- i.      **Campaign for a Safer Magdale**
  - To note, Cllr Greaves has informally shared data from the speed tests recently undertaken at Magdale. **(P)**
- iii.    **Hade Edge Road Intersection**
  - To note, the Deputy Clerk’s letter to Kirklees Highway Safety on the public consultation on the Hade Edge road scheme. **(Q)**  
To consider any further actions at this time.

# Holme Valley Parish Council

## iv. Burnlee Road Closure

- Nothing new to note.

## v. Ramsden Road

- To note, an email from Andy Leader from Peak and Northern Footpath Society to Will Acornley, Head of Operational Services, Kirklees Council who is overseeing the management of byways around Ramsden, Riding Wood, Brownhill and Yateholme reservoirs. **(R)**
- To note, an email from Cllr Wilson to Will Acornley regarding the same. **(S)**
- To note, an email from Will Acornley to Cllr Wilson regarding the same. Cllr Wilson to report. **(T)**  
To consider any further action at this time.

|                 |   |                |
|-----------------|---|----------------|
| <b>2223 167</b> | <b>Cartworth Moor Road</b>  | <b>8.30 pm</b> |
|                 | <ul style="list-style-type: none"><li>- Andy Leader from Peak and Northern Footpath Society has shared photos on the current state of Cartworth Moor Road exacerbated by heavy goods vehicle usage and asked for the support of the Parish Council on this issue. <b>(U)</b><br/>To consider, any further action on this issue.</li></ul> |                |
| <b>2223 168</b> | <b>Cheesegate Nab</b>   | <b>8.35 pm</b> |
|                 | <ul style="list-style-type: none"><li>- To note, the Facebook post from a resident regarding Kirklees' removal of the concrete blocks installed to block illegal access by 4x4s, motorcycles and quadbikes. <b>(V)</b><br/>To consider, any further action on this issue.</li></ul>   |                |
| <b>2223 169</b> | <b>Hinchliffe Mill Access Concerns</b>  | <b>8.40 pm</b> |
|                 | <ul style="list-style-type: none"><li>- To note, the letter from the Deputy Clerk to Mark Scarr, Kirklees Head of Highways, regarding the road safety and access issues around Hinchliffe Mill centre. <b>(W)</b></li></ul>   |                |
| <b>2223 170</b> | <b>Planning Policy and Guidance</b>   | <b>8.41 pm</b> |
|                 | <ul style="list-style-type: none"><li>- To note, the National Planning Policy Framework - Neighbourhood Planning consultation summary document. <b>(X)</b></li></ul>  |                |
| <b>2223 171</b> | <b>Footpaths and Public Rights of Way</b>   | <b>8.42 pm</b> |
|                 | <ul style="list-style-type: none"><li>- Nothing to note.</li></ul>  |                |

# Holme Valley Parish Council

**2223 172      Remaining Committee Budget 2022-23      8.43 pm**

- To note, the Planning Committee has one budget line under its remit. This is 4505 Neighbourhood Plan. Its purpose is to support initiatives arising from the Holme Valley Neighbourhood Development Plan. At the start of the year, the budget contained £10,000. Since then, it has been resolved that £3,000 is to be earmarked for the Holmfirth Market project and £7,000 is to be earmarked for Road Safety.

**2223 173      Communication from a Netherthong resident      8.44 pm**

- A resident has concerns over recent developments by the Londis shop in Netherthong and has asked the Parish Council for support. **(Y)**

**2223 174      Publicising the work of Holme Valley Parish Council      8.50 pm**

- To consider, recent events or news that this Committee wishes to publicise via the press, Parish Council website or social media.

Close **8.52 pm**

Please note that timings on the agenda are given for guidance of the Chairman and Committee only and should not be taken as the time at which discussion of a particular item will commence.



Rich McGill  
Deputy Clerk

Holme Valley Parish Council  
Holmfirth Civic Hall, Huddersfield Road, HOLMFIRTH HD9 3AS

Telephone: 01484 687460  
Email: [deputy\\_clerk@holmevalleyparishcouncil.gov.uk](mailto:deputy_clerk@holmevalleyparishcouncil.gov.uk)

**DRAFT MINUTES OF THE PLANNING STANDING COMMITTEE HELD AT THE CIVIC, HOLMFIRTH MONDAY  
30 JANUARY 2023**

Those present:

Chair: Cllr M Blacka

Councillors: Cllr P Colling, Cllr C Green, Cllr R Hogley

Officer: Mr Rich McGill (Deputy Clerk/RFO)

**Welcome**

The Chair welcomed Members and one member of the public to the meeting.

**Open Session at Planning**

The member of the public was present to ask for support from the Parish Council with regard to resolving access issues pertaining to Hinchliffe Mill. The member of the public shared his written brief on the issues which, he suggested, would be exacerbated by the pending large-scale housing development and attendant traffic at the mill site. The resident commented specifically on visibility and access issues at the junction of Co-op Lane and Woodhead Road. The resident proposed that single yellow lines up Co-op Lane should be changed to double yellows, and that the no-parking order should be enforced. He pointed out that the signs of when No Parking was enforced were not fit-for-purpose. He also suggested that Hinchliffe Mill centre should be a 20mph zone. At the end of his report, the resident asked for support from the Parish Council to share highway safety concerns with Kirklees Council.

**RESOLVED:** As this issue is being considered under Item 2223 149, the Committee resolved that that item would be moved up the order to after Item 2223 140, and that standing orders would then be suspended to allow the petitioner to comment and answer questions if required.

**2223 135 Public Bodies (Admission to Meetings) Act 1960 amended by the Openness of Local Government Bodies Regulations 2014 on 6 August 2014**

Local (Parish and Town) Council meetings can now be recorded. The meeting was recorded by the Officer for public broadcast via the Holme Valley Parish Council YouTube channel. No other requests to record the meeting were received.

**2223 136 To accept apologies for absence**

Apologies had been received from Cllr T Dixon and Cllr Wilson.  
Cllr RP Dixon has a dispensation for absence currently in place.

**RESOLVED:** The reasons for their absences were approved by the Committee.

# Holme Valley Parish Council

## **2223 137 To receive Members' and Officers' personal and disclosable pecuniary interests in items on the agenda**

Cllr Hogley disclosed a personal interest in applications 4, 8 and 9 pertaining to Holmfirth School being heard under 2223 142.

The Deputy Clerk disclosed a personal interest in 2223 149 and 2223 150.

## **2223 138 To consider written requests for new DPI dispensations**

None had been received.

## **2223 139 To consider whether items on the agenda should be discussed in private session**

**RESOLVED:** It was determined that 2223 147iii should be heard in private session since some information was not yet in the public domain.

## **2223 140 To confirm the Minutes of the Previous Meeting**

**RESOLVED:** The minutes of the Planning Committee meeting held on 09 January 2023, numbered 2223 117 – 2223 134 inclusive were approved.

*As per the resolution above, under the Open Session at Planning, Item 2223 149 was now moved up the agenda order.*

## **2223 149 Hinchliffe Mill Access Concerns**

The Committee Chair thanked the member of the public for the report he had done, the photos he had supplied highlighting the issues raised at Hinchliffe Mill, and his dogged persistence.

A Councillor commented on the possibility of a 1-way circuit – one way up Old Road to Woodhead Road and one way down Co-op Lane.

**RESOLVED:** That the Parish Council would write to Kirklees Council relaying its concerns on the highways safety issues at Hinchliffe Mill, ask Kirklees to give consideration to potential ways of resolving the issues as proposed, and encourage Kirklees to consider implementing a 20mph zone in the location. Highways would be encouraged to repair and enforce the parking restrictions signage. The member of the public was happy for his report to be included with the letter. The member of the public was encouraged to contact Holme Valley South Councillors with his concerns, and Jason McCartney MP.

*After this item, the original running order was returned to.*

## **2223 141 Completed Kirklees Planning Applications List**

**NOTED:** The Planning Committee noted List 2223/08 updated with the views of the Committee.

# Holme Valley Parish Council

## 2223 142 Kirklees Council - New Planning Applications

Members considered new or amended applications received from Kirklees Council 03 January 2022 to 24 January 2023 inclusive – List 2223-09.

**RESOLVED:** That the Planning Committee's comments on the above applications be forwarded to Kirklees Council by the Deputy Clerk.

## 2223 143 Kirklees Council - Planning Officers' Decisions

**NOTED:** The Planning Committee noted the list of Decision Notices issued by Kirklees Council for the period 03 January 2022 to 24 January 2023 inclusive.

Members commented positively on applications which had been refused by Kirklees which the Parish Council had likewise opposed.

## 2223 144 Kirklees Planning Appeal

The Committee considered an opportunity to submit a comment to a planning appeal hearing. The Parish Council's previous comment on this application was "Support," which contradicted Kirklees' decision.

**RESOLVED:** The Planning Committee resolved not to submit a new comment to the hearing.

## 2223 145 Neighbourhood Planning and Reviewing Parish Council Outcomes

### i. Conservation Area Awareness

**NOTED:** The Planning Committee noted that the Deputy Clerk has emailed Helen Bower, Kirklees Conservation Team Manager, regarding the possibility of co-working some aspects of sharing information on Conservation Area Awareness.

The Deputy Clerk reported that he had received a reply from Helen Bower, seeking to establish contact with the Parish Council.

**RESOLVED:** The Committee resolved that the Deputy Clerk should invite Helen Bower to a meeting of the Planning Committee, and to give a 30-minute presentation to Members on aspects of heritage conservation to be agreed including the timetable for local conservation area appraisals.

**NOTED:** It was noted that the Deputy Clerk would continue to share maps of the local conservation areas over the coming months with restatements of the restrictions and duties placed on home and business owners due to the conservation area. The posts would, however, be less frequent to avoid saturation as the posts essentially repeat much the same information.



# Holme Valley Parish Council

## ii. Lord's Mill

As reported at the last meeting, Kirklees had decided to not take any action about the dereliction of Lord's Mill. The Committee Chair had shared this with the original petitioner who was disappointed in this outcome. She said she would continue to monitor the site regardless. She thanked the Deputy Clerk for his persistence on getting a response from Kirklees. Councillors considered further action.

**RESOLVED:** It was resolved that Members of the new Parish Council after May 2023 would be encouraged to get to know their wards and that this process would involve 1) a visual check of shelters, benches and other Parish Council assets in the ward and 2) a visual check of listed buildings and other heritage assets in the ward. In the case of Lord's Mill, Cllrs East and Greaves are the ward Councillors, and would be encouraged to take a keen interest in the state of dereliction at the site.

Cllr Blacka would share a website which lists listed buildings.

## iii. Traffic calming including 20MPH Limits and Zones

**NOTED:** The Committee noted Adam Jones' (Kirklees Principal Engineer Highways Design) response to Cllr Hogley's comment to the consultation on the proposed Holmfirth Traffic Regulation Order.

At the last meeting, it was resolved to secure a meeting with Kirklees Holme Valley South ward Councillors to discuss traffic- and highways- related issues. The meeting took place 26<sup>th</sup> January 2023. Cllr Blacka reported that the meeting had been positive with an open exchange of views, and that both Cllr Firth and Cllr Crook had spoken supportively about further meetings. Cllr Blacka suggested that these could be meetings which covered the full range of Council issues (not just planning and highways). Cllr Hogley suggested that regular meetings between the Kirklees Councillors and, perhaps, the Chair and Vice Chair of the Parish Council would be useful.

The Parish Council wrote to our MP, Jason McCartney, after the last meeting and an emailed reply was received quickly. Councillors spoke positively about this. The Committee considered any further action.

**RESOLVED:** It was resolved that the Deputy Clerk would send a brief email response to keep the lines of communication open, suggesting when Mr McCartney might meet with the Parish Council particularly in recess, and hoping that there would be opportunities for partnership-working.

## iv. Parish Council Actions from the Neighbourhood Development Plan

**NOTED:** The Committee noted that the Deputy Clerk has posted Cllr Hogley's article on the Neighbourhood Plan to the Parish Council website and to the Facebook Holmfirth and Honley community pages about the one-year anniversary of the Neighbourhood Plan.

**NOTED:** It was noted that further information will be posted on the progress by the Parish Council against the 51 actions of the Neighbourhood Development Plan after Council 6<sup>th</sup> February 2023 (deferred from the previous meeting).

Cllr Hogley reported that she had been contacted by a Councillor from Mirfield Town Council about the process of delivering the Neighbourhood Development Plan. She had previously been contacted by a Councillor from Saddleworth. This was taken as a positive sign.

## 2223 146 Peak District National Park Authority

- i. **NOTED:** Members noted list 2223-06PD updated with the views of the Committee.
- ii. **NOTED:** Members noted, as already shared by email, the information regarding Membership of the Peak District National Park Authority (PDNPA). Parish Councillors who are elected in the coming May election may opt to put themselves forward for ballot for selection as a Member of the PDNPA for the area designated “High Peak & Metropolitan”, covering all the Peak Park parishes in High Peak, Greater Manchester and Yorkshire. Cllr Blacka suggested that Cllr Wilson may consider putting himself forward.

## 2223 147 Ongoing Highways campaigns

The ongoing campaigns are:

- i. **Concerns of local residents regarding speeding and noise pollution on Woodhead Road Holmbridge to Holme**

**NOTED:** Members noted the email exchange between the Deputy Clerk and Mark Scarr, Head of Highways at Kirklees. The Deputy Clerk had been contacted by Liz Twitchett (now Liz Cusack) from the Road Safety Team. Liz reported that the speed tests done at Holme Bank October 2021 on the 30mph stretch between Holmbridge and Holme showed an average speed (based on a survey of 1404 vehicles) of 26.8mph with 85% travelling at or below 31.9mph. This data did not raise especial concerns for Highways.

The Committee considered any further actions at this time.

**RESOLVED:** Thanks would be passed on to Kirklees for the information. The data did not disclose a clear and obvious concern. It was resolved to “park” this issue for the time being.

- ii. **Campaign for a Safer Magdale**

**NOTED:** Members noted that stakeholders are still awaiting the delayed report from Kirklees on speed tests for Magdale.

- iii. **Hade Edge Road Intersection**

This item was taken in private session. The Committee made a number of suggestions and comments about how a public consultation might be delivered by Kirklees Highways on a proposed road scheme for the Hade Edge intersections.

**RESOLVED:** That a report from the Parish Council to Kirklees based on comments made at the meeting would be forwarded to Kirklees Council as per the instruction by the Deputy Clerk.

# Holme Valley Parish Council

## iv. Burnlee Road Closure

**NOTED:** Members noted the email from Mark Scarr, Kirklees Head of Highways, received the day before the 2-year Anniversary of the closure of Burnlee Road to traffic confirming that legal action had been taken. Members further noted comments from Kirklees Councillors on the sensitivity of the ongoing issue. Members were more confident that things were happening.

Members considered further action at this time.

**RESOLVED:** No further action at this time.

## v. Ramsden Road

There was no new information to note on developments pertaining to the lanes and byways around Ramsden, Riding Wood, Yateholme and Brownhill Reservoirs.

**RESOLVED:** No further action at this time.

## 2223 148 Holmfirth Blueprint

**NOTED:** The Committee noted that Zoe Stewart, Kirklees Programme Manager Local Centres, is leaving the Holmfirth Blueprint project. A final review and catch-up meeting with her had been arranged for Friday 3<sup>rd</sup> February at 2pm in The Exhibition Room. All Members were welcome to attend.

## 2223 150 Hinchliffe Mill 5G Mast

The end-date of this pre-application consultation had passed. It had been received when there was no Planning Committee meeting to consider it. The Deputy Clerk asked the developer if a late response from the Parish Council could be sent after this meeting, - 30<sup>th</sup> January 2023, - but no reply had been received. Cllr Hogley had written a response as an individual Councillor highlighting the fact that the mast would be in a conservation area, that it was not in-keeping with the streetscene, that it detracts visually from a tourism perspective and that more consideration should have been given to, say, using existing structures (church tower, mill chimney) for the mast. The Committee considered, or otherwise, a belated response by the Parish Council to this pre-consultation.

**RESOLVED:** The Committee resolved to send a short response to the developer.

## 2223 151 Planning Policy and Guidance

The opportunity to comment on a draft Environmental Planning Guidance document had been sent to Cllr Blacka, but with little supporting information. The email came from the Policy Manager at the National Association of Local Councils (NALC), and the author of the draft works for the Society of Local Council Clerks (SLCC). The Parish Council had the opportunity to comment on this document directly to the author.

**RESOLVED:** The Committee would share feedback with the author.

## 2223 152 Footpaths and Public Rights of Way

There was nothing to note on this item.

# Holme Valley Parish Council

## 2223 153 Remaining Committee Budget 2022-23

**NOTED:** The Committee noted that under its single budget line £3,000 has been earmarked for the Holmfirth Market project. The Committee has recommended to Council to earmark the remaining £7,000 for projects and initiatives for Road Safety Measures. The latter will go to Council 6<sup>th</sup> February 2023 for approval.

At this point, the Deputy Clerk shared an email from Liz Cusack at Kirklees Highways Safety team saying that she did not want to share a price list for road signage and mobile speed indicator devices (SIDs) currently, because prices were very unstable. Commissioning SIDs, Liz reported, would need the go-ahead of Kirklees Ward Councillors.

## 2223 154 Publicising the work of Holme Valley Parish Council

**NOTED:** The Deputy Clerk shared a report that he had done on the metrics of Holme Valley Parish Council's planning-related posts to Facebook over the past year. Important takeaways were that 1) planning applications lists get rather more significant engagement than one would think if only 'likes' were considered, - people do not tend to click 'Like' on a planning applications lists but considerable numbers looked at the list 2) sharing news of Kirklees consultations on Holme Valley issues does garner significant interest 3) information on conservation areas was more engaged with than expected. The Deputy Clerk was thanked for the report.

Members considered, recent events or news that this Committee wishes to publicise via the press, Parish Council website or social media.

**RESOLVED:** Continue with regular posts.

The meeting closed at 2032



Rich McGill  
Deputy Clerk

Holme Valley Parish Council  
Holmfirth Civic Hall, Huddersfield Road, HOLMFIRTH HD9 3AS

Telephone: 01484 687460

Email: [deputy\\_clerk@holmevalleyparishcouncil.gov.uk](mailto:deputy_clerk@holmevalleyparishcouncil.gov.uk)

## Holme Valley Parish Council

Planning applications lodged with Kirklees from **03 01 2023** to **25 01 2023** - **List 2223-09**. The following applications will be considered by Holme Valley Parish Council ahead of the Planning Committee meeting **30/01/2023**. Where appropriate, recommendations will be made to Kirklees Planning Services regarding whether or not they should be approved, but the final decisions will be taken by Kirklees Planning Services.

Local residents can email [deputyclerk@holmevalleyparishcouncil.gov.uk](mailto:deputyclerk@holmevalleyparishcouncil.gov.uk) to submit their views on applications or attend the meeting in person. Alternatively, you could join the meeting via Zoom. Email the Deputy Clerk for a link.

Full details regarding deadline dates for comments and how to submit a comment can be obtained from the Kirklees' website: [www.kirklees.gov.uk/planning](http://www.kirklees.gov.uk/planning)

We have reports that the links to Planning Applications below may not work on some mobile devices. This is an operating system issue. If the links to the applications do not work, go to the [Kirklees Planning Portal](#) and search for applications there using the Application No.

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/09/01   |
| <b>Application No:</b>       | 2022/62/93644/W  |
| <b>Proposed Development:</b> | Replacement of existing conservatory with single storey extension to rear, new enclosed porch, erection of detached office to rear and internal and external alterations |
| <b>Location:</b>             | 2B, Chapelgate, Scholes, Holmfirth, HD9 1SX  |
| <b>OS Map Ref:</b>           | SE 415581.8171407308.3755  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>  |
| <b>Ward/Councillors:</b>     | Scholes - <b>MB1 RPD</b>   |
| <b>HVPC Comment:</b>         | Support  |
| <b>Decision:</b>             |  |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/09/02   |
| <b>Application No:</b>       | 2022/62/93524/W  |
| <b>Proposed Development:</b> | Erection of single storey rear extension with ramp and extension to existing detached garage |
| <b>Location:</b>             | Sundowner, Liphill Bank Road, Holmfirth, HD9 2LQ   |
| <b>OS Map Ref:</b>           | SE 412869.1591407862.9231  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>                              |
| <b>Ward/Councillors:</b>     | Upperthong - <b>DC AW</b>  |
| <b>HVPC Comment:</b>         | Support  |
| <b>Decision:</b>             |  |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/09/03  |
| <b>Application No:</b>       | 2022/44/94083/W   |
| <b>Proposed Development:</b> | Discharge conditions 7 (street furniture), 8 (utility box) , 11 (ingress and egress signage), 12 (surface water drainage), 13 (1-100 year storm event), 14 (oil/petrol interceptor), 16 (footbridge) , 17 (Phase 2 Intrusive Site Investigation), 18 (remediation strategy), 19 (remediation of site), 20 (validation report), 25 (access for maintenance of river) on previous permission 2021/92946 for demolition of Holmfirth Market Hall, extension and redevelopment of existing Huddersfield Road Car Park to include improvements to the existing vehicular entrance point on the A6024, the creation of a new vehicular access point onto the A6024, the creation of a new widened pedestrian bridge over the River Holme and associated landscaping, lighting and drainage works (within a Conservation Area) |
| <b>Location:</b>             | Huddersfield Road Car Park and Holmfirth Market Hall, Huddersfield Road, Holmfirth, HD9 3JH   |
| <b>OS Map Ref:</b>           | SE 414145.1591408142.7888   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>   |
| <b>Ward/Councillors:</b>     | Holmfirth Central - MBu RH  |
| <b>HVPC Comment:</b>         | No observation. Defer to Kirklees Officers.   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/09/04  |
| <b>Application No:</b>       | 2022/CL/94071/W   |
| <b>Proposed Development:</b> | Certificate of lawfulness for proposed widening of existing pathway from the school entrance road to the corner of an existing Multi Use Games area by 2m using Grasscrete surface. |
| <b>Location:</b>             | Holmfirth High School, Heys Road, Thongsbridge, Holmfirth, HD9 7SE  |
| <b>OS Map Ref:</b>           | SE 415248.5219409712.5069   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>   |
| <b>Ward/Councillors:</b>     | Wooldale - JB PD DG   |
| <b>HVPC Comment:</b>         | Support   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/09/05  |
| <b>Application No:</b>       | 2022/62/93987/W   |
| <b>Proposed Development:</b> | Erection of single and two storey extensions and alterations including a raised patio area to the rear  |
| <b>Location:</b>             | Sunny Mede, Horn Lane, New Mill, Holmfirth, HD9 7HG   |
| <b>OS Map Ref:</b>           | SE 416977.9856408578.3476   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>   |
| <b>Ward/Councillors:</b>     | Fulstone - DF DH  |
| <b>HVPC Comment:</b>         | Support – but wish to draw officers’ attention to the visual impact of the large expanse of the facing wall seen from the road. The Parish welcomes the installation of solar panels. |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/09/06  |
| <b>Application No:</b>       | 2023/44/90100/W   |
| <b>Proposed Development:</b> | Discharge condition 3 (noise) on previous permission 2021/92994 for change of use from hair dressing salon to one flat and installation of roof lights (within a Conservation Area) |
| <b>Location:</b>             | 4A, Town Gate, Holmfirth, HD9 1HA   |
| <b>OS Map Ref:</b>           | SE 414278.2716408163.7766   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>   |
| <b>Ward/Councillors:</b>     | Holmfirth Central - MBu RH  |
| <b>HVPC Comment:</b>         | No observation. Defer to Kirklees Officers.   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/09/07  |
| <b>Application No:</b>       | 2023/62/90103/W   |
| <b>Proposed Development:</b> | Erection of one dwelling including formation of new access and associated landscaping   |
| <b>Location:</b>             | Land adj, Stubbin, Shaw Lane/Fairfields Road, Holmfirth, HD9 2PY  |
| <b>OS Map Ref:</b>           | SE 412770.5877407301.2186   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>   |
| <b>Ward/Councillors:</b>     | Upper Holme Valley - KB TB  |
| <b>HVPC Comment:</b>         | Support in principle but consider the large expanse of glass frontage as not being sympathetic to the local built vernacular.<br><br>The Parish Council acknowledges the depth of the application's engagement with the Holme Valley Neighbourhood Development Plan. The Parish Council would expect that a new-build should have a climate mitigation statement. |
| <b>Decision:</b>             |   |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/09/08   |
| <b>Application No:</b>       | 2023/44/90159/W  |
| <b>Proposed Development:</b> | Discharge conditions 3, 4, 15, 16, 20. on previous permission 2020/90640 for formation of artificial grass pitch with associated features, including eight 15m high floodlights, fencing up to 4.5m, pedestrian circulation and access route, vehicular maintenance and emergency access with Springwood Road, erection of store, grass mounds, retaining structures and landscaping works |
| <b>Location:</b>             | Holmfirth High School, Heys Road, Thongsbridge, Holmfirth, HD9 7SE   |
| <b>OS Map Ref:</b>           | SE 415259.6992409699.5021  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>  |
| <b>Ward/Councillors:</b>     | Wooldale - JB PD DG  |
| <b>HVPC Comment:</b>         | No observation. Defer to Kirklees Officers.  |
| <b>Decision:</b>             |  |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/09/09  |
| <b>Application No:</b>       | 2022/70/94096/W   |
| <b>Proposed Development:</b> | Variation condition 2 (plans) on previous permission 2020/90640 for formation of artificial grass pitch with associated features, including eight 15m high floodlights, fencing up to 4.5m, pedestrian circulation and access route, vehicular maintenance and emergency access with Springwood Road, erection of store, grass mounds, retaining structures and landscaping works |
| <b>Location:</b>             | Holmfirth High School, Heys Road, Thongsbridge, Holmfirth, HD9 7SE  |
| <b>OS Map Ref:</b>           | SE 415259.6992409699.5021   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>   |
| <b>Ward/Councillors:</b>     | Wooldale - JB PD DG   |
| <b>HVPC Comment:</b>         | Support   |
| <b>Decision:</b>             |   |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/09/10   |
| <b>Application No:</b>       | 2022/CL/94069/W  |
| <b>Proposed Development:</b> | Certificate of lawfulness for existing use of land for extension of land for purposes incidental to the enjoyment of the dwelling house (extension of domestic garden) |
| <b>Location:</b>             | Upper Barn, Damhouse, 20, Cartworth Road, Holmfirth, HD9 2S  |
| <b>OS Map Ref:</b>           | SE 414258.0891407394.6028  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>  |
| <b>Ward/Councillors:</b>     | Holmfirth Central - MBu RH   |
| <b>HVPC Comment:</b>         | No observation. Defer to Kirklees Officers.  |
| <b>Decision:</b>             |  |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/09/11  |
| <b>Application No:</b>       | 2023/62/90051/W   |
| <b>Proposed Development:</b> | Demolition of conservatory and erection of single storey extension on same footprint, erection of covered link to and extension of outbuilding and part first floor rear extension over existing kitchen (within a Conservation Area) |
| <b>Location:</b>             | 151, West End, Netherthong, Holmfirth, HD9 3EJ  |
| <b>OS Map Ref:</b>           | SE 413905.451409603.503   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>   |
| <b>Ward/Councillors:</b>     | Netherthong - JD JR   |
| <b>HVPC Comment:</b>         | No observation. Defer to Kirklees Conservation Officers.  |
| <b>Decision:</b>             |   |



## Holme Valley Parish Council

Planning applications lodged with Kirklees from **25 01 2023** to **27 02 2023** - **List 2223-10**. The following applications will be considered by Holme Valley Parish Council ahead of the Planning Committee meeting **06/03/2023**. Where appropriate, recommendations will be made to Kirklees Planning Services regarding whether or not they should be approved, but the final decisions will be taken by Kirklees Planning Services.

Local residents can email [deputyclerk@holmevalleyparishcouncil.gov.uk](mailto:deputyclerk@holmevalleyparishcouncil.gov.uk) to submit their views on applications or attend the meeting in person. Alternatively, you could join the meeting via Zoom. Email the Deputy Clerk for a link.

Full details regarding deadline dates for comments and how to submit a comment can be obtained from the Kirklees' website: [www.kirklees.gov.uk/planning](http://www.kirklees.gov.uk/planning)

We have reports that the links to Planning Applications below may not work on some mobile devices. This is an operating system issue. If the links to the applications do not work, go to the [Kirklees Planning Portal](#) and search for applications there using the Application No.

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/01  |
| <b>Application No:</b>       | 2022/62/93783/W   |
| <b>Proposed Development:</b> | Demolition of existing barn and erection of one dwelling        |
| <b>Location:</b>             | Moss Edge Farm, Moss Edge Road, Holmbridge, Holmfirth, HD9 2SD  |
| <b>OS Map Ref:</b>           | SE 412404.8287406177.2217                                       |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a> |
| <b>Ward/Councillors:</b>     | Upper Holme Valley - KB TB                                      |
| <b>HVPC Comment:</b>         | WITHDRAWN   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/02  |
| <b>Application No:</b>       | 2023/62/90124/W   |
| <b>Proposed Development:</b> | Erection of replacement porch, formation of new window openings and external alterations (within a Conservation Area) |
| <b>Location:</b>             | Top Ouse, Totties Lane, Holmfirth, HD9 1UL  |
| <b>OS Map Ref:</b>           | SE 415753.6561408176.6645   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>   |
| <b>Ward/Councillors:</b>     | Wooldale - JB PD DG   |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/03  |
| <b>Application No:</b>       | 2022/62/93886/W   |
| <b>Proposed Development:</b> | Installation of air source heat pump (Listed Building within a Conservation Area) |
| <b>Location:</b>             | 12, Oldfield, Oldfield Road, Honley, Holmfirth, HD9 6RL                           |
| <b>OS Map Ref:</b>           | SE 413620.6392410338.1489   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>                   |
| <b>Ward/Councillors:</b>     | Honley South - CGn  |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/04  |
| <b>Application No:</b>       | 2022/65/93875/W   |
| <b>Proposed Development:</b> | Listed Building Consent for installation of air source heat pump (within a Conservation Area) |
| <b>Location:</b>             | 12, Oldfield, Oldfield Road, Honley, Holmfirth, HD9 6RL                                       |
| <b>OS Map Ref:</b>           | SE 413620.6392410338.1489   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>                               |
| <b>Ward/Councillors:</b>     | Honley South - <b>CGn</b>   |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/05  |
| <b>Application No:</b>       | 2023/62/90154/W   |
| <b>Proposed Development:</b> | Erection of extensions and alterations                          |
| <b>Location:</b>             | 3, Victoria Springs, Holmfirth, HD9 2NB                         |
| <b>OS Map Ref:</b>           | SE 413362.5941407849.309  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a> |
| <b>Ward/Councillors:</b>     | Upperthong - DC <b>AW</b>                                       |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/06  |
| <b>Application No:</b>       | 2023/62/90145/W   |
| <b>Proposed Development:</b> | Change of use of first floor flat to offices (within a Conservation Area) |
| <b>Location:</b>             | 12A, Westgate, Honley, Holmfirth, HD9 6AA                                 |
| <b>OS Map Ref:</b>           | SE 413821.9456411932.8341   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>           |
| <b>Ward/Councillors:</b>     | Honley Central and East - <b>PC TM SS</b>                                 |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/07  |
| <b>Application No:</b>       | 2023/62/90236/W   |
| <b>Proposed Development:</b> | Erection of two storey rear extension                           |
| <b>Location:</b>             | Carrig Eden, 2, Broad Lane, Upperthong, Holmfirth, HD9 3JS      |
| <b>OS Map Ref:</b>           | SE 413343.9286408064.4102                                       |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a> |
| <b>Ward/Councillors:</b>     | Upperthong - DC <b>AW</b>                                       |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/08  |
| <b>Application No:</b>       | 2023/62/90109/W   |
| <b>Proposed Development:</b> | Erection of infill single storey front and rear extensions and external alterations |
| <b>Location:</b>             | 27, Springwood Road, Thongsbridge, Holmfirth, HD9 7SJ                               |
| <b>OS Map Ref:</b>           | SE 415382.8113409608.8387   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>                     |
| <b>Ward/Councillors:</b>     | Wooldale - JB PD DG   |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/10/09   |
| <b>Application No:</b>       | 2023/65/90043/W  |
| <b>Proposed Development:</b> | Listed Building Consent for erection of single storey extension with associated works (within a Conservation Area) |
| <b>Location:</b>             | The Farmhouse, Carr Farm, Uppergate, Hepworth, Holmfirth, HD9 1TG  |
| <b>OS Map Ref:</b>           | SE 416266.9936406741.9772  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>  |
| <b>Ward/Councillors:</b>     | Hepworth - TD  |
| <b>HVPC Comment:</b>         |  |
| <b>Decision:</b>             |  |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/10  |
| <b>Application No:</b>       | 2023/62/90042/W   |
| <b>Proposed Development:</b> | Erection of single story extension with associated works (Listed Building within a Conservation Area) |
| <b>Location:</b>             | The Farmhouse, Carr Farm, Uppergate, Hepworth, Holmfirth, HD9 1TG                                     |
| <b>OS Map Ref:</b>           | SE 416266.9936406741.9772   |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>                                       |
| <b>Ward/Councillors:</b>     | Hepworth - TD   |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/10/11   |
| <b>Application No:</b>       | 2023/62/90256/W  |
| <b>Proposed Development:</b> | Demolition of existing building and erection of new dwelling to be used as a holiday let |
| <b>Location:</b>             | Shaley Farm, Shaley, Sandy Gate, Scholes, Holmfirth, HD9 1RY                             |
| <b>OS Map Ref:</b>           | SE 415249.7265407679.8234  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>                          |
| <b>Ward/Councillors:</b>     | Wooldale - JB PD DG  |
| <b>HVPC Comment:</b>         |  |
| <b>Decision:</b>             |  |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/10/12   |
| <b>Application No:</b>       | 2023/N /90364/W  |
| <b>Proposed Development:</b> | Prior notification for erection of extension to existing agricultural building |
| <b>Location:</b>             | Oldfield Road Farm, Oldfield Road, Honley, Holmfirth, HD9 6RL                  |
| <b>OS Map Ref:</b>           | SE 413822.1118410697.7236  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>                |
| <b>Ward/Councillors:</b>     | Honley South - CGn   |
| <b>HVPC Comment:</b>         |  |
| <b>Decision:</b>             |  |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/13  |
| <b>Application No:</b>       | 2023/62/90346/W   |
| <b>Proposed Development:</b> | Erection of two detached dwellings                              |
| <b>Location:</b>             | land at, Greenhill Bank Road, New Mill, Holmfirth, HD9 1ER      |
| <b>OS Map Ref:</b>           | SE 416138.5489408759.2008                                       |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a> |
| <b>Ward/Councillors:</b>     | Fulstone - DF DH  |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/10/14   |
| <b>Application No:</b>       | 2023/65/90187/W  |
| <b>Proposed Development:</b> | Listed Building Consent for internal alterations including the installation of new windows and doors and external alternations including a new external terrace and modifications to an existing driveway [within a Conservation Area] |
| <b>Location:</b>             | 23, Magdale, Honley, Holmfirth, HD9 6LX  |
| <b>OS Map Ref:</b>           | SE 413811.7481412590.0895  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>  |
| <b>Ward/Councillors:</b>     | Honley Central and East - PC TM SS   |
| <b>HVPC Comment:</b>         |  |
| <b>Decision:</b>             |  |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/10/15   |
| <b>Application No:</b>       | 2023/62/90334/W  |
| <b>Proposed Development:</b> | Erection of two storey side and single storey rear extensions, demolition of porch and existing conservatory |
| <b>Location:</b>             | Middlefield House, Bradshaw Road, Honley, Holmfirth, HD9 6RJ   |
| <b>OS Map Ref:</b>           | SE 413152.3894410860.4342  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>  |
| <b>Ward/Councillors:</b>     | Honley South - CGn   |
| <b>HVPC Comment:</b>         |  |
| <b>Decision:</b>             |  |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/16  |
| <b>Application No:</b>       | 2023/N /90395/W   |
| <b>Proposed Development:</b> | Prior notification for installation of 17m high slim-line monopole, supporting 6 no. antennas, 1 no. wraparound equipment cabinet at the base of the monopole, 2 no. equipment cabinets, 1 no. electric meter cabinet and ancillary development thereto |
| <b>Location:</b>             | Woodhead Road, Holmbridge, Holmfirth, HD9 2NW   |
| <b>OS Map Ref:</b>           | SE 412504.931407025.0461  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>   |
| <b>Ward/Councillors:</b>     | Upper Holme Valley - KB TB  |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/10/17   |
| <b>Application No:</b>       | 2023/62/90293/W  |
| <b>Proposed Development:</b> | Erection of agricultural building                                      |
| <b>Location:</b>             | Land adj, Abinger Farm, Scholes Moor Road, Scholes, Holmfirth, HD9 1RU |
| <b>OS Map Ref:</b>           | SE 415206.9028406335.1259  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>        |
| <b>Ward/Councillors:</b>     | Scholes - <b>MBI RPD</b>   |
| <b>HVPC Comment:</b>         |  |
| <b>Decision:</b>             |  |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/18  |
| <b>Application No:</b>       | 2023/62/90346/W   |
| <b>Proposed Development:</b> | Erection of two detached dwellings                              |
| <b>Location:</b>             | land at, Greenhill Bank Road, New Mill, Holmfirth, HD9 1ER      |
| <b>OS Map Ref:</b>           | SE 416138.5489408759.2008                                       |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a> |
| <b>Ward/Councillors:</b>     | Fulstone - DF DH  |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/19  |
| <b>Application No:</b>       | 2023/65/90377/W   |
| <b>Proposed Development:</b> | Listed Building Consent for internal alterations                |
| <b>Location:</b>             | 22, Cinder Hills Road, Holmfirth, HD9 1EH                       |
| <b>OS Map Ref:</b>           | SE 414762.6547407745.9884                                       |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a> |
| <b>Ward/Councillors:</b>     | Holmfirth Central - MBu RH                                      |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/20  |
| <b>Application No:</b>       | 2023/62/90444/W   |
| <b>Proposed Development:</b> | Erection of detached dwelling                                   |
| <b>Location:</b>             | Land adj, Fern Bank, Far End Lane, Honley, Holmfirth, HD9 6NS   |
| <b>OS Map Ref:</b>           | SE 414197.9137411702.4212                                       |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a> |
| <b>Ward/Councillors:</b>     | Honley Central and East - PC TM SS                              |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/10/21  |
| <b>Application No:</b>       | 2023/64/90195/W   |
| <b>Proposed Development:</b> | Advertisement Consent for installation of non-illuminated signs |
| <b>Location:</b>             | 23, Victoria Street, Holmfirth, HD9 7DF                         |
| <b>OS Map Ref:</b>           | SE 414175.7797408176.5414                                       |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a> |
| <b>Ward/Councillors:</b>     | Upperthong - DC AW  |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/10/22   |
| <b>Application No:</b>       | 2023/62/90070/W  |
| <b>Proposed Development:</b> | Demolition of existing building and erection of detached agricultural building |
| <b>Location:</b>             | Town End Farm, 17, Flush House Lane, Holmbridge, Holmfirth, HD9 2QY            |
| <b>OS Map Ref:</b>           | SE 411411.9756407426.8826  |
| <b>Link:</b>                 | <a href="#">Planning application details   Kirklees Council</a>                |
| <b>Ward/Councillors:</b>     | Upper Holme Valley - KB TB   |
| <b>HVPC Comment:</b>         |  |
| <b>Decision:</b>             |  |

## Kirklees Planning Decisions for the period 25/01/2023 - 27/02/2023

| No.   | Location   | Development  | HVPC Comment  | Kirklees Decision |
|-------|--|--|---|-------------------|
| 93477 | Hassocks Cottage, 7A, Hassocks Lane, Honley, Holmfirth, HD9 6RF                  | Erection of single storey rear extension and decking area                                      | Support   | Granted           |
| 93854 | 38, Huddersfield Road, Holmfirth, HD9 2JW  | Certificate of lawfulness for proposed formation of cycle shelter (within a Conservation Area) | Support the development in principle, but the design must be in-keeping with the conservation area.   | Granted           |
| 93802 | Rose Leigh, Cartworth Road, Holmfirth, HD9 2RQ                                   | Certificate of lawfulness for existing extension and alterations                               | Support   | Granted           |
| 93909 | Abinger Mistle, Scholes Moor Road, Scholes, Holmfirth, HD9 1RU                   | Erection of single storey outbuilding  | No observations – defer to Kirklees Officers.   | Refused           |
| 93953 | Neiley Industrial Park, 155, New Mill Road, Brockholes, HD9 6QE                  | Advertisement consent for 2 illuminated signs  | Support   | Granted           |
| 93846 | Erection of first floor extension above existing garage                          | 29, Oldfield Road, Honley, Holmfirth, HD9 6NL  | Defer to Kirklees Officers. Plans were...poor.  | Refused           |
| 93591 | Erection of single storey side and rear extensions and two storey rear extension | Town End Farm, 17, Flush House Lane, Holmbridge, Holmfirth, HD9 2QY                            | The Parish Council supports the development in principle but questions the suitability of the window designs. The Parish Council considers that the current designs detract from the distinctive vernacular architecture of traditional buildings in the Holme Moorland Fringe locality, - a landscape area of the Holme Valley defined in the Holme Valley | Granted           |

## Kirklees Planning Decisions for the period 25/01/2023 - 27/02/2023

| No.   | Location   | Development   | HVPC Comment  | Kirklees Decision |
|-------|--|---|---|-------------------|
|       |  |   | <p>Neighbourhood Development Plan. The Neighbourhood Plan states that part of the vernacular character of buildings in this landscape involves use of small windows (historically, to better deal with harsh climatic conditions). Holme Valley Neighbourhood Development Plan p34. This application includes floor-to ceiling windows upstairs which goes against the vernacular, and therefore opposes the character management principles of the Neighbourhood Plan. The Parish Council further opposes the removal of traditional mullioned windows downstairs on similar heritage grounds.</p> |                   |
| 93788 | The Long House, Underbank Old Road, Holmfirth, HD9 1AS | Certificate of lawfulness for installation of replacement windows, doors, fascia and soffits (within a Conservation Area) | Defer to officer  | Granted           |



## Kirklees Planning Decisions for the period 25/01/2023 - 27/02/2023

| No.   | Location   | Development   | HVPC Comment   | Kirklees Decision |
|-------|--|---|--|-------------------|
| 93730 | Valley View, 37, Broad Lane, Upperthong, Holmfirth, HD9 3JS                        | Erection of extensions and alterations  | Support the application but noted that the plans were difficult to follow.   | Granted           |
| 92866 | Land adj, Moor Park, Bradshaw Road, Honley, Holmfirth, HD9 6RJ                     | Formation of equestrian arena and erection of store   | In support, however, the arena should not be lit by artificial light.  | Granted           |
| 93540 | Skate Park, Jagger Lane Recreation Ground, Jagger Lane, Honley, Holmfirth, HD9 6NS | Siting of temporary building to provide changing rooms for sports teams with associated seating, toilet and kitchenette   | Support  | Granted           |
| 93705 | 12, Robin Rocks, Brockholes, Holmfirth, HD9 7AS                                    | Erection of infill extension to rear and dormer window to side.   | No comment   | Granted           |
| 92874 | Kingdom Hall, Station Road, Holmfirth, HD9 1AB                                     | Erection of entrance porch, replacement roof tiles, replace wooden boarding with natural stone below eaves, enlargement of windows, replacement of wooden boarding to gables and external works including new pedestrian walkway (within a Conservation Area) | Support  | Granted           |
| 93561 | 23, Victoria Street, Holmfirth, HD9 7DF  | Change of use of ground floor and lower ground floor to a mixed use hairdressers and beauty salon and associated training academy (sui generis) (within a Conservation Area)  | Support. This is a characterful, traditional shopfront and the Parish Council would like to draw the attention of the applicant and developer to Policy 4 of the Holme Valley Neighbourhood Development Plan "Design Codes for High Quality Shopfronts and Advertisements" | Granted           |
| 92713 | 26, Greenhill Bank Road, New Mill, Holmfirth, HD9 1ER                              | Erection of single storey extension to front and two dormers to rear  | Support  | Granted           |

## Kirklees Planning Decisions for the period 25/01/2023 - 27/02/2023

| No.   | Location  | Development  | HVPC Comment   | Kirklees Decision |
|-------|---|--|--|-------------------|
| 93986 | adj, 81, Town End Road, Wooldale, Holmfirth, HD9 1XT                | Erection of two detached dwellings   | Oppose due to overdevelopment. Parking is inadequate.  | Refused           |
| 93796 | 7, Derwent Road, Honley, Holmfirth, HD9 6HS                         | Erection of two storey extension to rear   | Support. The Parish Council wants to draw Officers' attention to the neighbour's concern about the proximity of the development to the property boundary. Councillors felt that the plans were poor, and the lack of measurements/ dimensions made gauging the nearness to the neighbouring property difficult | Granted           |
| 93510 | Shiraz, 142, Upperthong Lane, Upperthong, Holmfirth, HD9 3UZ        | Erection of detached dwelling with integral garage   | Withdrawn  | Withdrawn         |
| 93933 | Swan Bank Cottage, 1, Swan Bank Lane, Holmfirth, HD9 2DS            | Demolition of conservatory and erection of single storey side extension, porch to front and alterations (within a Conservation Area)                                     | Support  | Granted           |
| 90870 | Mytholmbridge Farm, 36, Luke Lane, Thongsbridge, Holmfirth, HD9 7TB | Partial demolition of dwelling, erection of two-storey rear extension, link extension, detached garage and external alterations  | Withdrawn  | Withdrawn         |
| 93644 | 2B, Chapelgate, Scholes, Holmfirth, HD9 1SX                         | Replacement of existing conservatory with single storey extension to rear, new enclosed porch, erection of detached office to rear and internal and external alterations | Support  | Granted           |
| 93776 | Cressfield House, 44, Upperthong Lane, Holmfirth, HD9 3BQ           | Erection of garden shed (within a Conservation Area)   | Support  | Granted           |
| 93949 | Hunters Lodge, Cemetery Road, Holmfirth, HD9 2RH                    | Erection of two storey side and single storey front extensions   | Withdrawn  | Withdrawn         |

## Kirklees Planning Decisions for the period 25/01/2023 - 27/02/2023

| No.   | Location  | Development  | HVPC Comment                               | Kirklees Decision |
|-------|---|--|--|-------------------|
| 91483 | Kestrel, Kingfisher, Hawthorne, Holly & Curlew Cottages, Stubbin Lane, Holmbridge, Holmfirth, HD9 2LT | Listed Building Consent for alterations to windows and doors | No observation, defer to Kirklees Officers | Granted           |
| 93783 | Moss Edge Farm, Moss Edge Road, Holmbridge, Holmfirth, HD9 2SD  | Demolition of existing barn and erection of one dwelling     | Withdrawn                                  | Withdrawn         |

F

**Subject:** RE: Notes of meeting between Holme Valley South Councillors and Holme Valley Parish Council

**From:** Cllr Moses Crook <Moses.Crook@kirklees.gov.uk>

**Date:** 02/02/2023, 22:45

**To:** Deputy Clerk <deputyclerk@holmevalleyparishcouncil.gov.uk>, Cllr Tom Dixon <cllrtomdixon@holmevalleyparishcouncil.gov.uk>, Cllr Mary Blacka <cllrmaryblacka@holmevalleyparishcouncil.gov.uk>, Cllr Pat Colling <cllrpatcolling@holmevalleyparishcouncil.gov.uk>, Cllr Rachel Hogley <cllrrachelhogley@holmevalleyparishcouncil.gov.uk>, Cllr Paul Dixon <judithdixon2255@gmail.com>, Cllr Andy Wilson <cllrandywilson@holmevalleyparishcouncil.gov.uk>, Cllr Chris Green <cllrchrisgreen@holmevalleyparishcouncil.gov.uk>, Cllr Donald Firth <Donald.Firth@kirklees.gov.uk>

Hi Rich and all,

Thank you for the notes from our meeting last week, I hope we will be able to make this a more regular event and continue to work more closely together from now on.

I have been able to get some very useful information on the procedure and costs for provision of an additional SID for HVS. I say HVS deliberately because the request is that any additional provision be integrated into the existing management program run through ward Cllrs, so would probably need to be on a Kirklees Ward than Parish boundary basis. I can see that this makes sense logistically and I hope that it wouldn't present a funding issue from your perspective.

I received the following information from officers:

START

We have asked that any and all SIDs are managed through the local Cllrs, because that way, we only have one system to manage.

If the Parish would like to contribute to the costs, then we are happy for them to do that, but we would ask that their requested locations for their SID are submitted via yourselves as Ward Cllrs.

In terms of pricing; Current prices are given below, but it has the rider on it that, whilst we have tried to be accurate, due to inflation and volatility in the market, these prices may be different at the point of order.

Sign Unit - £2,124.71 (including GPS Tracker)

There is then a 12 Months warranties & Subscriptions of £254.32.

This is an annual fee, payable in advance. It is worth noting that, as you would expect, this price again, may increase annually.

If we need to add a bracket to a lighting column that has not been used before, there will be a charge of £300 per bracket, and then if the chosen column is a concrete one, we either need to replace the column at a cost of approx. £1200, or chose another site.

Once purchased, each move has a cost £432 (this covers the risk of inflation and potential unknown cost. If not spent, this would be returned to original payee)

We would expect that any additional SIDs ordered would be installed and then slotted into the existing programme of planned moves every 3 months, and the data would be shared in the same manner as all other SID's, with the request that Ward Cllrs then share that intelligence, as you see fit, with the funding organisation.

Delivery is currently taking approximately 12-14 weeks from initial order from us.

END

So it sounds like a total cost of £3674 plus initial installation or thereabouts. I would of course be very happy to act as intermediary should the PC decide to go ahead and also to share the returned data from all of the ward SIDs with you.

Hope this helps.

Best wishes,

Mo

Moses Crook

Labour Party Councillor for Holme Valley South [www.facebook.com/MosesCrook4HVS/](http://www.facebook.com/MosesCrook4HVS/)

Support with the Cost of Living - Cost of living | Kirklees Council

Please note that I work in addition to being a councillor and will respond as quickly as I am able. I respect that you may not respond outside office hours. Please also see the Councillor Privacy Notice which explains how I process personal information in responding to constituents requests and their privacy rights.

-----Original Message-----

From: Deputy Clerk <[deputyclerk@holmevalleyparishcouncil.gov.uk](mailto:deputyclerk@holmevalleyparishcouncil.gov.uk)>

Sent: 02 February 2023 13:33

To: Cllr Tom Dixon <[cllrtomdixon@holmevalleyparishcouncil.gov.uk](mailto:cllrtomdixon@holmevalleyparishcouncil.gov.uk)>; Cllr Mary Blacka <[cllrmaryblacka@holmevalleyparishcouncil.gov.uk](mailto:cllrmaryblacka@holmevalleyparishcouncil.gov.uk)>; Cllr Pat Colling <[cllrpatcolling@holmevalleyparishcouncil.gov.uk](mailto:cllrpatcolling@holmevalleyparishcouncil.gov.uk)>; Cllr Rachel Hogley <[cllrrachelhogley@holmevalleyparishcouncil.gov.uk](mailto:cllrrachelhogley@holmevalleyparishcouncil.gov.uk)>; Cllr Paul Dixon <[judithdixon2255@gmail.com](mailto:judithdixon2255@gmail.com)>; Cllr Andy Wilson <[cllrandywilson@holmevalleyparishcouncil.gov.uk](mailto:cllrandywilson@holmevalleyparishcouncil.gov.uk)>; Cllr Chris Green <[cllrchriscgreen@holmevalleyparishcouncil.gov.uk](mailto:cllrchriscgreen@holmevalleyparishcouncil.gov.uk)>; Cllr Moses Crook <[Moses.Crook@kirklees.gov.uk](mailto:Moses.Crook@kirklees.gov.uk)>; Cllr Donald Firth <[Donald.Firth@kirklees.gov.uk](mailto:Donald.Firth@kirklees.gov.uk)>

Subject: Notes of meeting between Holme Valley South Councillors and Holme Valley Parish Council

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Councillors

FYI

Please find attached notes of the meeting as above.

Kind regards,

Rich

--

Rich McGill

Deputy Clerk and Responsible Finance Officer

Holme Valley Parish Council

Holmfirth Civic Hall

Huddersfield Road

Holmfirth HD9 3AS

Tel: 01484 687460

Email: [deputyclerk@holmevalleyparishcouncil.gov.uk](mailto:deputyclerk@holmevalleyparishcouncil.gov.uk)



----- Forwarded Message -----

|                 |  |
|-----------------|--|
| <b>Subject:</b> | Traffic calming and 20mph zones  |
| <b>Date:</b>    | Tue, 7 Feb 2023 12:29:23 -0000 (GMT)   |
| <b>From:</b>    | cllrcharlesgreaves@holmevalleyparishcouncil.gov.uk<br><cllrcharlesgreaves@holmevalleyparishcouncil.gov.uk> |
| <b>To:</b>      | Jen <clerk@holmevalleyparishcouncil.gov.uk>, Deputy Clerk<br><deputyclerk@holmevalleyparishcouncil.gov.uk> |
| <b>CC:</b>      | Mary Blacka <cllrmaryblacka@holmevalleyparishcouncil.gov.uk>   |

Hi Jen,

Reading the minutes from Planning the focus of this work seems to be directed towards Kirklees HVS - perhaps it is just the streets that have been raised with the Parish but the issue and concerns apply across the valley.

We're still waiting to hear back about what rules, funding and timescales Kirklees will apply to 20-zones around schools - in the HVN area of HVPC there is Honley High and Brockholes which are in 30s the other sites are in 20s - but we have as much a problem with bad parking and drop at the door as we do speed.

In HVN we are looking to make the Magdale "advisory 20-zone" a legal 20mph zone, and to create a 20 zone around Brockholes school which we hope to extend to cover most of the streets around the school (not the main road) if we can raise the funding to do so.

We also had plans to buy some parking cones in the shape of kids to help to promote safe parking around schools and to create safe routes to school - our funding was withdrawn but we are still keen to try to see if these work ! The intention was to buy a crate of ten (circa £2k) and rather to use them at just one school site to move them around the schools in the area.

<https://signs2schools.co.uk/product/school-safety/safeguarding/playground/kiddie-cut-road-safety-pavement-signs-lollipop-message/>

Would you put onto the next agenda for Planning to consider whether it would use the earmarked reserves to buy a set of 10 cones for use with local schools who have been through the Modeshift programme, and whether in principle it would make a contribution of £2k towards extending the Brockholes 20-zone across to Oakes Lane.

Thanks,

Charles

----- Forwarded Message -----

**Subject:**RE: Traffic calming and 20mph zones

**Date:**Mon, 13 Feb 2023 10:50:27 -0000 (GMT)

**From:**Mary Blacka <cllrmaryblacka@holmevalleyparishcouncil.gov.uk>

**To:**cllrcharlesgreaves@holmevalleyparishcouncil.gov.uk  
<cllrcharlesgreaves@holmevalleyparishcouncil.gov.uk>

**CC:**Jen <clerk@holmevalleyparishcouncil.gov.uk>, Deputy Clerk  
<deputyclerk@holmevalleyparishcouncil.gov.uk>

Hi Charles

Thank you for copying me into your message to Jen.

There was no intention that the Planning Committee's 'campaign' on road safety would just cover HVS. As you suggest, the list of locations is just that which was suggested by all parish councillors - not just those on the Planning Committee - after I made a request at full council.

I have seen the road safety cones in the shape of children - or similar devices used in Sheffield. They are certainly arresting, at first sight but become part of the street furniture thereafter. It is, therefore, a good idea, as you suggest, to move them around a bit.

I think it would be a good idea to consider further how to use the earmarked reserves for road safety, at the next Planning Committee meeting. We are also considering the purchase etc of a moveable speed camera, which would also be moved at intervals across HVS and HVN.

Best wishes

Mary

----- Forwarded Message -----

**Subject:**RE: Traffic calming and 20mph zones

**Date:**Mon, 13 Feb 2023 14:54:32 -0000 (GMT)

**From:**cllrcharlesgreaves@holmevalleyparishcouncil.gov.uk  
<cllrcharlesgreaves@holmevalleyparishcouncil.gov.uk>

**To:**Mary Blacka <cllrmaryblacka@holmevalleyparishcouncil.gov.uk>

**CC:**Jen <clerk@holmevalleyparishcouncil.gov.uk>, Deputy Clerk  
<deputyclerk@holmevalleyparishcouncil.gov.uk>

Thanks Mary - that's good to hear.

The first step in all speed cases is normally to get up to date speed and vehicle counts. They are easy to arrange and often funded by Highways, if not you can pay Highways circa £200 to do them. The results can be very helpful !

As an aside - we did a community speed event in Wilshaw 6 or 7 years ago - it was not a success for a variety of reasons. SID / VAS work ok, but Cameras and Speed checks really need trained Police (not PCSOs). Happy to elaborate !

Charles





Home / Products / School Safety / Parking Buddies Kiddie Pavement Signs

# Kiddie Cut Out Road Safety Parking Buddies Pavement Signs with Lollipop Message





## Kiddie Cut Out Road Safety Parking Buddies Pavement Sign (With your own message on the lollipop design)

Popular messages to choose from include:

“Slow Down”

“Think Before you Park” (our best seller!)

“No Parking”

“Caution – Think Before you Park”

“Please do not park here”

“Don’t park on the Zig Zags”

**...or feel free to choose your own!**

- Quick and easy to assemble – no tools required
- Customised the Design! (School Logo / Uniform Colours / Own Message) – please let us know your requirements
- Strength and security – unique wedge locks panel into the base
- Low centre of gravity for optimum stability
- Minimal obstruction to pedestrians and Children
- Shaped Kiddie Cut Out Design with School Logo
- 964mm Height × 633mm panel with Base 1100mm × 633mm Approx depending kiddie design
- Double Sided Laminated Graphics

- Please note the price shown is for 1 unit only
- Lead Time 7 – 10 Working Days
- We will send proposed designs to your email for approval before manufacture

Once an order is placed our design team will contact for your customisations and design requirements. We can customise the text, logos or and designs to suit your school.

**You may also be interested in:**



Cartoon Animal Parking Buddies – Road Safety Pavement Signs



Parking Buddies / Kiddie Cut Out Road Safety Pavement Signs



Police Officer Parking Buddy Kiddie Cut Out Pavement Sign



Traffic Patrol Buddies / Kiddie Cut Out Pavement Sign

Share this...



This product is listed in: Parking Buddies Kiddie Pavement Signs, Pavement Signs, Playground.

**Choose QTY**

Choose an option

From: **£185.00**

### Choose style

- Boy
- Girl
- Wheelchair
- Mixed

### Other Options

- Reflective

### Upload School Logo

ADD IMAGE

Drag and drop a file or select add Image

Need to send more files? Please [upload here](#) or [email us](#).

### Customisation

*If you would like to specify any customisation such as hair colour, skin colour or any other changes, please tell us here.*

ADD TO BASKET

Please note: if you have requested any artwork customisation, we will contact you for design approval before printing.

We Accept

## Purchase Orders

30-Day Invoices for Schools, Universities, Colleges, Nurseries, Day Centres, Education



**Subject:** RE: Letter from Holme Valley Parish Council  
**From:** "MCCARTNEY, Jason" <jason.mccartney.mp@parliament.uk>  
**Date:** 13/02/2023, 18:09  
**To:** Deputy Clerk <deputyclerk@holmevalleyparishcouncil.gov.uk>

Dear Rich,

Thank you very much for getting in touch with me and for the kind invitation.

Sorry I've only just seen this having just got back from a community meeting in Slaithwaite and I'm busy all evening.

However, I would very much like to attend a meeting in the near future, and to support the work that you do.

Could you perhaps get me a couple of suggested Mondays when this might be possible please?

If you let me know, I'll check my diary and get back to you on this.

Many thanks once again for your time, I really do appreciate it.

Kind regards,

Jason

Jason McCartney MP  
Member of Parliament for Colne Valley  
House of Commons, London SW1A 0AA  
Email: [jason.mccartney.mp@parliament.uk](mailto:jason.mccartney.mp@parliament.uk)  
Phone (Constituency): 01484 443975  
Phone (Westminster): 020 7219 4403

-----Original Message-----

From: Deputy Clerk <[deputyclerk@holmevalleyparishcouncil.gov.uk](mailto:deputyclerk@holmevalleyparishcouncil.gov.uk)>  
Sent: 10 February 2023 18:24  
To: MCCARTNEY, Jason <[jason.mccartney.mp@parliament.uk](mailto:jason.mccartney.mp@parliament.uk)>  
Subject: Re: Letter from Holme Valley Parish Council

Hi, Jason,

I hope you are well.

The Parish Council has asked me to say thank you for your kind, considered and responsive email. The Parish Council is pleased that your campaign against speeding is gaining so much traction. Speeding and traffic are prominent issues for the people of the Holme Valley and were significantly highlighted in our consultations on the Holme Valley Neighbourhood Action Plan. That your campaign is doing so well shows, we hope, that as a community we are collectively and wilfully moving towards a future of slower, safer, quieter roads, and towards a better lived experience for everyone.

We will certainly take your suggestion and write to Tracy Brabin and to others you have mentioned. Thanks for that advice.

The Parish Council met recently with Kirklees Councillors Cllr Donald Firth (admittedly, he's a Parish Councillor anyway) and Cllr Moses Crook to discuss potential partnership working on highways safety, 20mph zones, traffic calming and so on. Our Members are

aware that highways safety initiatives would need to be supported by ward Councillors. Those present at the meeting thought, moving forward, that there would be some opportunities for working together. The Parish Council has earmarked money for Road Safety initiatives that hopefully can be used to promote cutting speed limits and the possibility of establishing 20mph zones in some of our village centres.

As to your last paragraph, of course, the Parish Council would be delighted to welcome you to a Council meeting in Holmfirth or, indeed, in Honley. You may not know, but we had our first Council meeting in Honley Library earlier this week after the Parish Council took ownership of the building from Kirklees. We, of course, understand you are very busy but if you do find yourself free on a Monday evening when the House is in recess we would be delighted to welcome you to a meeting of Holme Valley Parish Council.

Keep us informed of your campaign and we will share with you what's going on from our side too.

All the best,

Rich

On 22/01/2023 12:56, MCCARTNEY, Jason wrote:

Good afternoon Rich,

Thanks for your email and for passing on the letter from Holme Valley Parish Council.

I have had a huge response to my Road Safety campaign and I appreciate the Council's support on this important issue.

I'd suggest you also pass on your safety concerns to the Mayor of West Yorkshire who is responsible for policing matters and highways enforcement. Along with the MP for Dewsbury I met the West Yorks Mayor late last year to press for more action. I also met the Chief Constable John Robins on Friday to discuss this.

As you'll know any speed calming measures will have to be introduced by Kirklees Council so they need to be supported by the relevant ward Councillors. It's also crucial to get community support for measures whether it's speed indicators or 20 mph zones as you've suggested.

I look forward to working together on this and I think my diary secretary is still trying to get a date in the diary when I can visit the Council. This is being hampered though as I'm required to be in Westminster Mondays through Thursday apart from recesses.

Thanks again.

Best wishes,

Jason

Jason McCartney MP  
Member of Parliament for Colne Valley  
House of Commons, London SW1A 0AA  
Email: [Jason.mccartney.mp@parliament.uk](mailto:Jason.mccartney.mp@parliament.uk) Phone (Constituency): 01484 443975 Phone (Westminster): 020 7219 4403

-----Original Message-----

From: Deputy Clerk <[deputyclerk@holmevalleyparishcouncil.gov.uk](mailto:deputyclerk@holmevalleyparishcouncil.gov.uk)>

Sent: 19 January 2023 16:26

To: MCCARTNEY, Jason <[jason.mccartney.mp@parliament.uk](mailto:jason.mccartney.mp@parliament.uk)>

Cc: Cllr Mary Blacka <[cllrmaryblacka@holmevalleyparishcouncil.gov.uk](mailto:cllrmaryblacka@holmevalleyparishcouncil.gov.uk)>



## **West Yorkshire Safety Camera Partnership**

**A new strategic approach to:**

**ENFORCEMENT,  
SIGNING AND  
SPEED MANAGEMENT**

## Table of Contents

|  |    |
|--|----|
| 1 Introduction   | 3  |
| 2 Background   | 3  |
| 3 A new strategic approach to: Enforcement, Signing and Speed Management | 4  |
| 4 Camera deployment sites  | 5  |
| 4.1 Core sites   | 5  |
| 4.2 Community concern sites  | 6  |
| 4.3 Red light or combined speed and red-light sites.                     | 6  |
| 4.4 Pre-planned, specialist sites  | 6  |
| 4.5 Site certificate   | 7  |
| 5 Camera types   | 8  |
| 5.1 Fixed cameras  | 8  |
| 5.2 Mobile cameras   | 8  |
| 6 Signage, visibility and conspicuity                                    | 9  |
| 7 Decommissioning protocol   | 10 |
| 7.1 Removal of fixed sites   | 10 |
| 7.2 Use of fixed camera housings as visual deterrent                     | 11 |
| 7.3 Removal of mobile sites  | 11 |
| 7.4 Persistent vandalised sites  | 11 |
| 8 Adoption of this document  | 11 |
| 9 Appendix 1 – Previous site selection criteria                          | 12 |
| 10. Appendix 2 – Comparison of previous and new site selection criteria  | 14 |
| 11. Appendix 3 – New camera criteria (w/e Feb. 2023)                     | 15 |
| 12 Appendix 4 – Traffic and speed monitoring flowchart                   | 16 |
| 13. Appendix 5 – Enforcement site identification flowchart               | 17 |
| 14 Appendix 6 – Signage flowchart  | 18 |



## **1. Introduction**

Countries that have successfully reduced road traffic risk have embraced a holistic approach to road safety. West Yorkshire and the Safety Camera Partnership has recently made a commitment to move from the former reductionist approach to casualty reduction and embrace the concept of casualty prevention in line with concepts enshrined in the 'Vision Zero' approach to safer roads. This approach looks at the traffic system as a whole and at the interaction between road, vehicle, and road user in order to identify where there is potential for intervention. It recognises that human beings make mistakes, and that the road traffic system needs to make allowances for these errors.

West Yorkshire Safety Camera Partnership aims to mitigate in conjunction with the West Yorkshire Safer Roads Executive, West Yorkshire Police and West Yorkshire Vision Zero Board the number, severity, and consequences of injury by:

- Adopting a Vision Zero approach to casualty prevention
- Adopting a more proactive approach to speed management and compliance
- Reducing exposure to risk
- Preventing road traffic crashes from occurring
- Reducing the severity of injury in the event of a crash

The Partnership, in operating this new approach, recognises that speed enforcement is only one tool in preventing collisions and casualties and indeed dedicates substantial resources to other fields of intervention via the West Yorkshire Safer Road Steering Group through education, promotion and training.

The West Yorkshire Safer Roads Executive Board have approved this revised policy. It sits under the Department for Transport's (DfT) Circular 01/2007 "Use of Speed and Red-Light Cameras for Traffic Enforcement: Guidance on Deployment, Visibility and Signing (2007)" and the National Police Chiefs' Council's (NPCC) "Guide for the Operational Use of Speed and Red-Light Offence detection Technology (2016)".

## **2. Background**

In December 2005, the Department for Transport announced the ending of the National Safety Camera Programme and from 1st April 2007 camera funding, activities and partnerships were integrated into the wider road safety delivery process undertaken by local authorities.

Department for Transport – Circular 1/2007 provides the operational guidance concerning the use of speed and red-light cameras for traffic enforcement and to date the West Yorkshire Safety Camera Partnership has broadly adhered to the guidance contained therein with regard to its static and mobile speed camera deployment.

Historically mobile and static speed enforcement in West Yorkshire has been confined to authorised sites that meet the Partnership's criteria which originate from Circular 1/2007 and the National Safety Camera Programme. These criteria made no provision for ad-hoc enforcement at locations where intelligence and/or community concern indicates a heightened risk of collisions occurring.

The consequence of the Partnership enforcement strategy was that the Camera Enforcement Unit was limited to enforcing at sites where speed related collisions had occurred but were effectively precluded from taking pro-active enforcement activity at other locations which were likely to see collisions occur but at the relevant time there was insufficient casualty data on which to satisfy the 'high risk' location deployment criteria.

The Partnership was therefore often unable to contribute effectively to casualty prevention at these locations where there was community concern and often an evidence base of excessive/inappropriate speed but no or few recorded injury collisions.

This is in marked contrast to that of operational police officers who can legitimately enforce speed limits on any road using hand-held speed detection equipment (e.g. Pro-Laser) without the need to satisfy the same traffic flow/casualty criteria or signage and visibility guidance.

The local highway authorities forming the Partnership receive frequent requests for enforcement relating to community concerns and given the recent Vision Zero endorsement there is now a need to achieve a more balanced reactive/proactive deployment strategy that supports enforcement activity at known high risk locations and enables preventative operational activity in pursuit of greater compliance at other locations of concern.

### **3. A new strategic approach to: Enforcement, Signing and Speed Management.**

West Yorkshire Police Camera Enforcement Unit enforces speed legislation on the roads of West Yorkshire on behalf of the West Yorkshire Safety Camera Partnership. The primary aim is to reduce casualties, but it is also recognised that speeding is an anti-social and intimidating activity which generates many complaints from residents across West Yorkshire each year.

The historic deployment strategy for static and mobile speed enforcement cameras relied heavily on measured traffic speed and collision data satisfying the qualification criteria derived from the Department for Transport Circular 1/2007. These criteria are detailed in Appendix 1.

In West Yorkshire, each of the five Highway Authorities are responsible for identifying potential camera enforcement sites where other means of addressing inappropriate or excessive speed have been considered and are either not appropriate or are ineffective.

The Camera Enforcement Unit is responsible for the deployment of either static or mobile cameras to these pre-authorised locations across the county.

Whilst providing an evidence base and justification for enforcement activity at 'high risk' locations the previous situation precluded camera enforcement at other locations where there is a perceived or emerging speed related risk that has not, as yet, resulted in injuries. A review of the current camera deployment strategy has identified clear opportunities to refine camera deployment strategies to encompass both a reactive and proactive risk-based approach.

This document outlines changes to the previous camera deployment strategy, moving toward encompassing a proactive capability which allows for deployment to concern sites which represent 'emerging risk' locations where speed-related collision risks are apparent and other interventions cannot or have failed to mitigate the risk of collisions occurring.

Appendix 2 shows revised criteria for establishing enforcement locations compared to the criteria previously in use. The revised criteria will retain evidence-based justification for the use of safety cameras whilst providing greater opportunity to address community concerns and emerging risk.

Appendix 3 shows the current revised deployment criteria.

#### 4 Camera deployment sites.

A camera site consists of a length of road along which speed enforcement using Home Office Type Approved (HOTA) camera equipment takes place. In developing our current capability, it is proposed that all new and existing speed enforcement sites will be one of these four camera options: Depending on the scale of the collision and speeding problem, camera sites are classed as

- Core Sites (Fixed, Mobile and Routes)
- Community Concern Sites
- Red light violation
- Pre-planned, Specialist Sites

A site can be made up of several camera housings or mobile enforcement locations.

The following sections provide explanations of site types as well as information on signage and speed monitoring rules applying to each site type. Flow diagrams detailing the site selection process as well as signage and speed monitoring are included in the appendices.

As per the DfT Circular 01/2007 “Use of Speed and Red-Light Cameras for Traffic Enforcement: Guidance on Deployment, Visibility and Signage (2007)”, before a new site is installed and adopted, an assessment and consultation process takes place, involving all relevant partners (i.e. the local highway authority, police and West Yorkshire Safety Camera Partnership), to ensure that camera enforcement is the correct solution. The assessment processes are outlined in Appendix 4 - (Traffic and speed monitoring flowchart) and Appendix 5 - Enforcement and Site Identification flowchart).

##### 4.1 Core sites

Core camera sites are locations identified for camera enforcement as a result of a history of collisions, casualties and speeding and which meet the Safety Camera Partnership’s core site selection criteria as detailed in Appendix 3. The sites can cover a certain stretch of road in a specific location but can also form a longer route. All core sites are signed in accordance with the partnership’s signage policy detailed in Section 6 below.

The partnership distinguishes between fixed and mobile core camera sites and routes, depending on the scale and extent of the collision and casualty problem.

**a) Fixed core camera sites** have the highest priority because of high casualties and offending rates, either clustered at one specific location or along a route. Fixed sites tend to see a lot of through traffic, with injury collisions and offences occurring throughout the day, which makes a permanent, 24/7 enforcement solution a viable option.

Enforcement will take place for a minimum of three years in order to evaluate effectiveness. Due to the high cost of installing fixed or average speed cameras, a full cost benefit analysis will be carried out prior to installation.

**b) Mobile core camera sites** generally have a high incidence of both casualties and speeding vehicles, but analysis indicates that frequent mobile enforcement is the most advantageous method for reducing casualties and speed. Collisions and offences tend to occur at particular times of day, so that enforcing at certain times and for shorter periods and then moving the resource elsewhere is considered the most cost-effective solution. A number of mobile sites along a road can become a mobile enforcement route.

**c) Average speed camera routes:** These are fixed cameras implemented along a route where injury collisions and speeding are more spread out. Not all locations are able to be considered for average speed camera provision, particularly if there are multiple entry and exit points. The introduction of average speed management is therefore assessed carefully on a case-by-case basis. Camera routes can be created if there is a number of collisions spread along an extended length of road, rather than in a particular location.

Temporary automatic traffic counters may be installed in order to periodically monitor traffic speeds by the local authority to determine the effectiveness of the camera enforcement.

#### **4.2 Community concern sites**

Community concern sites generally do not meet the core site selection criteria as they may have less of a collision and casualty issue. They are usually identified by a local authority under their speed management assessment, often following complaints from a local community. These sites typically suffer from a degree of speed limit non-compliance which is anti-social and intimidating and could also contribute to an increase in the number or severity of collisions. The assessment is nevertheless evidence led to determine the scale of the problem. This new approach adopted by West Yorkshire Safety Camera Partnership will enable the enforcement of these residential locations on an infrequent basis, where the traffic data shows a problem exists. This new approach adopts and support the Vision Zero principles to provide pro-active preventative intervention and to reassure local residents.

There are also other 'local concern sites' where the local highway authority has identified a need to ensure compliance with the posted speed limit as a preventative measure relating to foreseeable safety concerns. These could include locations with highway defects such as joint failures or skid surface failures, or after the opening of a new road (where objective speed data does not exist) to ensure appropriate behaviour is established at the start of operation. It is expected that this requirement to ensure compliance with the posted speed limit would be temporary until a permanent engineering solution is put in place and the site is reviewed in accordance with Section 7 below.

Enforcement may be exclusively carried out by the partnership or can be shared with police colleagues using other forms of speed detection equipment. Community concern sites may benefit from intensive enforcement over a short period of time, to ensure behavioural change and to demonstrate to the public that the West Yorkshire Safety Camera Partnership and the police are actively responding to their concerns. However, the time period left before enforcing again could be longer, which gives the flexibility to deal with more sites of local concern and affect driver behaviour in as many locations as possible.

All local concern sites will be reviewed on an ongoing basis by the relevant highway authority in cooperation with West Yorkshire Safety Camera Partnership.

#### **4.3 Red-light or combined speed and red-light sites.**

These cameras are installed where there is evidence that ongoing red-light violation has resulted in serious/ fatal injury collisions or that a cumulative score of 10 has been reached from a frequency of slight collisions.

#### **4.4 Pre-Planned, specialist sites**

West Yorkshire Safety Camera Partnership also enforces roadworks (local and motorway) and supports specialist police operations.

A roadworks site is a location where the highways authority has imposed a temporary speed limit due to roadworks taking place. Enforcement can be carried out via fixed or mobile cameras and is temporary for the duration of the works. This is to ensure the safety of workers and road users. Roadworks sites are signed in accordance with the partnership's signage policy.

An event or operation-based site is one which is chosen for a specific campaign to target a particular problem such as the anti-social use of vehicles. This type of intelligence-led enforcement is in support of West Yorkshire Police operations.

As the Police can already enforce at any site at any time without any signage or conspicuity rules, this enforcement could be covert. This will be decided by West Yorkshire Police on an operational basis, in a fair and proportionate manner.

The rationale behind event-based enforcement will sometimes be to target high speed offenders and it may therefore be appropriate to set threshold levels higher than normal to target the most dangerous drivers or riders. This will also be decided by West Yorkshire Police on an operation-by-operation basis. The effectiveness of all operations will be monitored.

#### **4.5 Site certificate**

As camera operations have the potential to process a large number of offences, it is essential that all requirements are met before enforcement commences.

Before camera enforcement begins, a site certificate will be prepared which will contain information on:

- Site name
- Site type
- Enforcement start date
- Site extents including site coordinates (grid references)
- Site length
- Speed Limit
- Casualty and speed data
- Copy of sealed Traffic Regulation Order (if applicable) or Temporary TRO
- Map showing extents of enforcement location
- Confirmation by the Highway Authority that the signage, lines, and lighting conform to the Traffic Signs Regulations and General Directions 2016 (or any such publication thereafter) and the Traffic Signs Manual Chapter 3 (Traffic Signs) and Chapter 5 (Road Markings). In the case of roadworks, Traffic Signs Manual Chapter 8 (Part 1: Design. Traffic Safety Measures and Signs for Road Works and Temporary Situations)
- Inventory and location of speed limit and speed enforcement signs.

With the exception of a copy of the Traffic Regulation Order (where applicable), the absence of any of the above information does not prevent enforcement taking place. The site certificate is an administrative record held to ensure that all site information is available in one place – its absence does not have an impact on the legality of enforcement being conducted.

## 5 Camera types

All equipment used by West Yorkshire Safety Camera Partnership for enforcement purposes is fully Home Office Type Approved (HOTA). Type approval is only granted to devices that display a high level of accuracy and reliability, after rigorous testing by the Home Office.

The type of camera deployed depends on the site type and the collision and speed problem at a location. All camera types have the ability to capture different classes of vehicle within the speed limits.

**The main camera types currently in use are:**

### 5.1 Fixed cameras

These are unattended, permanent roadside cameras which operate continuously and are installed at specific locations or along a route where there have been recorded injury collisions in the past where speed may have been a contributory factor and a high level of non-compliance of the posted speed limit has been recorded.

- **Fixed spot speed cameras:** these are placed inside yellow housings and measure the speed of approaching vehicles at a specific location. They are activated as the vehicle travels across sensors in the road or via laser technology. Only vehicles travelling above the posted speed limit are seen and photographed by the camera.
- **Average speed systems:** these cameras are installed along a route and measure the average speed between an entry and exit point, based on a calculation of the time taken to travel the fixed distance between the cameras. These cameras tend to be installed on yellow roadside posts or overhead gantries but may also be installed on lighting columns.
- **Red light or combined speed and red light:** these cameras are installed where there is evidence that red light violation has resulted in an injury collision. These cameras also detect excessive speed, for example in the case of 'amber gamblers' who may increase their speed to avoid having to stop for the red light.

### 5.2 Mobile cameras

These are operator attended cameras either housed in a vehicle or from a free-standing laser camera operated at the roadside.

- **Vehicle mounted devices:** these cameras are typically tripod mounted within a vehicle or free-standing using laser speed detection technology. The camera unit incorporates a display control unit and an integrated digital video camera.
- **Handheld units:** these cameras also use laser technology and are designed to be handheld and used in locations where access by vehicle mounted devices is not possible or practicable.

## 6 Signage, visibility and conspicuity

The use of signs to indicate camera enforcement is **NOT** a legal requirement and the police service will not in the main advertise their presence before carrying out speed limit compliance checks.

The Department for Transport Circular 01/2007 and the NPCC Guide for the Operational Use of Speed and Red-Light Offence Detection Technology provides guidance on the signing, visibility, and conspicuity of camera enforcement activity, but this is advice only and is not mandatory.

As part of the Vision Zero ambitions and the Safer Roads Executive, the Partnership aims to change driver behaviour by encouraging motorists to be aware of and comply with speed limits and the associated signage; the Partnership will however seek to conform to the advice detailed in the above documents as far as possible.

It is important to note that compliance with the guidance on signing and conspicuity has no bearing on the legality of enforcement of offences detected by the use of cameras and recent Department for Transport publications supports both covert and overt signing deployment strategies. The partnership will aim for core camera sites, either fixed or mobile, to be signed in accordance with the flowchart shown at Appendix 6.

In considering enforcement at other sites referred to in this document, the use and installation of signs will be a matter for the Partnership in consultation with its partners.

Frequency, location, and type of enforcement will be balanced against the cost and benefits of installing such signage. The installation and maintenance of signs ultimately rests with the relevant highway authority.

### Overview of camera signage

| Site Type                      | Camera Signage Guidance |
|--------------------------------|-------------------------|
| Core (Fixed, Mobile and Route) | Camera signs installed  |
| Community Concern              | Partnership discretion  |
| Roadworks Camera               | Camera signs installed  |
| Event/ Operation Based         | Partnership discretion  |

Non-compliance by the partnership, or a representative of the partnership, with the guidelines for signage and conspicuity contained within this document does not provide any mitigation of, or defence for, an alleged offence under current UK law committed by a driver or registered keeper (DfT Circular 01/2007).

## 7 Decommissioning protocol

Over time, the use of cameras at a specific location may no longer be justified. All sites will therefore be scrutinised in cooperation with the relevant highway authorities on a 24-month period, to determine their effectiveness.

To enable the partnership to make best use of its resources, sites will be considered for decommissioning when they meet the following criteria:

- **For all site** types where an engineering or other solution has been put in place which has clearly reduced or eliminated the hazard of speed related collisions, the site will be decommissioned.
- **For fixed sites** where there have been no casualties for at least three years and speed surveys indicate an 85th percentile speed below the NPCC enforcement thresholds (but there have been no significant changes to road design or layout), the site will be considered for a phased withdrawal. This phased withdrawal may include continued enforcement by mobile devices.
- **For mobile sites** where there have been no casualties for at least three years and speed surveys indicate an 85th percentile speed below the NPCC enforcement thresholds (but there have been no significant changes to road design or layout), the site will be subject to a phased reduction in deployments through the enforcement strategy.

### 7.1 Removal of fixed sites

Full consideration must be given to all the potential risks associated with the removal of a fixed camera site. Speed cameras are intended to be highly visible in order to enhance their ability to achieve compliance with the speed limit. The removal of such a visual deterrent at the specified location should not be undertaken without another solution being put in place to maintain that deterrent effect.

A site should only be decommissioned (i.e. physically removed) if an alternative measure can be introduced that is expected to be as effective as the cameras in containing the collision rate and keeping vehicle speeds down.

This protocol will allow for a considered decision to be taken.

1. The agreed alternative method e.g. mobile enforcement, use of vehicle activated signs etc., is prepared and commissioned for use prior to the removal of the fixed camera equipment, ensuring that speed compliance measures are continually in place.
2. The camera housing is 'mothballed' i.e. the housing is covered or otherwise identified to clearly indicate that it is no longer in use. Speed surveys are taken at appropriate locations for a period of up to 6 months in order to determine the effect of removal on vehicle speeds and the effectiveness of the alternative measure.
3. The housing and pole are removed from the site. The power supply is made safe but remains in situ. This will enable the restoration of the site to be undertaken quickly should the need arise.



4. Speed and casualty analysis will continue at the site for a further twelve months to ascertain the effects of removal.
5. If after the twelve-month review there are no further speed or casualty concerns at the site, the power supply may be removed, and the site declared closed.
6. It is the responsibility of the relevant highway authority to remove any roadside furniture and any associated camera signage.

This phased removal will allow for a full assessment of the effects of the removal of the site on subsequent driver behaviour.

### **7.2 Use of fixed camera housings as visual deterrent**

The Partnership does not support the installation of 'dummy' equipment (i.e. devices that appear like cameras but do not have the capability to be operational) at locations that do not meet the fixed site selection criteria, i.e. sites where there is no necessity for fixed enforcement to improve road safety.

All our fixed cameras are installed at qualifying locations or routes (i.e. sites with a significant collision and casualty history).

### **7.3 Removal of mobile sites**

Mobile sites considered for decommissioning will follow a phased approach similar to fixed sites. However, the issues are not so problematic.

1. The site will be monitored for a period of 12 months to gauge the level of compliance. During this time, the signs will remain in situ and speeds will be examined. Rises in the level of non-compliance may attract a further period of enforcement.
2. Further collisions and/ or casualties will be analysed to ascertain their cause. Should any further collisions be identified, then enforcement will recommence, and the mobile site will be re-instated. Further decommissioning will again be subject to the decommissioning policy.
3. If no further injury collisions occur, then the site will be removed permanently from the enforcement list.
4. It is the responsibility of the relevant highway authority to remove any roadside furniture and any associated camera signage.

### **7.4 Persistent vandalised sites**

Where a camera is persistently vandalised and the partnership have exhausted all options to mitigate against the damage, the matter will be returned to the local highway authority to either design a permanent solution or consider an alternative location of the camera.

## **8. Adoption of this document.**

The revised criteria were adopted by the West Yorkshire Safety Camera Partnership on the 10th October 2022, in accordance with the Department for Transport Circular 01/2007 "Use of speed and red-light cameras for traffic enforcement: guidance on deployment, visibility and signing".

## Appendix 1

### Previous site selection criteria for fixed and mobile camera sites (Pre Feb. 2023)

Effective since April 2009 the criteria for fixed and mobile camera deployment has been based on the number of accidents where someone is Killed or Seriously Injured (KSI), and a scoring system where each KSI accident scores 5 points and slight injury accidents score 1. Fixed camera lengths automatically qualify for mobile enforcement as well and both can be used together

| Rule     |   | Fixed Camera Sites  |   | Mobile Camera Sites  |                             |
|----------|---|---|---|--|-----------------------------|
| <b>1</b> | Site or route length requirements   | Between 0.4 km and 1.5 km   |   | Between 0.4 km and 5km   |                             |
| <b>2</b> | Number of KSI (killed or seriously injured) collisions                                | At least 4 KSI collisions per km in the most recent 5 complete years<br><br>(was at least 3 KSI collisions per km in the most recent 36 month period)   |   | At least 1 KSI collision per km in the most recent three complete years<br><br>(was at least 1 KSI collisions per km in the most recent 36-month period) |                             |
| <b>3</b> | Total value required *  | Built up<br><b>36/KM</b><br><br>(was 22/km)   | Non built up<br><b>30/KM</b><br><br>(was 18/km) | Built up<br><b>11/KM</b>   | Non built up<br><b>9/KM</b> |
|          |   | <p>*As derived from the following<br/>           Fatal or serious injury collision = <b>5</b><br/>           Slight injury collision = <b>1</b><br/> <b>"Built Up Area"</b> is defined as a road with a speed limit of 40mph or less<br/> <b>"Non-built Up Area"</b> is defined as a road with a speed limit of 50mph or more</p> <p>For sites up to 1km the above value is required<br/>           For sites longer than 1km the value is per km</p> |   |  |                             |
| <b>4</b> | 90 <sup>th</sup> percentile speed at proposed sites (was 85 <sup>th</sup> percentile) | Speed survey shows free-flow 90 <sup>th</sup> percentile (was 85 <sup>th</sup> percentile) speed is at or above ACPO enforcement threshold in built-up areas and 5 mph over maximum speed limit in non-built up areas. This can apply to all vehicles or a vehicle class but must be compared consistently.   |   |  |                             |

Other criteria remain as per DfT circular 01/2007 "Use of speed and red-light cameras for traffic enforcement, guidance on deployment, visibility and signing" Route and red-light camera criteria remain essentially unchanged though the baseline period is altered from the most recent 36 months to the most recent 3 complete years in order to create a longer window for commissioning.

## **Previous camera deployment criteria**

### **For General Fixed Cameras**

|  |
|--|
| At least 4 accidents causing death or serious injury in the previous 5 complete years prior to commissioning of the site <b>And</b>  |
| A score of at least 36 points per km if the speed limit is 40mph or less and 30 points per km if the speed limit is over 40mph <b>And</b>  |
| Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph. |

### **For Camera Route Systems (for long stretches of road with persistently high accident rates).**

|  |
|--|
| Between 5km and 20km long <b>And</b>   |
| At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site <b>And</b>   |
| A score of at least 8 points per km if the speed limit is 40mph or less and 6 points per km if the speed limit is over 40mph <b>And</b>  |
| Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph. |

### **Red-light cameras**

Deter and detect red light running

|   |
|---|
| At least 1 collision causing death or serious injury in the previous 3 complete years prior to commissioning of the site <b>And</b> |
| A score of 10 <b>And</b>  |
| A history of collisions resulting from red light violations.  |

### **Temporary cameras at road works**

Protecting road workers and users while temporary lane or speed restrictions are in place.






No accident or speed criteria required.

### **Mobile enforcement**

Liveried enforcement vehicles parked in conspicuous locations on signed lengths of road.

|  |
|--|
| At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site <b>And</b>   |
| A score of at least 11 points per km if the speed limit is 40mph or less and 9 points per km if the speed limit is over 40mph <b>And</b>   |
| Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph. |

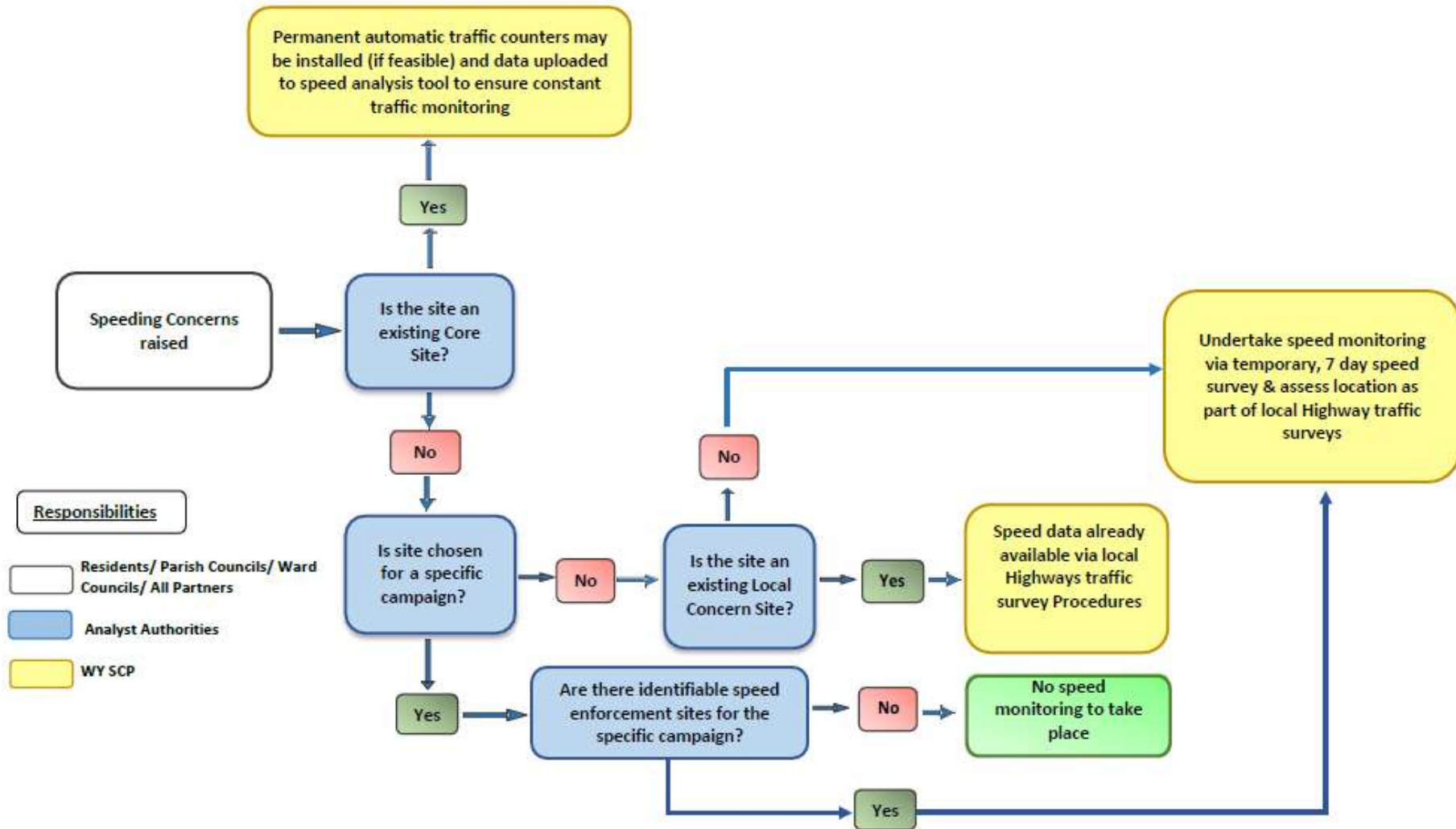
## Appendix 2 - Comparative changes to current camera deployment criteria:

| Speed Camera Type   |   | Previous Criteria  | Proposed new deployment criteria  |                    |  |       |                |       |               |       |               |       |               |       |               |
|---|---|--|---|--------------------|--|-------|----------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|
| <b>Average Speed Camera.</b><br><br>To address speeding concerns along a length of highway greater than 5km long  |    | Between 5km and 20km long<br><b>And</b><br>At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site.<br><b>And</b><br>A score of at least 8 points per km if the speed limit is 40mph or less and 6 points per km if the speed limit is over 40mph.<br><b>And</b><br>Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph. | <b>For lengths greater than 2.0km.</b><br><b>And</b><br>At least 1 KSI collision per km in the previous 5 complete years prior to commissioning of the site.<br><b>Or</b><br>A score of at least 20 points if the speed limit is 40mph or less and 15 points if the speed limit is over 40mph.<br><b>And</b><br>Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.  |                    |  |       |                |       |               |       |               |       |               |       |               |
| <b>Fixed Camera</b><br><br>To be considered to address recurring recorded KSI collisions, where speeding is excessive   |    | At least 4 collisions causing death or serious injury in the previous 5 complete years prior to commissioning of the site.<br><b>And</b><br>A score of at least 36 points per km if the speed limit is 40mph or less and 30 points per km if the speed limit is over 40mph.<br><b>And</b><br>Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.                    | At least 3 collisions causing death or serious injury in the previous 5 complete years prior to commissioning of the site.<br><b>Or</b><br>A score of at least 20 points if the speed limit is 40mph or less and 15 points if the speed limit is over 40mph.<br><b>And</b><br>Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.  |                    |  |       |                |       |               |       |               |       |               |       |               |
| <b>Mobile Camera (van)</b><br><br>To be considered on strategic routes where concerns are identified. The use of these vehicles requires hard standings and TRO.    |    | At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site.<br><b>And</b><br>A score of at least 11 points per km if the speed limit is 40mph or less and 9 points per km if the speed limit is over 40mph.<br><b>And</b><br>Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.   | At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site.<br><b>Or</b><br>A score of at least 11 points if the speed limit is 40mph or less and 9 points if the speed limit is over 40mph.<br><b>And</b><br>Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.   |                    |  |       |                |       |               |       |               |       |               |       |               |
| <b>Smaller Mobile Camera vehicle</b><br><br>To be considered to address community focused speeding concerns working towards vision zero ambition. Reactive approach |   | No such provision currently exists.  | Surveyed traffic speeds showing: <table border="1" data-bbox="1328 1026 1693 1169"> <thead> <tr> <th>Posted Speed limit</th> <th></th> </tr> </thead> <tbody> <tr> <td>20mph</td> <td>10% over 30mph</td> </tr> <tr> <td>30mph</td> <td>8% over 40mph</td> </tr> <tr> <td>40mph</td> <td>8% over 50mph</td> </tr> <tr> <td>50mph</td> <td>8% over 60mph</td> </tr> <tr> <td>60mph</td> <td>8% over 70mph</td> </tr> </tbody> </table> <b>For community safety intervention</b> there will be a commitment to do 3 site visits – in a targeted approach via the speed survey data. | Posted Speed limit |  | 20mph | 10% over 30mph | 30mph | 8% over 40mph | 40mph | 8% over 50mph | 50mph | 8% over 60mph | 60mph | 8% over 70mph |
| Posted Speed limit  |   |  |   |                    |  |       |                |       |               |       |               |       |               |       |               |
| 20mph   | 10% over 30mph  |  |   |                    |  |       |                |       |               |       |               |       |               |       |               |
| 30mph   | 8% over 40mph   |  |   |                    |  |       |                |       |               |       |               |       |               |       |               |
| 40mph   | 8% over 50mph   |  |   |                    |  |       |                |       |               |       |               |       |               |       |               |
| 50mph   | 8% over 60mph   |  |   |                    |  |       |                |       |               |       |               |       |               |       |               |
| 60mph   | 8% over 70mph   |  |   |                    |  |       |                |       |               |       |               |       |               |       |               |
| <b>Red Light violation Camera</b><br><br>To be considered when KSI are recorded where red light violation is observed   |  | At least 1 accident resulting in death or serious injury in the previous 3 complete years prior to commissioning of the site.<br><b>And</b><br>A score of 10.<br><b>And</b><br>A history of collisions resulting from red light violations.  | At least 1 accident resulting in death or serious injury in the previous 3 complete years prior to commissioning of the site.<br><b>Or</b><br>A score of 10.<br><b>And</b><br>A history of collisions resulting from red light violations.  |                    |  |       |                |       |               |       |               |       |               |       |               |

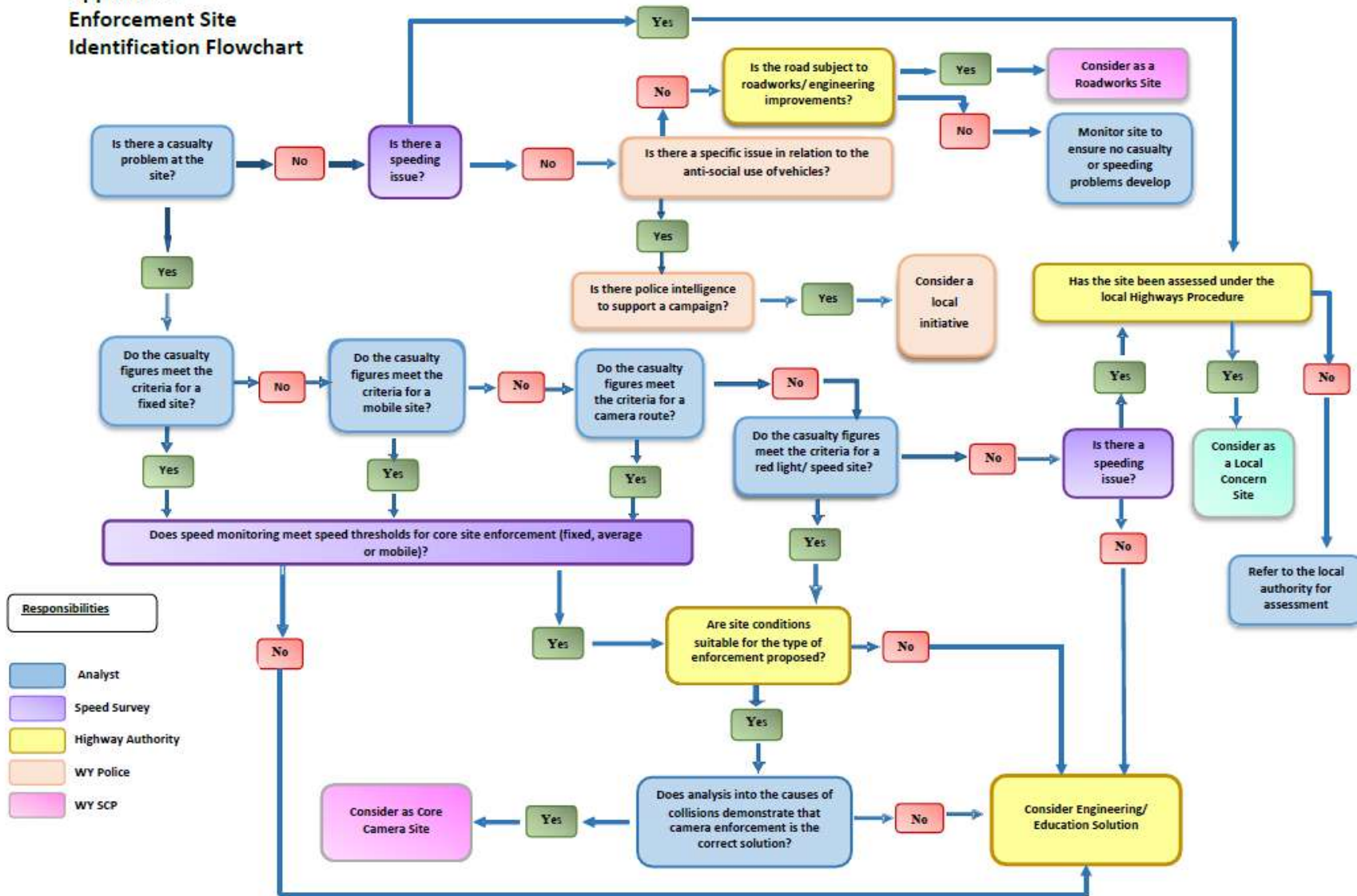
**Appendix 3 – New camera deployment criteria:**

| Speed Camera Type   | Revised criteria  |                    |  |       |                |       |               |       |               |       |               |       |               |
|---|---|--------------------|--|-------|----------------|-------|---------------|-------|---------------|-------|---------------|-------|---------------|
| <p><b>Average Speed Camera.</b></p> <p>To address speeding concerns along a length of highway greater than 2km long</p>   | <p>For lengths greater than 2.0km.</p> <p><b>And</b></p> <p>At least 1 KSI collision per km in the previous 5 complete years prior to commissioning of the site.</p> <p><b>Or</b></p> <p>A score of at least 20 points if the speed limit is 40mph or less and 15 points if the speed limit is over 40mph.</p> <p><b>And</b></p> <p>Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.</p>  |                    |  |       |                |       |               |       |               |       |               |       |               |
| <p><b>Fixed Camera</b></p> <p>To be considered to address recurring recorded KSI collisions, where speeding is excessive</p>  | <p>At least 3 collisions causing death or serious injury in the previous 5 complete years prior to commissioning of the site.</p> <p><b>Or</b></p> <p>A score of at least 20 points if the speed limit is 40mph or less and 15 points if the speed limit is over 40mph.</p> <p><b>And</b></p> <p>Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.</p>   |                    |  |       |                |       |               |       |               |       |               |       |               |
| <p><b>Strategic Mobile Camera (van)</b></p> <p>To be considered on strategic routes where concerns are identified. The use of these vehicles requires hard standings and TRO.</p> | <p>At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site.</p> <p><b>Or</b></p> <p>A score of at least 11 points if the speed limit is 40mph or less and 9 points if the speed limit is over 40mph.</p> <p><b>And</b></p> <p>Surveyed traffic speeds showing 1 vehicle in 15 is exceeding the speed limit by 10% plus 2mph for 40mph limits and below, or by 5mph for limits above 40mph.</p>  |                    |  |       |                |       |               |       |               |       |               |       |               |
| <p><b>Community Mobile Camera (van)</b></p> <p>To be considered to address community focused speeding concerns working towards vision zero ambition. Reactive approach</p>        | <p style="text-align: center;">Surveyed traffic speeds showing:</p> <table border="1" data-bbox="700 1397 1278 1624" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Posted Speed limit</th> <th></th> </tr> </thead> <tbody> <tr> <td>20mph</td> <td>10% over 30mph</td> </tr> <tr> <td>30mph</td> <td>8% over 40mph</td> </tr> <tr> <td>40mph</td> <td>6% over 50mph</td> </tr> <tr> <td>50mph</td> <td>4% over 60mph</td> </tr> <tr> <td>60mph</td> <td>2% over 70mph</td> </tr> </tbody> </table> <p><b>For community safety intervention</b> there will be a commitment to do 3 site visits – in a targeted approach via the speed survey data.</p> | Posted Speed limit |  | 20mph | 10% over 30mph | 30mph | 8% over 40mph | 40mph | 6% over 50mph | 50mph | 4% over 60mph | 60mph | 2% over 70mph |
| Posted Speed limit  |   |                    |  |       |                |       |               |       |               |       |               |       |               |
| 20mph   | 10% over 30mph  |                    |  |       |                |       |               |       |               |       |               |       |               |
| 30mph   | 8% over 40mph   |                    |  |       |                |       |               |       |               |       |               |       |               |
| 40mph   | 6% over 50mph   |                    |  |       |                |       |               |       |               |       |               |       |               |
| 50mph   | 4% over 60mph   |                    |  |       |                |       |               |       |               |       |               |       |               |
| 60mph   | 2% over 70mph   |                    |  |       |                |       |               |       |               |       |               |       |               |
| <p><b>Red Light violation Camera</b></p> <p>To be considered when KSI are recorded where red-light violation is observed</p>  | <p>At least 1 accident resulting in death or serious injury in the previous 3 complete years prior to commissioning of the site.</p> <p><b>Or</b></p> <p>A score of 10.</p> <p><b>And</b></p> <p>A history of collisions resulting from red light violations.</p>   |                    |  |       |                |       |               |       |               |       |               |       |               |
| <p><b>Note: If one direction meets the camera deployment criteria, then both traffic directions will be enforced.</b></p>   |   |                    |  |       |                |       |               |       |               |       |               |       |               |

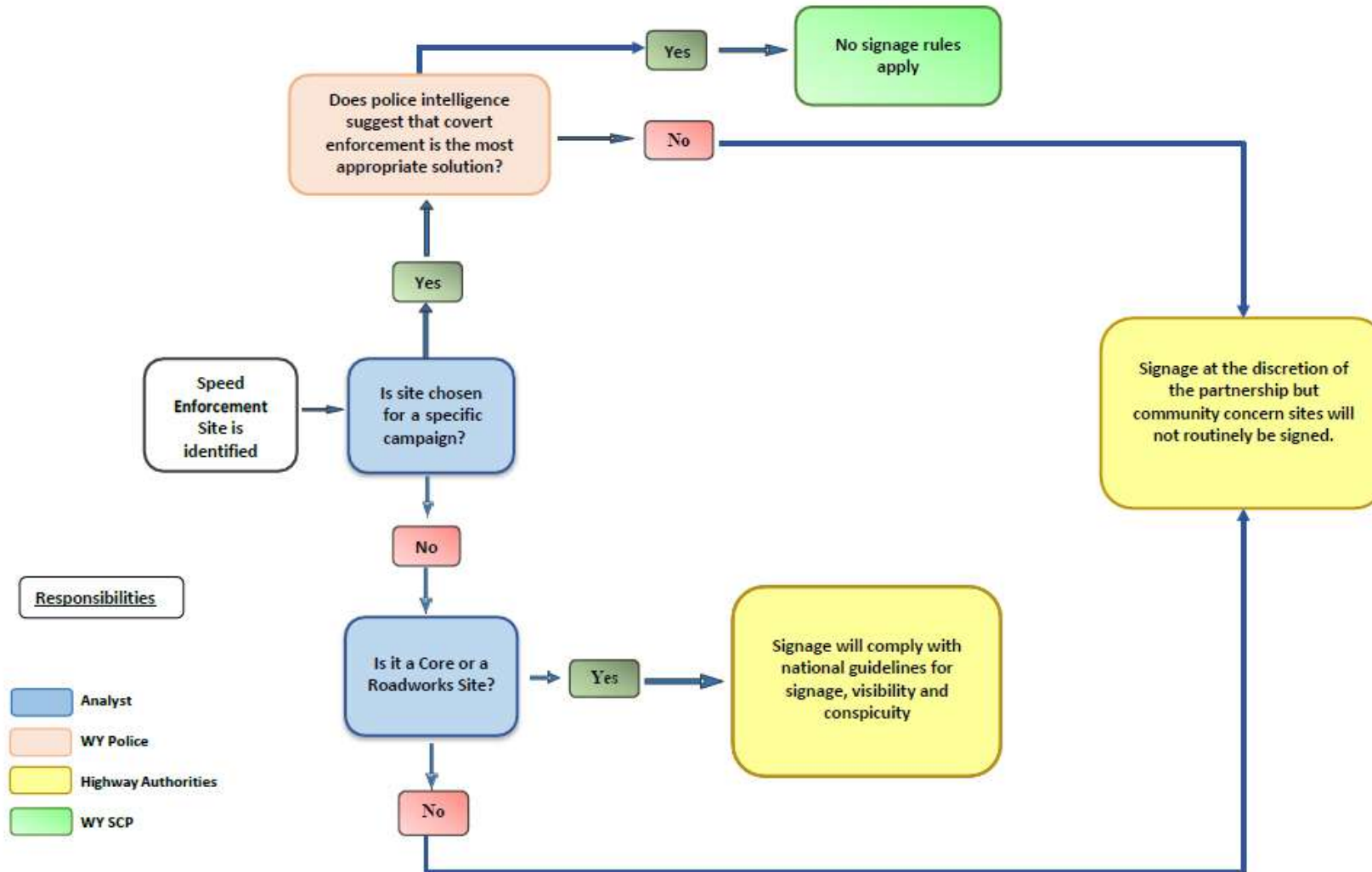
## Appendix 4 – Traffic and Speed Monitoring Flowchart



**Appendix 5 -  
Enforcement Site  
Identification Flowchart**



Appendix 6 - Signage flowchart





**EMBARGOED UNTIL 10AM MONDAY 20<sup>TH</sup> February 2023**



## **BRIEFING NOTE**

Dear Member of Parliament, Councillor

The purpose of this briefing note is to inform you of some important changes which have recently been approved in West Yorkshire regarding the adoption of a new and more proactive approach to safety camera deployment. These changes reflect considerable cross authority and partnership working over the last 18 months and are being progressed in advance of, but in line with, an ongoing Department for Transport review. They support the Vision Zero approach to road safety which is being adopted across West Yorkshire.

### **Background**

West Yorkshire Police Camera Enforcement Unit deploys mobile and fixed speed and red-light safety cameras on behalf of the West Yorkshire Safety Camera Partnership. In 2022, 65 people were killed and over 5000 injured on the roads of West Yorkshire. Many of these collisions were preventable.

Excessive or inappropriate speed throughout the day and night is one of the most common factors in fatal and serious injury collisions and is often associated with reports of anti-social driver behaviour causing significant concerns in local communities.

Speeding also impacts on the perception of road safety and can undermine activities to promote health and wellbeing through safe active travel and other work designed to address the climate emergency challenge.

West Yorkshire Safety Camera Partnership and other key stakeholders are committed to preventing all avoidable road deaths as part of the Vision Zero ambition. Vision Zero strategies aim to prevent all traffic fatalities and severe injuries by adopting a safe-system approach to the design, maintenance, and operation of the transport network.

In support of Vision Zero and the promotion of safe speeds across the county, the Safety Camera Partnership - consisting of the five West Yorkshire local authority highways teams and West Yorkshire Police - is changing the way safety cameras are deployed in the county.

### **What is changing?**

On the 20<sup>th</sup> of February 2023, the West Yorkshire Safety Camera Partnership, will officially launch its new safety camera deployment strategy which will adopt a more proactive approach to the management of speed related risks.

The previous safety camera deployment criteria was overly restrictive and provided insufficient opportunity to address community concerns raised on a very regular basis by concerned members of the public and local councillors.

In response to these concerns the West Yorkshire Safety Camera Partnership has conducted a review and expanded the scope of its strategy which now provides greater proactive opportunity to address speed related risks across the county. The revised strategy also now reflects the concepts enshrined in the 'Vision Zero' approach to safer roads.

Under these new arrangements cameras will continue to be deployed to evidenced 'high risk' sites with a history of fatal or serious injury collisions, but in addition, mobile cameras may also now be deployed at community concern sites where there is clear evidence of emerging risk due to excessive speed.

Significantly, deployment to concern sites will not be predicated on the basis of fatal or serious injuries having already occurred and may be justified on surveyed evidence of speeding alone.

The justification and necessity for the use of safety camera enforcement remains an important consideration and the Partnership will continue to apply a data-led approach in determining where cameras are deployed.

The Partnership is also investing in additional, high visibility enforcement vans which will provide the operational capability to deliver this proactive enforcement activity in response to new and emerging risks.

Under these provisions, some community concern sites may be enforced without speed enforcement warning signage being present (i.e., the 'box brownie' speed camera signs). These are not required in law.

The aim is to encourage safe speeds across the network and not simply in the vicinity of established enforcement locations. Speed limit signage, where legally required, will continue to be displayed.

The Partnership is also expanding the use of average speed camera technology on urban roads following the successful use of this technology on the motorway network.

A copy of the new West Yorkshire Camera Safety Partnership strategy document – 'A Strategic Approach to Enforcement, Signing and Speed Management' is attached to this note for your information together with some 'Frequently Asked Questions' which is aimed at answering any specific question you may have with regard to safety camera operations.

I trust this information is of assistance to you.

**Q – Why are you increasing the use of speed cameras?**

A - Excessive or inappropriate speed is a known factor in many collisions. By encouraging drivers to drive at safe speeds within the limit, the Safety Camera Partnership aims to prevent the death and injury and the consequent harm to communities caused by these avoidable tragedies. The Partnership recognises that the criteria previously used to determine enforcement location was overly restrictive and did not provide the basis on which to respond to community concerns before deaths or serious injury occurred. These changes will enable a more proactive response to speed-related risks whilst demonstrating an evidenced-based justification for their use

**Q – Are speed cameras replacing police officers?**

A – No, safety cameras are used to support enforcement activity undertaken by police officers. The use of camera technology provides an additional means to make the roads safer. Cameras are used at pre-determined locations identified against specific criteria, whereas police officers may enforce speed limits either overtly or covertly at any time and location.

**Q - Can I have a speed camera on our street?**

A – Community concerns are one factor which may result in the use of a camera provided there is evidence of a collision history and/or traffic survey revealing speed limit violations meeting the required threshold. Local authorities will apply the new criteria to determine whether the use of either fixed or mobile cameras is justified and will then work with the Camera Enforcement Unit to assess the feasibility of using camera technology in the specific location under consideration.

**Q - Do other road safety schemes have to have been tried before enforcement is used?**

A - A senior highways engineer is involved at an early stage of any new scheme. If it is deemed that an alternative would provide a more cost-effective solution to an area with a high number of collisions, this would always be used in preference.

**Q – What can happen if I am caught by a camera?**

A – Offences detected by safety camera are processed according to UK law. The registered keeper of the vehicle will receive a notice which legally requires them to identify the driver of the vehicle at the time of the offence. They either admit being the driver or nominate another person who was the driver. Once the driver details have been established eligible drivers may be offered the chance of attending a driver retraining course as an alternative to prosecution. More serious or repeat offences may be dealt with by way of a conditional offer of fixed penalty (3 penalty points and £100 fine) or by a court. Any offender has the right to contest an alleged offence at court, but in the event of a guilty verdict, the penalty will likely be significantly higher than that of a conditional offer.

**Q – Is the expansion of camera operations just a money-making exercise?**

A – No, safety cameras are operated on a cost neutral basis. Under the national cost recovery scheme, a proportion of the fee paid by eligible drivers who attend a driver retraining course is returned to the Partnership which pays for the staff and running costs associated with the camera operation and offence processing. Any operating surplus is invested in additional road safety activities. Money received by HM Courts & Tribunal Service (HMCTS) in respect of fixed penalty fines and fines imposed by the courts are recovered in their entirety by HM Treasury and not the Partnership.

**Q - A speed camera has flashed me. When will I know if I am going to be prosecuted?**

A - A Notice of Intended Prosecution must be sent to the registered owner/keeper of a vehicle (as shown on DVLA records) with a view to it reaching them within 14 days. Please note we can only answer enquiries about an existing offence, we cannot look up or search for potential offences for a vehicle.

**Q - Are the road signs legal?**

A - All road signs must conform to Traffic Signs Regulations and General Directions 2002. All lengths of road where enforcement is undertaken comply with this when they are set up and are checked before mobile enforcement commences or fixed camera housings are loaded on subsequent occasions. The presence or absence of a speed enforcement sign does not negate a speed offence. These signs are not mandatory, and the only mandatory signs erected on a road are the speed limit/restriction signs (where required in law).

**Q - How do I know what the speed limit of the road is, if there are no signs?**

A - All roads are subject to a 30-mph speed limit, unless signs indicate otherwise, if no signs are present where there are a series of three or more street light columns, it is deemed to be 30 mph, until indicated otherwise (as stated in the Highway Code).

**Q- Has the speed limit been assessed as appropriate?**

A - Yes. Any contrary opinion regarding the safe speed at which a given length of road can be driven is not considered a valid defence in court. If a speed limit has been lowered as a casualty prevention measure but is ignored, enforcement may follow.

**Q - If I don't receive the Notice of Intended Prosecution within 14 days is it still valid?**

A - Yes, we do not have to prove it was delivered, only that it was posted/served to the registered keeper as at DVLA within 14 days. In certain circumstances these 14 days can be exceeded, where you are not the registered keeper at DVLA, for example if you have been nominated as a driver by a hire company. There is no time restriction on subsequent notices

**Q – I do not believe I was speeding as there were no lines on the road and/or the camera never flashed**

A - Not all cameras require the confirmation check lines, and some cameras do not flash. If you have received a S172 Notice (requirement to furnish driver details) please log onto the Public Access Portal ([www.westyorkshirepas.com](http://www.westyorkshirepas.com)) where you can view the evidential images if you have a query regarding your vehicle being involved in the offence

**Q – I believe I have received a S172/NIP notice (Requirement to furnish driver details/Notice of Intended Prosecution) in error – I do not recognise the vehicle and was not at that location, can I just ignore the notice as I believe it must have been sent incorrectly?**

A – A S172 Notice is a legal document, and failure to respond is an offence which can result in prosecution through the courts where the penalty is 6 points on your driving licence and a fine. Even if you believe the S172 Notice does not relate to yourself, you MUST reply, this fulfils your legal obligation and allows the Police to further their enquiries

**Q – I have received a S172 Notice but I was not the driver. Can I just hand the notice to the driver for them to complete it?**

A – No, a S172 Notice is a legal document that MUST be completed by the person it is addressed to. You must not hand it to the driver, you must complete the relevant section of the notice nominating the driver and providing their details and return to the Police who will then send a further notice to that party. Failure to respond is an offence which can lead to prosecution through the courts where you could receive 6 penalty points on your driving licence and a fine

**Q – I was sent a S172 Notice/NIP to my previous address. I recently moved and have updated my driving licence with DVLA, why was the notice not sent to my new address?**

A – S172 Notices are sent to the address where an offending vehicle is registered with DVLA. If you move house, you are required to update both your driving licence, **and** your V5 vehicle registration document with your new address. Notices can also be sent to addresses where insurance is held, so please remember to also update your insurance company if you change address

**Q - How do I know it was my vehicle speeding when there are more than one in the photograph in a 'Truvelo D Cam' safety camera image?**

A - The offending vehicles wheels will be within a series of three white lines on the carriageway and will be surrounded by four small green marks forming the corners of a box in the offence image.

**Q - The flash went straight into my eyes.**

A - The Home Office type approval for any camera type is very thorough and examines all aspects and workings of the device. Similarly, the power of the flash unit is thoroughly examined and is set up at site as per the type of approval set out by the Home Office.

**Q - Can I have a Calibration Certificate?**

A - The calibration certificate does not form part of the Home Office type approval so is not really required. However, we can provide a copy as we do calibrate cameras for a confidence measure for both ourselves and members of the public alike. The lack of a calibration certificate does not necessarily negate a speeding offence if it does not exist or is out of date.

**Q - I wasn't speeding, I never speed as I know where the cameras are located.**

A - Every speeding offence undergoes a manual secondary check so if it did not comply with all required tolerances then it would not have been processed.  
If there is any doubt, then it can be rechecked by a film verifier.

**Q - How do you know it was my car speeding on the motorway. (HADECS3)**

A - The motorway cameras use sophisticated dual radar technology to measure the speed of all vehicles travelling underneath the gantry. The image generated will have an ellipse on the rear of the offending vehicle.

**Q - The speed limit changed when I went under the HADECS 3 speed camera on the motorway gantry.**

A - The speed camera system has an extra camera that checks that all the signage showing on the gantries is correct. The camera will not enforce if there is the slightest problem with the signs. When the variable speed limit changes these extra cameras detect the change and place the speed camera into non-enforcement mode for a specific period before enforcing the new speed limit.

**Q - I have got a speeding ticket and the camera didn't flash.**

A - Not every speed camera situated in West Yorkshire uses a flash. There are some cameras that use infra-red technology and not the use of a flash.

**Q - How long do the penalty points stay on my driving licence?**

A - Penalty points remain on a driving licence for three years although they will be expired but visible on a driving licence for 4 years. However, some insurers might be interested in a longer period.

**Q - Why wasn't I offered a course?**

A - Eligibility - this usually means you have attended a relevant course in the preceding three-year period, the offence is over the speed threshold for a course, or the admission was received outside of 90 days from the date of the offence.

## Holme Valley Parish Council

**Planning applications lodged with the Peak District National Park Authority from 03 01 2023 to 27 02 2023 - List 2223-07PD.** The following applications will be considered by Holme Valley Parish Council at the Planning Committee meeting **06/03/2023**. Where appropriate, recommendations will be made to the Peak District National Park Authority Planning Services regarding whether or not they should be supported, but the decisions will be taken by the Peak District National Park Authority Planning Services.

Local residents can email [deputyclerk@holmevalleyparishcouncil.gov.uk](mailto:deputyclerk@holmevalleyparishcouncil.gov.uk) to submit their views on applications or attend the meeting in person.

Full details regarding deadline dates for comments and how to submit a comment can be obtained from the PDNPA website: <http://www.peakdistrict.gov.uk/planning/have-your-say/comment-on-an-application>

|                              |  |
|------------------------------|--|
| <b>HVPC Reference:</b>       | 2223/07PD/01   |
| <b>Application No:</b>       | NP/K/0123/0074   |
| <b>Proposed Development:</b> | Proposed siting of modular garden room   |
| <b>Location:</b>             | 1 The Village, Holme Castle, Woodhead Road, Holme  |
| <b>Link:</b>                 | <a href="#">Planning Application details - NP/K/0123/0074    Peak District National Park Authority</a> |
| <b>Ward/Councillors:</b>     | Upper Holme Valley – KB TB   |
| <b>HVPC Comment:</b>         |  |
| <b>Decision:</b>             |  |

|                              |   |
|------------------------------|---|
| <b>HVPC Reference:</b>       | 2223/07PD/02  |
| <b>Application No:</b>       | NP/K/0123/0094  |
| <b>Proposed Development:</b> | Install a topograph on Holme Moss to provide an attractive viewpoint and commemorate the coronation of King Charles III in May 2023 |
| <b>Location:</b>             | Area immediately adjacent to Holme Moss Car Park on the northern side, Grid Ref: E409798 N403911                                    |
| <b>Link:</b>                 | <a href="#">Planning Application details - NP/K/0123/0094    Peak District National Park Authority</a>                              |
| <b>Ward/Councillors:</b>     | Upper Holme Valley – KB TB  |
| <b>HVPC Comment:</b>         |   |
| <b>Decision:</b>             |   |

N

**Subject:** PDNPA Parish Member Elections**From:** Cooper Joanne <Joanne.Cooper@peakdistrict.gov.uk>**Date:** 24/02/2023, 12:37**To:** "'admin@holmevalleyparishcouncil.gov.uk'" <admin@holmevalleyparishcouncil.gov.uk>**Peak District National Park Authority****Tel: 01629 816200**E-mail: [customer.service@peakdistrict.gov.uk](mailto:customer.service@peakdistrict.gov.uk)Web: [www.peakdistrict.gov.uk](http://www.peakdistrict.gov.uk)

Aldern House . Baslow Road . Bakewell . Derbyshire . DE45 1AE



Your ref:

Our ref: RC/PME062023

Date: 24 February 2023

**PARISH MEMBER APPOINTMENTS TO THE NATIONAL PARK AUTHORITY - 2023**

I am writing to advise you of the arrangements for making these appointments following the Parish Council Elections in May when the appointments of our current 6 Parish Members expire.

The Environment Act 1995 provides for Parish Members to be selected from the Parish Councils and Parish Meetings within the area of the National Park.

The process will be by nomination and ballot within the electoral areas in 3 constituencies which is the same as that used in previous years.

|  |  |              |
|--|--|--------------|
| <u>Moorlands Area</u>                  | All Parishes in the Staffordshire Moorlands District and Cheshire East Council Areas.                                      | One Member   |
| <u>High Peak and Metropolitan Area</u> | All Parishes in the High Peak Borough Council Area and the Metropolitan areas of Oldham, Kirklees, Barnsley and Sheffield. | One Member   |
| <u>Dales Area</u>                      | All Parishes in the Derbyshire Dales and North East Derbyshire District Councils Area                                      | Four Members |

The Democratic and Legal Support Team (DLST) at the National Park Authority will handle the nomination and ballot process. Representatives of the Peak Parish Forum and candidates will be invited to Aldern House in Bakewell to scrutinise the count. The Secretary of State for the Environment will make the final appointments.

**Nominations**

The Nomination forms will be issued to each Parish Council and Parish Meeting by DLST by post on **Monday 24 April 2023**. Following the elections on the 4<sup>th</sup> May a Parish Council or Parish

Meeting may nominate a Parish Councillor or a Parish Meeting Chairman. Nominations will only be accepted on the official Nomination form.

There are statutory provisions that apply to Parish Members of a National Park Authority which will be set



out in the Nomination form. A candidate must be eligible for appointment and not disqualified under these provisions. A candidate will be able to submit with their Nomination Form an election address limited to 150 words.

**The closing date for the return of completed Nomination Forms to the DLST will be 12 noon on Wednesday 24 May 2023.**

### **Voting**

One Ballot Paper and the candidates' election statements will be issued by the DLST by post to each Parish Council and Parish Meeting on **Friday 26 May 2023**

**The closing date for the return of completed Ballot Papers to the DLST will be 12 noon on Wednesday 14 June 2023.**

The advice of DEFRA is that the nomination and voting procedures should be as transparent and democratically accountable as possible. Where possible formal meetings of the Parish Council or Parish Meeting should handle these.

You will appreciate that this is a very tight timetable and all closing dates must be met. There is no provision for the late receipt of Nomination Forms or Ballot Papers. It is important that you bear these closing dates in mind when planning the dates for your meetings in May and June and, if necessary, give delegated authority to your Clerk to respond following consultation with Councillors. You should also allow sufficient time for postal delays but remember that, as a third party contractor is no longer involved in the process, nomination forms and ballot papers may be handed in at the reception at Aldern House in Bakewell up to the published deadlines.

**The count will take place in the Boardroom at Aldern House in Bakewell at 10am on Thursday 15 June 2023.** All Candidates will be invited to observe the count. Once completed the National Park Authority will contact the 6 successful candidates and publish the results on the Authority website. The names will then be forwarded to the Department of the Environment, Food & Rural Affairs for the formal appointment letters to be issued.

### **Briefing sessions**

In the run up to each Parish Ballot the Authority normally arranges a briefing session to provide information on the work of the National Park Authority and give candidates an insight into the roles and responsibilities of being a Member. Previous feedback received suggested that holding one briefing session on a Saturday morning was not practical for some Parish Councillors who would have liked to attend. To address this, we have decided to provide more flexibility by inviting anyone who is interested in becoming a Parish Member to contact us and we will arrange a few sessions, to be either in person or virtual, based on availability. Therefore, if your parish intends to nominate a Councillor and they would like to attend a briefing please ask them to contact me using the details at the end of this letter to arrange a convenient date and time.

Authority Members are expected to regularly attend meetings of the Authority, any Committees that they have been appointed to, as well as training and briefing sessions. Members are expected to attend at least 75% of meetings. Most of these are usually held in the morning or afternoon on Fridays at the National Park Office in Bakewell. There is a considerable time commitment involved in being a Member of the Authority which in some cases could be two or three meetings a month. Candidates should take this into account when seeking nomination. More information about the National Park Authority, Members and Committee meetings can be obtained from our website [www.peakdistrict.gov.uk/members](http://www.peakdistrict.gov.uk/members)

We appreciate that many Parish Clerks prefer to receive correspondence from the Authority by email. However, please note that to maintain the security of the ballot, nomination papers and ballot papers will not be circulated electronically.

If you have any queries on this matter, or need any further information or guidance, please do not hesitate to contact me.

Yours sincerely



Ruth Crowder  
Democratic Services Manager.

Email: [ruth.crowder@peakdistrict.gov.uk](mailto:ruth.crowder@peakdistrict.gov.uk)  
Telephone: 01629 816362

### Joanne Cooper

Planning Liaison Officer / Democratic Support Officer  
01629 816312  
[Joanne.Cooper@peakdistrict.gov.uk](mailto:Joanne.Cooper@peakdistrict.gov.uk)



Sign up to receive the Peak District National Park Foundation's [Our Peak e-newsletter](#) to keep up to date with [appeals and projects](#) to look after the National Park for everyone forever.

Donate [here](#)   

Planning Liaison Officer Monday, Tuesday and Thursday  
Democratic and Legal Support Officer: Wednesdays and Fridays

Peak District National Park Authority, Aldern House, Baslow Road, Bakewell, DE45 1AE. Phone:01629 816200

-----  
This email message may contain confidential information, may be legally privileged and /or contain personal views or opinions that are not the Authority's. It is intended only for the use of the addressee or those included on the email recipients. If you have received this email in error please tell us and delete it immediately. Under Freedom of Information legislation email content may be disclosed. The Authority may monitor email traffic data and also the content of email for the purposes of security. Our Privacy Notice tells you about how we will use, and store your information, in line with the GDPR. Please click [here](#) to view the notice.

No employee or agent is authorised to conclude any legally binding agreement on behalf of the Authority with another party by email without express written confirmation by the Authority's Head of Law or authorised deputy for the specific agreement.

-----

This e-mail has been scanned for all viruses by CensorNet. The service is powered by [MailSafe](#).  
For more information please visit <http://www.censornet.com>



**Subject:** Fwd: PDNPA Parish Member Elections  
**From:** Peak Park Parishes Forum <secpppf@gmail.com>  
**Date:** 24/02/2023, 20:44  
**To:** Peak Park Parishes Forum <secpppf@gmail.com>  
**BCC:** admin@holmevalleyparishcouncil.gov.uk

Dear member Parish

Re the email below today from PDNPA:

The last time we had these elections (2019), there was appreciable feedback from Parishes that the time period between the issue of the ballot paper (26 May) and the deadline for returning it (14 June) is too short to allow some Parishes to participate. Well yes, it is certainly shorter than ideal - and we (PPPF) have tried hard to find ways of making it longer. But, without writing a great essay on the subject, we've had to accept that the constraints imposed by central government on the process make such a short period of time inevitable - and we just have to live with it.

But could I draw your attention please to the wording which I have highlighted in yellow in the email below: "if necessary, give delegated authority to your Clerk to respond following consultation with Councillors". **This can be the key** to making the short timescale work. All you need to do - at your first Council meeting after May's Council elections - is to pass a motion giving the Clerk authority to make your Council's choice on the Peak Park ballot paper (once it arrives) and to then send it in by the closing date. This is a legally valid approach because you have set it up via a formal motion. Of course, the Clerk should not make that decision on a whim of his/her own but instead should consult councillors (a phonecall or email will suffice) before he/she makes your Parish's choice. But that doesn't constitute "councillors making a decision outside of a meeting" (which of course is not allowed) because the councillors haven't made the decision, the Clerk has (allowably, because of the motion of delegation you passed). The fact that the decision was made by the Clerk after consulting councillors does not mean, legally, that it was the councillors making the decision.

If anyone has concerns about this, do please get in touch further - I am happy to put anyone's mind at rest about doing things this way. The important point is that we need as many Parishes as possible to participate in this Peak Park election, in order that it can be seen to be credible. The low participation rate by Parishes in 2019 did stretch that credibility somewhat, so we need to do better this time.

I hope the above is helpful.

With best wishes

Peter Leppard  
Secretary, Peak Park Parishes Forum

----- Forwarded message -----

**From:** Cooper Joanne <[Joanne.Cooper@peakdistrict.gov.uk](mailto:Joanne.Cooper@peakdistrict.gov.uk)>  
**Date:** Fri, 24 Feb 2023 at 12:36  
**Subject:** PDNPA Parish Member Elections  
**To:** [clerk@bamfordwiththornhill-pc.gov.uk](mailto:clerk@bamfordwiththornhill-pc.gov.uk) <[clerk@bamfordwiththornhill-pc.gov.uk](mailto:clerk@bamfordwiththornhill-pc.gov.uk)>

Report of speed counts from Cllr Greaves:

**Speed counts and vehicle type data.**

**Sandbeds back Magdale (18-23 Nov) – daily average 282 total of both directions**

**Average Speed - 22.3mph (85% travelling under 27.4mph)**

Car 90.62%

HGV 2.13%

LGV (transit Van / small supermarket delivery van) 4.76%

Motorcycle 2.48%

All the HGVs recorded came from Netherton side (avg 6pd)

**Magdale (7-13 Sept) – daily average 391 total of both directions**

**Average Speed - 20mph (85% travelling under 22mph)**

Car 87.70%

HGV 0.15%

LGV (transit Van / small supermarket delivery van) 8.76%

Motorcycle 3.40%

The count picked up only 3 HGVs over the whole count period.

**Whitegates (7-13 Sept) – daily average 1067 total both directions**

**Average Speed - 19.5mph (85% travelling under 23.1mph)**

Car 83.40%

HGV 0.33%

LGV (transit Van / small supermarket delivery van) 15.75%

Motorcycle 0.51%

PSV (bus) 0.01%

The HGVs were all recorded travelling towards Honley , 85% of the LGVs were also travelling towards Honley.

**Overall this would suggest that the majority of traffic falls within the expected speeds and that the larger traffic is coming towards Honley from the Netherton direction.**



Dean Barker  
 Kirklees Highway Safety Team

20<sup>th</sup> February 2023

Dear Dean,

Re. Hade Edge Section 106 Safety Scheme – Consultation

The Parish Council would like to thank Kirklees Highway Safety team for inviting Holme Valley Parish Council to participate in the consultation on the Hade Edge intersection roadway development.

The Parish Council wished to make the following comments regarding the pending public consultation:

- 1) It was suggested that the public consultation should consist of: -
  - An online consultation
  - A face-to-face consultation with a proposal that Hade Edge Band Room would be the most appropriate location.
- 2) Local public community groups, individuals and businesses which the Parish Council suggested should be expressly invited by post to take part in the consultation included:
  - Hade Edge Residents Association
  - Hade Edge Football Club
  - Users of Boshaw Whams Reservoir (including sailing club)
  - Longley Farm
  - Brindon Addy Farmshop
  - Flowery Fields Farmshop
  - On a broader frame, it was suggested that the newly constituted Holmfirth business association should be engaged with.
- 3) Posters/flyers etc about the consultations should be posted at local businesses such as The Boshaw Trout, Brindon Addy's and Flowery Fields.
- 4) Parish Councillors felt that it was important to use social media. Holmfirth Community Group Facebook page has 20,000 members. Hade Edge Residents Group has 900 members. It was suggested that these would be key ways of engaging with Hade Edge and other local people. The Parish Council always engages through Facebook community pages and would be happy to share information on the consultations.
- 5) In terms of the information to be shared it was suggested that:
  - It should not consist of masses of paper.
  - The message to be got across needed to be as clear and unambiguous as possible.
  - There will likely be some significant pushback against the proposals so the scheme layout needs to be really clear. The separate PDF tiles of the scheme shared with the Parish Council were not altogether easy to follow as a unified plan. The scheme needs to be shown as a whole sequential and contiguous plan (rather than separate tiles) covering the whole length of the roadway and its key intersections.
  - The 'Whys' of the development (its purpose and what it aims to achieve) need to be clearly set out.
  - Accident statistics need to be available to be shared to describe why some road intersections are treated differently to others and are prioritised perhaps in the face of public opposition.

Yours sincerely

A handwritten signature in black ink, appearing to read "R. McGill". The signature is written in a cursive style with some loops and flourishes.

Richard McGill  
Deputy Clerk to the Parish Council



---

**From:** andy leader <AndyPNFS@outlook.com>  
**Sent:** Monday, February 20, 2023 8:50 AM  
**To:** Will Acornley <Will.Acornley@kirklees.gov.uk>  
**Cc:** Colin Parr <Colin.Parr@kirklees.gov.uk>; Jacqui Gedman <Jacqui.Gedman@kirklees.gov.uk>;  
prowgroups <Prowgroups@kirklees.gov.uk>; Julie Muscroft <Julie.Muscroft@kirklees.gov.uk>;  
andywilson999@yahoo.com; Cllr Paul Davies <Paul.Davies@kirklees.gov.uk>; Cllr Moses Crook  
<Moses.Crook@Kirklees.gov.uk>; Cllr Donald Firth <Donald.Firth@kirklees.gov.uk>; Liz Bennett  
<clerk@holmevalleyparishcouncil.gov.uk>  
**Subject:** Fw: Ramsden Road. Holmfirth Byway 180/10 and 175/10 From Grid Reference SE 120 056  
to SE 116 022

Hi Will,

Hope you are well.

I'm forwarding on my email regarding Ramsden Road which I originally sent in July 2022.

The email outlines PNFS position on Ramsden Road and we reached out to Kirklees in this way to secure a positive outcome for the public and avoid the need to serve a s56 notice.

Please can you let PNFS know if Kirklees has plans and a timescale to repair Ramsden Road as requested in the July 2022 email? PNFS are more than willing to accept a longer timescale or phased works but we do feel the time has come to commission repairs in a sensible time.

For information PNFS served a s56 notice on Kirklees regarding Meltham Bridleway 50 which the council had failed to maintain for 2 years. This resulted in the council conceding within days of PNFS involving the magistrate's court and agreeing to repair the bridleway by June 2023.

Can we please come to some written agreement on this matter to avoid it going further?

Regards

Andy Leader

PNFS

Taylor House

23 Turncroft Lane

Offerton

Stockport

SK4 1AB

0161 4803565

Sent from [Outlook](#)

---

**From:** andy leader

**Sent:** Thursday, July 21, 2022 2:37 PM

**To:** Will Acornley <[Will.Acornley@kirklees.gov.uk](mailto:Will.Acornley@kirklees.gov.uk)>

**Cc:** Colin Parr <[Colin.Parr@kirklees.gov.uk](mailto:Colin.Parr@kirklees.gov.uk)>; [jacqui.gedman@kirklees.gov.uk](mailto:jacqui.gedman@kirklees.gov.uk) <[jacqui.gedman@kirklees.gov.uk](mailto:jacqui.gedman@kirklees.gov.uk)>; prowgroups <[Prowgroups@kirklees.gov.uk](mailto:Prowgroups@kirklees.gov.uk)>; Julie Muscroft <[Julie.Muscroft@kirklees.gov.uk](mailto:Julie.Muscroft@kirklees.gov.uk)>; [andywilson999@yahoo.com](mailto:andywilson999@yahoo.com) <[andywilson999@yahoo.com](mailto:andywilson999@yahoo.com)>; Cllr Paul Davies <[Paul.Davies@kirklees.gov.uk](mailto:Paul.Davies@kirklees.gov.uk)>; [Moses.Crook@Kirklees.gov.uk](mailto:Moses.Crook@Kirklees.gov.uk) <[Moses.Crook@Kirklees.gov.uk](mailto:Moses.Crook@Kirklees.gov.uk)>; [donald.firth@kirklees.gov.uk](mailto:donald.firth@kirklees.gov.uk) <[donald.firth@kirklees.gov.uk](mailto:donald.firth@kirklees.gov.uk)>; Liz Bennett <[clerk@holmevalleyparishcouncil.gov.uk](mailto:clerk@holmevalleyparishcouncil.gov.uk)>; Mark Corrigan <[mark.corrigan@bhs.org.uk](mailto:mark.corrigan@bhs.org.uk)>

**Subject:** Ramsden Road. Holmfirth Byway 180/10 and 175/10 From Grid Reference SE 120 056 to SE 116 022

Hi Will,

Hope you are well. Regarding the section of Ramsden Road described above.

I've been involved on behalf of PNFS in efforts to get Kirklees to repair this public highway since 2017. Originally Kirklees agreed to repair the byway and wanted to put an Experimental Traffic Regulation Order on it to allow repairs to bed in. PNFS set aside the s56 notice we served in 2018 on this basis. Our expectation was the byway would be repaired within the 18-month closure ie by June 2020 at the latest.

This did not happen and as a consequence the byway is now in poorer condition than 5 years ago. No effort has been made to repair the section described above in this time.

Ramsden road is a publicly maintainable highway up to 9 metres wide. The public have the right to use of the full width and Kirklees have a duty to maintain the surface and fabric of the highway.

I invite the council to draw up a scheme of works to repair the byway and commit to start works on site by May 2023, and to complete works before the year end. It would be appreciated if the council could agree to this and advise PNFS of the proposed works and timescales by end of February 2023.



If confirmation of repair works within this timescale is not received by PNFS by end of February 2023 a letter before action will be sent in March 2023. This will be followed by a Highways Act 1980 s56 notice within 7 days should no satisfactory response be received.

I must stress that PNFS would wish to avoid serving such a notice but the councils' actions in not repairing the byway in 5 years do appear unreasonable. As such it leaves PNFS with little option but to seek redress outside of the council should this request be ignored.

PNFS are giving the council some 7 months notice of our intention to restart the s56 process so that you have ample time (in addition to the 5 years that have already elapsed since our original complaint) to put resources in place and plan for repairs in spring 2023.

This email is copied to various ward councillors and Kirklees staff in the hope that you will all work together to secure repairs to the byway next year.

I am more than happy to discuss this matter informally on 07884472973.

Regards

Andy Leader

PNFS

Taylor House

23 Turncroft Lane

Offerton

Stockport

SK4 1AB

0161 4803565



----- Forwarded Message -----

**Subject:**RE: RE: Yateholme / Ramsden Road PSPO

**Date:**Tue, 21 Feb 2023 14:05:17 -0000 (GMT)

**From:**cllrandywilson@holmevalleyparishcouncil.gov.uk  
<cllrandywilson@holmevalleyparishcouncil.gov.uk>

**To:**Will Acornley <Will.Acornley@kirklees.gov.uk>

**CC:**cllrmaryblacka@holmevalleyparishcouncil.gov.uk  
<cllrmaryblacka@holmevalleyparishcouncil.gov.uk>,  
cllrdonaldfirth@holmevalleyparishcouncil.gov.uk  
<cllrdonaldfirth@holmevalleyparishcouncil.gov.uk>,  
cllrpauldavies@holmevalleyparishcouncil.gov.uk  
<cllrpauldavies@holmevalleyparishcouncil.gov.uk>,  
deputyclerk@holmevalleyparishcouncil.gov.uk  
<deputyclerk@holmevalleyparishcouncil.gov.uk>

Good Afternoon Will,

I assume you are aware that progress has been made in the form of installation of gates on the Ramsden Road / Yateholme route; welcome progress at last!

However, it seems that this installation has pre-empted the consultation process; you previously suggested that this would be a 3 to 4 month process - has this started?

Unfortunately, the gate at the Ramsden Car Park would seem to be positioned in the wrong location. The residents at Ramsden House will find it extremely difficult once the gates are locked; daily access for themselves, post deliveries, refuse collection, parcel deliveries etc. will involve the unlocking of this gate on each occasion.

I'm sure this would have been revealed from consultation...

Will you provide an update on the timescale for consultation and implementation of the PSPO please?

Best regards

Andy Wilson

----- Forwarded Message -----

**Subject:**RE: RE: Yateholme / Ramsden Road PSPO

**Date:**Fri, 24 Feb 2023 11:11:06 +0000

**From:**Will Acornley <Will.Acornley@kirklees.gov.uk>

**To:**cllrandywilson@holmevalleyparishcouncil.gov.uk  
<cllrandywilson@holmevalleyparishcouncil.gov.uk>

**CC:**cllmaryblacka@holmevalleyparishcouncil.gov.uk  
<cllmaryblacka@holmevalleyparishcouncil.gov.uk>,  
cllrdonaldfirth@holmevalleyparishcouncil.gov.uk  
<cllrdonaldfirth@holmevalleyparishcouncil.gov.uk>,  
cllrpauldavies@holmevalleyparishcouncil.gov.uk  
<cllrpauldavies@holmevalleyparishcouncil.gov.uk>,  
deputyclerk@holmevalleyparishcouncil.gov.uk  
<deputyclerk@holmevalleyparishcouncil.gov.uk>

Hi Andy,

We are undertaking some final legal checks on implementation of the PSPOs, ahead of this the gates were installed in the intended positions as per the original consultation. I will check with the team on your concern over Ramsden House,

Kind regards

Will

U

**Subject:** Cartworth Moor Road**From:** andy leader <AndyPNFS@outlook.com>**Date:** 03/02/2023, 12:12**To:** Rich McGill <deputyclerk@holmevalleyparishcouncil.gov.uk>**CC:** Jacqui Gedman <Jacqui.Gedman@kirklees.gov.uk>

Hi Rich,

Please find attached a number of photos showing the current state of Cartworth Moor Road. I'm sure you are aware of the outstanding planning application to increase HGV's to 30 per day on this route. The road is already being used to that level by quarry traffic and the damage is extensive as the photos show.

Sadly, Kirklees Council are continuing to permit this activity rather than serve a Stop Notice and must bear some responsibility for the resulting damage.

What was until recently a very popular local amenity for walkers, cyclists and horse riders has been completely destroyed and is dangerous to use. I have contacted the 3 ward Councillors and also asked Kirklees to repair the road.

If there is anything the Parish Council can do to assist I'm sure many local people would appreciate it.

Regards

Andy Leader  
PNFS  
Taylor House  
23 Turncroft Lane  
Offerton  
Stockport  
SK4 1AB  
0161 4803565

Sent from [Outlook](#)

— Cartworth Moor Rd.jpg —

---



HGV.jpg



HGV-2.jpg



---

Attachments:

---

|                       |        |
|-----------------------|--------|
| Cartworth Moor Rd.jpg | 3.0 MB |
| HGV.jpg               | 820 kB |
| HGV-2.jpg             | 1.0 MB |

---











We do hope that you can help.

I am posting this on behalf of the Hinchliffe family and other farmers and residents who live on the lovely hills (Mount Scar, Cheesegate Nab and Pike Lowe - Tinkers Monument) that overlook Hepworth. Many of you walk these hills, paths and tracks regularly to enjoy the scenery, peace and wildlife and will have noticed the large concrete blocks that blocked access to many of the tracks around the hills - not pretty, but they were placed there by the Council to stop motorbikes, off roaders, and 4 x 4s ruining the tracks, disturbing the peace and seriously eroding the paths away. It wasn't just a few locals riding their bikes but organised trips with large numbers of vehicles coming regularly from miles out of our area.

The damage and disruption had been significant but the deterrent of the blocks has worked. However, the blocks were removed last week because the Council is legally obliged to remove them and they (the Council) are at a point of deciding what they should do next.

If you feel as strongly about this matter as we and others do, please can you email Graham West at Kirklees Highways. ( [Graham.West@kirklees.gov.uk](mailto:Graham.West@kirklees.gov.uk)) asap to let the Council know your views. The decision will be looked at this week.

We live in a beautiful part of the world, lets look after it and maintain the possibility of enjoying it in the peace that it offers



Mark Scarr  
Head of Highways  
Kirklees Council

28<sup>th</sup> February 2023

Dear Mark,

Re. Hinchliffe Mill Highways Access and Road Safety Issues

I hope you are well.

At a recent meeting of the Holme Valley Parish Council Planning Committee, Members received representation from residents of the historic centre of Hinchliffe Mill. I am sure you are aware of the very narrow, twisty, un-paved lanes either side of the bridge over the Holme at Hinchliffe Mill. A local person expressed concerns about the current highways and access management in the village centre and highlighted how the situation can only be exacerbated by the new housing development of the Mill site when more people, more road users, more pedestrians, and more vehicles would be using the lanes. The resident's report is attached here.

One of the most dangerous aspects of the location was noted to be the T-junction where the very steep section of Co-op Lane meets faster-moving traffic on Woodhead Road. The junction is often blind in either direction of Woodhead Road dependent on how cars are parked. The Parish Council suggests that this location needs some active consideration by the Highways Safety team.

At the outset at the location, the Parish Council suggests that Highways should ensure the repair of the in-situ parking restrictions signage and the roadside yellow lines. The No Parking signage was considered not fit for purpose. It was further suggested that safety would be improved by the single yellow lines up Co-op Lane being changed to double-yellows. Furthermore, the no-parking orders should be enforced which they are seemingly not consistently at present.

A Parish Councillor suggested that a short one-way circuit might be an option to improve the safety at the Co-op Lane junction, - that is, one way up Old Road and one way down Co-op Lane, - and we are sure that Highways will have potential solutions of their own. The Parish Council would like to ask the Highways Safety Team to consider options to manage the issues.

The Parish Council also notes that the "walking bus" (children walking to school in a group with escorts) up Dobb Lane to Hinchliffe Mill School walks up a narrow road without pavements. Again, the dangers of this route will only be exacerbated by the new housing development and more road users.

The Parish Council would like Highways to give consideration, given the problems of access, visibility, and a lack of some basic safety features (pavements, rails etc) to introducing a 20mph zone in the Hinchliffe Mill centre to safeguard children and other pedestrians. The Parish Council feels that the development of the Mill site would be an appropriate occasion to institute a 20mph zone.

We look forward to hearing from you in due course on these matters.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. McGill', written in a cursive style.

Richard McGill  
Deputy Clerk to the Parish Council

# NPPF consultation: a summary

As part of its commitment to levelling up across the country (see [2022 Levelling Up White Paper](#) and the [Levelling-up and Regeneration Bill \(the Bill\)](#)), the Government is [consulting until 2 March 2023](#) on how it might develop new and revise current national planning policy to support its wider objectives. This includes a series of specific changes to the NPPF as well as a wider range of proposals on key issues, including the envisaged role for National Development Management Policies (NDMPs).

A fuller review of the NPPF was also announced, which is likely to take place following the implementation of the government's proposals for wider changes to the planning system, including the Levelling-up and Regeneration Bill.

Below is a high-level summary of the consultation to help you get a sense of some key proposals that are particularly relevant to neighbourhood planning and community engagement in the planning system.

## 1. Supporting neighbourhood planning

### Boosting the status of neighbourhood plans

Currently, the NPPF protects neighbourhood plans from the presumption in favour of sustainable development in circumstances where a local planning authority's (LPA) local plan is out of date, by stating that "the adverse impacts of allowing development that conflicts with the neighbourhood plan is likely to significantly outweigh the benefits". However, this only applies if certain conditions are met. Where the conditions are met the relevant policies in a neighbourhood plan can still carry weight, despite the local plan being out of date.

The Government proposes to amend these conditions so that more neighbourhood plans can continue to carry weight in local planning decisions for longer. This includes extending the protections outlined above to neighbourhood plans that are up to 5 years old, instead of the current requirement of the plan being less than 2 years old.

The condition that requires the LPA to have at least a 3-year housing land supply and 45% of housing delivery over the past 3 years would also be removed, meaning that even neighbourhood plans in areas with low housing delivery and supply would benefit from this protection.

Additionally, even older neighbourhood plans will be more likely to benefit from increased protection as a result of proposals to remove the requirement for LPAs with an up-to-date local plan to continually provide a 5-year housing land supply. This is because they will not be subject to the presumption in favour of sustainable development as often as they currently are, as long as the local plan for their area is up to date (see section 4. below for more details).

### **Introducing a new neighbourhood planning tool**

As part of the Levelling Up and Regeneration Bill, the Government plans to introduce a simplified version of neighbourhood plans called “neighbourhood priorities statements”. Although this consultation does not make any specific proposals in relation to this new tool, it does allude to it as a means for communities to “formally input into the preparation of local plans”. It is important to note that this won’t replace neighbourhood plans as we know them, it is just an alternative.

## **2. Introducing National Development Management Policies**

As part the Levelling Up and Regeneration Bill and following further consultation, the Government plans to introduce a series of nationally set policies aimed at decision-making on planning applications. These National Development Management Policies (NDMPs) would be given the same statutory weight as local development plans in certain planning decisions and could be a material consideration (i.e. relevant and that need to be considered) in some other planning decisions.

Current development management policies in the NPPF are significant material considerations, but do not have any statutory status. The Government proposes to use these policies as the starting point for creating NDMPs and welcomes views on other topics that should be added. It is proposed that NDMPs are set out in a separate document to the NPPF. The NPPF would be refocused on principles for plan making and would continue to act as material consideration and not carry statutory weight.

It is proposed that NMDPs will not impinge on local policies for shaping development nor directing what land should be allocated for. New development plans would not be able to include policies which duplicate or are inconsistent with NDMPs, but proposals retain scope for LPAs and local communities to produce their own policies on distinctly local issues. Where there is a conflict between them and development plan policies when making a decision on planning applications, NDMPs would take precedence.

### 3. Simplifying local plan making

The Government proposes to simplify the tests of 'soundness' through which local plans are examined, so that they are no longer required to be 'justified'. They intend to do this to allow a more proportionate approach to local plan examination. Instead, local plan examination would assess whether the LPA's proposed targets meet needs so far as possible, taking account of other policies in the NPPF, and whether they are effective and deliverable.

Proposed changes also require LPAs to meet their objectively identified housing need "so far as possible", instead of the current requirement that this is met "as a minimum". The need for local plans to be informed by agreements with other authorities so that unmet need from neighbouring areas is accommodated would also be removed.

### 4. Assessing housing need and delivery

#### Updates to the housing land supply requirements

Currently, LPAs are required to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of 5 years' worth of housing against their local housing requirement. When an LPA cannot demonstrate that they have identified such supply, its policies are considered out of date and the presumption in favour of sustainable development kicks in.

The Government is proposing that LPAs with a housing requirement in their local plan that is less than 5 years old (or that has been reviewed and found not to require updating) will no longer need to continually demonstrate a deliverable five-year housing land supply for their local plan to be considered up to date.

#### Updates to the Housing Delivery Test

The Housing Delivery Test currently measures the number of homes built within an LPA area against the number of homes required. If delivery of built homes is below 75% of the housing requirement over the previous 3 years, the local plan is considered out-of-date and the presumption in favour of sustainable development applies.

To avoid unfairly penalising LPAs where slow housing delivery results from developer behaviour, the Government proposes that permissions for housing development are counted in as part of the Housing Delivery Test, in addition to the number of homes delivered. This means that the presumption in favour of sustainable development would not apply as a consequence of under-delivery if an LPA can demonstrate that there are 'sufficient' deliverable permissions to meet its housing need requirement.

## **Adapting housing need figures to local circumstances**

The Government aims to clarify when it is acceptable to bring forward a local plan that does not meet locally identified housing needs in full. This includes proposing that clear evidence of past over delivery (in terms of permissions) may be deducted from the total housing requirement in the new plan. Proposals also clarify that LPAs are not required to undertake Green Belt reviews in order to find land on which to meet housing need, and specify that if housing need can only be met by building at densities that would be significantly out of character with the area (taking account of design guides or codes), then this may justify them not meeting their housing need in full.

Further proposals clarify that the outcome of the [standard method for assessing local housing need](#) (the Government formula set out to identify the minimum number of homes expected to be planned for locally) is a non-mandatory, advisory starting point and that there may be exceptional circumstances relating to geographical and demographic local characteristics which justify an alternative approach to assessing housing need.

## **5. Affordable housing and housing market diversification**

### **Supporting the role of community-led housing groups**

Proposed NPPF changes encourage LPAs in rural areas to support development proposals from community-led housing groups. Views are sought on what further changes could facilitate community-led development of good-quality affordable homes, particularly on exception sites.

### **Giving more weight to social rent homes**

The Government intends to make changes to the NPPF to clarify that LPAs need to give greater importance in planning to social rent homes, both when addressing their overall housing requirements and when making planning decisions to encourage more homes of this type. Views are sought on this proposal and so are suggestions on the best mechanisms to deliver it.

### **Encouraging the use of small sites**

Initial views are sought on whether, and how, the NPPF could be strengthened to encourage greater use of small sites, particularly in urban areas to speed up housing delivery (particularly affordable housing) and help diversify the house building market.

## **6. Tackling slow build out and developer accountability**

In response to concerns about the pace at which some sites with planning permissions are progressing, a series of measures are proposed, including NPPF changes clarifying



that delivery can be a material consideration in planning applications (meaning that applications proposing a slow delivery rate may be refused).

Views are also sought on ways to improve developer accountability to ensure that “bad developers cannot continue to play the planning system”. This includes the option of enabling LPAs to consider past irresponsible behaviour a material consideration when determining planning applications, or to decline to determine applications where the applicant has a demonstrable track record of past irresponsible behaviour.

## 7. Promoting beauty and design quality

Proposed changes to the NPPF confirm that the primary means of assessing and improving the design of development should be through the preparation of a design code in line with the National Model Design Code. In order to support effective enforcement of design guides and codes, further proposed changes state that LPAs should ensure relevant planning conditions refer to clear and accurate plans and drawings providing visual clarity about the design of the development and use of materials. The Government also recognises the important role of gentle densification via upward extension in achieving well designed places (particularly mansard roofs) and is proposing that this is better reflected in the NPPF.

## 8. Supporting a localist approach to onshore wind development

Currently, permission for wind energy development involving turbine(s) can only be granted through designation in the development plan. In order to better reflect views of local communities, proposals include giving LPAs the option to grant permission for this type of development through Local Development Orders, [Neighbourhood Development Orders and Community Right to Build Orders](#), provided it can be demonstrated that the planning impacts identified by the affected local community have been appropriately addressed and that the proposal has demonstrable community support.

## 9. Setting out a timeline for transitional arrangements

The fully reformed plan making system is set to be introduced in late 2024, following further consultation. In the meantime, the Government intends to update national policy in Spring 2023 to reflect proposed changes set out in the current consultation.

It is proposed that plan makers have until 30 June 2025 to submit their Local Plan, Neighbourhood Plan, and other local development plan document for examination under the existing legal framework. LPAs and community groups that do not meet this deadline will need to prepare plans under the new plan-making system. It is also specified that made neighbourhood plans prepared under the current system would continue to remain in force under the reformed system until they are replaced.

**Locality is the national membership network supporting community organisations to be strong and successful.**

**Unlock the power of community with us**

**Locality | 33 Corsham Street, London N1 6DR | 0345 458 8336**

**[locality.org.uk](http://locality.org.uk)**

Locality is the trading name of Locality (UK) a company limited by guarantee, registered in England no. 2787912 and a registered charity no. 1036460. ©Locality

The content of this guidance is for your general information and use only. It is subject to change without notice. Neither we nor any third parties provide any warranty or guarantee as to the accuracy, timeliness, performance, completeness or suitability of the information offered in this guidance for any particular purpose. You acknowledge that such information may contain inaccuracies or errors and we expressly exclude liability for any such inaccuracies or errors to the fullest extent permitted by law.

Your use of this guidance is entirely at your own risk, for which we shall not be liable. It shall be your own responsibility to ensure that this guidance meets your specific requirements.

**From:** Paul Stone <pxs@ugroup.co.uk>

**Sent:** Monday, February 27, 2023 10:24 AM

**To:** clerk@holmevalleyparishcouncil.gov.uk

**Subject:** Holme Valley Neighbourhood Development Plan

Good morning,

We've just (last week) moved to Out Lane in Netherthong, part of the Netherthong conservation area and are extremely concerned about some works that have been carried out by Londis at the back of their Town Gate property, adjacent to our house, which appears to be completely in conflict with the NDP.

Between the date on which we exchanged contracts and the date on which we moved in (a matter of weeks), Londis have turned what was a pretty courtyard on Out Lane into an unsightly space (before and after photos attached).

- They have installed a number of very large, unsightly and noisy refrigeration units close to our house.
- They have replaced a garage door with a metal roller shutter
- They are now storing tall metal cages and rubbish in the courtyard.

We weren't aware that any of this was planned and none of this work or intended alterations appeared in any of the searches that our solicitor conducted on our behalf.

Could you please advise what we need to do about it? Is there anything the Parish Council can do to assist?

Many thanks

Kind regards

Paul & Sandra Stone

07500 834694

“Before” photo:



“After” photo

