Stoney Bank Lane, Holmfirth
Proposed Residential Development
Transport Statement

August 2017 (Initial Issue)

Prepared on behalf of

Redrow Homes Yorkshire

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Quality Management

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Prepared by	Chloe Regan			
Signature				
Checked by	Steven Phillips			
Signature				
Authorised by	Steven Phillips			
Signature				

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1. Introduction

1.1.1 Optima has been appointed to produce a Transport Statement (TS) in support of a full planning application for a residential development at a Site on land situated adjacent to Stoney Bank Lane, Thongsbridge. The land, which is also referred to as the Site within this report, was approved for residential development under planning application ref: 2014/60/93248/W. The TA produced in support of the Site, assessed the impact of up to 60 dwellings. The Site is allocated under Kirklees Council's (KC) Unitary Development Plan as Provisional Open Land (POL). This TS supports a full planning application made on behalf of Redrow Homes Yorkshire for 52 dwellings.

1.1.2 Figures 1 and 2 show the location of the Site in relation to the strategic and local highway networks respectively.

1.1.3 The scheme proposals, which are illustrated on the layout plans contained at Appendix A can be summarised as follows:

- 52 residential units; and
- Associated access, parking, landscaping and infrastructure.

1.1.4 This report sets out the transport issues relating to the proposed development and confirms the measures that are required to accommodate the anticipated transport impacts of the scheme. This TS considers the internal layout of the Site, reviewing the provision for, and quality of, facilities and connections to and from the surrounding areas. It covers a variety of topics which are set out within the following chapters:

- Chapter 2 – describes the Site and the existing conditions on the local highway network;
- Chapter 3 – defines the development proposals, access strategy and internal layout;
- Chapter 4 – compares the development impact against the outline application and confirms the proposed offsite highway improvements; and
- Chapter 5 – highlights the conclusions of the TS.

2. Existing and Consented Site Conditions

2.1 INTRODUCTION

2.1.1 The chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It includes a review of existing accident data and describes the existing local facilities.

2.2 EXISTING SITE

2.2.1 The development Site is situated on land to the west of Stoney Bank Lane, Thongsbridge. The Site is bound by open land to the north, Stoney Bank Lane to the east, residential properties to the south and Holmfirth High School to the west.

2.3 EXISTING LOCAL HIGHWAY NETWORK

2.3.1 Stoney Bank Lane in a north south alignment to the east of the Site. The lane has a footway along the western flank and joins Stoney Bank Road/Stoney Bank Lane at a priority T-junction. At the junction Stoney Bank Lane continues on a south east alignment to Kirk Bridge Lane, whilst Stoney Bank Lane continues to the south west where it meets Springwood Road.

2.3.2 Stoney Bank Lane has two-way flows of:

- AM Peak Hour – 31 vehicles; and
- PM Peak Hour – 32 vehicles.

2.3.3 Stoney Bank Road runs on a north east/south west alignment to the junction with Springwood Road where it forms a priority T- junction, the road is lit and has a footpath on either edge for the majority of its length. Stoney Bank Road has two-way flows of:

- AM Peak Hour – 61 vehicles; and
- PM Peak Hour – 57 vehicles.

2.3.4 To the south of the Site the A635 Holmfirth Road runs on a south east/north west alignment to New Mill Road which leads into the centre of Holmfirth. The road has footways and lighting along the length and has a pedestrian crossing just north of the junction with Springwood Road.

2.3.5 To ensure that the existing traffic conditions are comprehensively understood a radar vehicle speed surveys was undertaken at the junction of Stoney Bank Road and Stoney Bank Lane. The vehicle speed surveys were undertaken when the road surface was dry and following the guidance contained in the Departmental Advice Note TA 22/81 'Vehicle Speed Measurements on All Purpose Roads'. Due to the lightly trafficked nature of the road, the full 200 measurements in each direction couldn't be recorded in the off peak period between (09:30 and 16:00).

2.3.6 As set out in TA 22/81 it is necessary to reduce the recorded 85th percentile speed when this is recorded in dry weather conditions. This is because the Stopping Sight Distance (SSD) recommendation is based on deceleration rates that were recorded in wet weather conditions.

2.3.7 Full details of the speed surveys are contained within Appendix B with a summary given in Table 2.1.

Table 2.1 2017 Vehicle speed survey – Stoney Bank Lane

30mph Speed Limit	Eastbound 61 readings	Westbound 33 readings
Mean average Speed	23 mph	18 mph
85th Percentile Speed	27 mph	21 mph
85th Percentile Wet Weather Design Speed	24.5mph	18.5mph

2.3.8 The speed surveys demonstrate that the 85th percentile wet weather design speeds accord with the plated speed limit. Using the formula the visibility splay and forward visibility splay requirements are shown in Table 2.2.

Table 2.2 2017 Vehicle MfS Stopping Sight Distance Requirements

30mph Speed Limit	Eastbound 61 readings	Westbound 33 readings
85th Percentile Wet Weather Design Speed	24.5mph	18.5mph
Visibility Splay Requirement	30.1m	20.2m
Forward Visibility Requirement (includes 2.4m bonnet length)	32.5m	22.6m

2.4 EXISTING PEDESTRIAN/CYCLE FACILITIES

2.4.1 Within close proximity to the Site the local highway network has multiple pedestrian facilities including; footways along the majority of roads on one if not both sides of the carriageway, street lighting and dropped kerbs for crossing. There is also a pedestrian crossing facility located just north of the Springwood Road/A635 New Mill Road junction.

2.4.2 Multiple public rights of way run in the surrounding area of the Site, including: HOL/48/20 which routes along Stoney Bank Lane adjacent to the Site, HOL/48/10, HOL/49/10, HOL/49/20 and HOL/223/10 which are located to the north of the Site providing access to Luke Lane.

2.4.3 The West Yorkshire Cycle Map includes a number of roads within the vicinity of the Site which are considered advisory cycle routes as well as rough bridleway/cycle routes. In addition, National Cycle Route (NCR) 68 runs through Holmfirth which is part of the Pennine Cycle Way (South Pennines).

2.5 EXISTING BUS SERVICES/FACILITIES

2.5.1 There are bus services that run along the A616 New Mill Road, with bus stops located some 250m north of the proposed Site access. There is a pole and timetable information on the northern flank of the road. A summary of the bus services is shown in Table 2.3.

Table 2.3 Existing Bus Services – A616 New Mill Road

Service	Route	Days of Operation	Approx. Frequency in each direction	Time of operation
314	Holme - Huddersfield	Mon-Fri	1 per hour	06:54 - 22:41
		Sat	1 per hour	06:54 - 23:58
		Sun	1 per hour	08:22 - 23:58
316	Holme - Huddersfield	Mon-Fri	1 per hour	06:24 - 18:27
		Sat	1 per hour	09:25 - 18:20
		Sun	No Service	-

2.5.2 The services provide a two way frequency of 4 buses per hour Monday to Saturday and 2 buses per hour on a Sunday.

2.5.3 The buses provide a journey time of approximately 20 minutes to Huddersfield and 17 minutes to Holme.

2.5.4 There are also bus stops provided along the Springwood Road some 300m south of the Site. The buses that service the Site are summarised in Table 2.4.

Table 2.4 Existing Bus Services – Springwood Road

Service	Route	Days of Operation	Approx. Frequency in each direction	Time of operation
308	Holmfirth - Huddersfield	Mon-Fri	1 per hour	07:53 - 18:09
		Sat	1 per hour	09:00 - 18:00
		Sun	No Service	-
H4	Holmfirth – Brockholes Circular	Mon-Fri	1 per hour	10:37 - 16:36
		Sat	1 per hour	10:37 - 15:36
		Sun	No Service	-

2.5.5 The buses serving Springwood Road provide 4 buses per hour two-way Monday to Saturday with no services on a Sunday.

2.5.6 Additional bus services (435/436) are available on the A635 New Mill Road some 600m from the Site and provide an hourly service in each direction between Holmfirth and Wakefield City Centre.

2.5.7 The existing bus services provide connections to Holmfirth, Huddersfield, Holm and other local district centres. Further connections to the region and beyond are available from these interchange destinations.

2.6 ACCESSIBILITY

2.6.1 The accessibility of the Site was assessed within the previous TA and this demonstrated that the Site is located within a sustainable location and meets the four accessibility tests of within walking distance to a local service centre, within walking distance to bus services, within walking distance to a primary school and primary health . The accessibility of the Site was accepted as part of the Outline planning application with the inclusion of the Metrocard offer. The accessibility of the Site is described within the associated Travel Plan.

2.7 ACCIDENT DATA

2.7.1 Personal injury accident data has been obtained for the highway network in the vicinity of the Site for the most recently available 5 year period between 29th July 2012 and 30th July 2017. The area covers the Site, Stoney Bank Lane, Springwood Road and the junction with A635. The accident report is attached at Appendix C.

2.7.2 For the five year period, there have been a total of 4 personal injury accidents across the large study area – 3 were classified as being slight in nature and 1 fatality was recorded.

2.7.3 The fatality occurred along Springwood Road and was due to a pedestrian losing their footing and falling into the road.

2.7.4 The three slight accidents occurred along A635 New Mill Road and were due to dazzling sun, driver being impaired by alcohol and pedestrian error.

2.7.5 The records show that there is no clusters or patterns within the latest five year period of accidents.

2.7.6 In summary throughout the extent of the study area the nature and cause of the accidents is varied and as such leads to the conclusion that there is no specific concerns relating to existing highway safety. Notwithstanding the above, it is proposed to provide traffic calming along Springwood Road through a S106 contribution detailed in Chapter 4.

3. Development Proposals

3.1 DEVELOPMENT PROPOSALS

3.1.1 The scheme proposals, which are illustrated on the layout plans contained at Appendix A can be summarised as follows:

- 52 residential units; and
- Associated access, parking, landscaping and infrastructure.

3.2 ACCESS ARRANGEMENTS

3.2.1 Vehicular access was previously consented from a priority T-junction from Stoney Bank Lane to the east of the Site. The access arrangements have not materially altered from the planning approval within the outline application. A visibility splay of 2.4m X 43m was conditioned which equates to a speed of 31.2mph in MfS and is shown on the drawing in Appendix A. The recorded speed survey in Table 2.1 showed speeds were well below the conditioned visibility splay requirement of 31.2mph.

3.2.2 In addition to the main access point, several properties will be served directly from Stoney Bank Lane. The drawing in Appendix D, shows the 2m X 30m visibility splay in accordance with the wet weather design speed from the manual speed survey as calculated in Table 2.2. A 2m set back is appropriate in accordance with MfS for a very lightly trafficked and slow speed situations (MfS para 7.7.7) as is the case on Stoney Bank Lane. The measurement of the visibility splay should also be measured to a distance of 1m offset from the kerb as advocated in MfS2 (para 10.5.3) as this is the point where no vehicle could be fully hidden within the carriageway.

3.2.3 A further private access for plots 1-3 is provided from Stoney Bank Road some 15m to the west of the junction between Stoney Bank Lane and Stoney Bank Road.

3.2.4 MfS in section 7.9 confirms that frontage access is acceptable on streets with at least 10,000 vehicles per day. Stoney Bank Road has circa 600 movements per day and is therefore well below the threshold. In assessing whether frontage access is appropriate the following factors should be considered:

- The speed and volume of traffic on the street - Stoney Bank Road is lightly trafficked and speeds are lower than the plated 30mph;
- The possibility of the vehicles turning around within the property - vehicles in plots 1-3 can turn within the private drive and exit in a forward gear as shown on the drawing in Appendix E;
- The presence of gathered accesses - in order to reduce the number of accesses , plots 1-3 have been served from a single access;
- The distance between the property boundary and the carriageway, to provide adequate visibility for emerging drivers - the visibility splays out of the drive are in accordance with MfS for the recorded speeds on the drawing in Appendix F. An assessment of the forward visibility around the Stoney Bank Lane bend has also been undertaken as shown in the drawing in Appendix F which has demonstrated an acceptable forward visibility stopping sight distance of 22.6m to ensure that it is safe for vehicles turning right into the private drive; and
- An assessment of accidents along Stoney Bank Lane/Stoney Bank Road has shown no accidents within the latest five year period. The vast majority of properties currently

have direct frontage access onto these roads and some have no turning facilities within the plot.

3.2.5 The acceptability of frontage access in this lightly trafficked, low speed environment is considered to be safe and in accordance with MfS.

3.2.6 An assessment of visibility has also been undertaken for the junction of Stoney Bank Lane/Stoney Bank Road as shown on the drawing in Appendix G which shows visibility in excess of the standards set out in MfS.

3.3 SERVICING

3.3.1 The internal layout has been designed to ensure that the servicing requirements of the development can be comfortably accommodated. Fire tenders are also able to get within 45.0m of the ground floor of all dwellings as specified as a requirement in Section 6.7 of MfS.

3.3.2 The drawing attached in Appendix H demonstrate that the design refuse vehicle specified by KC in Appendix 2 of the Good Practice Guide for Developers, can satisfactorily access and turn within the Site.

3.4 PARKING

3.4.1 Benchmark car parking standards are contained within Appendix 2 of the UDP produced by Kirklees Council which states:

- 2 spaces per dwelling for private houses less than 140sqm in size;
- 3 spaces per dwelling for private houses greater than 140sqm in size;
- 1 space per dwelling for affordable houses less than 110sqm in size;
- 2 spaces per dwelling for affordable houses greater than 110sqm in size;
- For developments served by informal roads visitor car parking to be provided at a rate of 1 space per 4 units; and
- Cycle parking to be provided at 1 space per dwelling.

3.4.2 The parking provision as shown on the layout provides at least two spaces per dwelling. All internal roads have been designed to a width of 5.5m and therefore visitor parking can take place on the internal carriageways, with the exception of plots 38 to 41 where a visitor parking space is provided.

3.4.3 Condition 23 of the outline application confirmed that all dwellings with dedicated parking should be provided with an electric charging point with a minimum continuous current demand of 16 Amps and a maximum demand of 32 Amps. This same provision is proposed to be retained in the current application.

3.4.4 All dwellings have either direct access to the rear garden or a garage, allowing secure cycle storage to be provided.

4. Traffic Impact & Network Improvements

4.1 OUTLINE PLANNING APPROVAL

4.1.1 The outline planning approval was based on the transport impact for 60 units and the Site still benefits from this planning permission. The proposed development reduces the development quantum by 8 units to a total of 52. The previously agreed trip rates and generations are shown in Table 4.1 and 4.2 whilst the reduction in trips is shown in Table 4.3.

Table 4.1 Previously Agreed Weekday Trip Rates

	Arrivals	Departures	Total
AM Peak Hour	0.151	0.426	0.567
PM Peak Hour	0.390	0.225	0.615

Table 4.2 Previously Agreed Trip Generations

	Arrivals	Departures	Total
AM Peak Hour	9	25	34
PM Peak Hour	23	14	37

Table 4.3 Proposed Reduction in Traffic Flows (8 units)

	Arrivals	Departures	Total
AM Peak Hour	1	3	5
PM Peak Hour	3	2	5

4.1.2 The current application proposes to reduce the impact on the highway network by circa 13.3%.

4.1.3 The offsite impact of the outline application was assessed in the Transport Assessment dated October 2014 by PAH Highway Consultants and the several improvements were agreed with Kirklees Council Highway Officers in order to mitigate against the impact of the development. The operation of the network has not materially changed and therefore the conclusions provided as part of the previous application are deemed to be robust.

4.2 HIGHWAY IMPROVEMENTS/CONTRIBUTIONS

4.2.1 A number of improvement works on the local highway network were agreed as part of the outline application to assist vehicular access to the Site. These works were included within the S106 for the Site and are detailed below. Although the development impact on the network has reduced since the outline application, Redrow have agreed to fund the improvements with no reduction to account for the 13.3% reduction in trip generations.

Springwood Road Traffic Calming Contribution

4.2.2 A sum of £50,000 was agreed to be paid towards the cost of providing nine plateaux's along Springwood Road between the A635 New Mill Road at Wooldale and Luke Lane. This proposal will reduce traffic speeds and improve highway safety.

New Mill Junction Improvements Contribution

4.2.3 A sum of £24,750 was agreed to be paid towards the costs of the New Mill Junction Improvements between Holmfirth Road/Huddersfield Road/Penistone Road and Sheffield Road. Previous discussions have confirmed that the preferred option for improvement is signalisation of the junction and this sum will be used to contribute towards this improvement.

Metrocards

4.2.4 A contribution towards Metrocard provision was previously agreed as part of the outline application. In order to calculate the take up of Metrocards at the Site, it is appropriate to look at the current mode split in the area from the 2011 census. This is shown in Table 4.4.

Table 4.4 2011 Census Mode Split (Kirklees 059)

Method of Travel to Work	Total Residents in SOAML	Percentage
Work Mainly at or From Home	0	0.00%
Train & Tram	100	2.08%
Bus, Minibus or Coach	275	5.71%
Taxi	8	0.17%
Motorcycle, Scooter or Moped	39	0.81%
Driving a Car or Van	3745	77.75%
Passenger in a Car or Van	244	5.07%
Bicycle	46	0.95%
On Foot	360	7.47%
Total	**4817**	**100.00%**

4.2.5 The census data shows that 7.79% of residents currently travel to work via public transport. In order to deliver mode split away from single occupancy car trips a 30% provision (16 cards) of Metrocards is proposed for the Site and will be provided to residents upon application. A further 30% provision (16 cards) will be provided if take up of cards is higher than expected.

4.2.6 This equates to a S106 contribution of £15,716.80 based on a cost of £491.15 per card. A Metrocard provides unlimited travel on the bus network throughout West Yorkshire for a 12 month period. The first contribution (£7,858.40) will be paid prior to commencement of development, with the second instalment (£7,858.40) prior to occupation of the 17th dwelling (subject to take up rate).

Electric Vehicle Charging Points

4.2.7 In order to provide all residents with the option to charge an electric vehicle at home, an outdoors plug socket which is capable of charging an electric car is to be provided at each dwelling. The electricity point will be on its circuit and provided with sufficient amps to enable rapid charging.

5. Conclusions

5.1.1 This Transport Statement has been prepared by Optima to support a reserved matters planning application for the development on land situated to the west of Stoney Bank Lane, Thongsbridge, Kirklees for 52 dwellings. The outline planning application (ref: 2014/93039) approved the development of up to 60 dwellings. The principle of development and its offsite impact has therefore been established for up to 60 dwellings. This development is for a fewer number of dwellings and therefore the impact on the network has reduced.

5.1.2 The outline application established that the Site is located in a sustainable location with access to bus, rail and local facilities. The provision of Metrocards will further enhance the sustainability of the Site and encourage future users to use alternative modes to the single occupancy car trip.

5.1.3 This report has provided a commentary on the existing Site, local highway conditions and the highway network improvements proposed from this development. The Site proposes to provide a contribution to improve the New Mill junction of Holmfirth Road/Huddersfield Road/Penistone Road and Sheffield Road and provide a contribution towards the traffic calming Springwood Road.

5.1.4 The internal Site layout has been designed to embrace the principles of guidance contained within MfS and is suitable for adoption by the Local Highway Authority. Parking is in accordance with Kirklees Council's guidelines.

5.1.5 A swept path analysis has been undertaken which confirms that the turning heads within the Site are of sufficient size to accommodate the largest refuse vehicle. Fire tenders are also able to get within 45.0m of the ground floor of all dwellings as specified as a requirement in Section 6.7 of MfS.

5.1.6 Site Access is proposed via Stoney Bank Lane, where sufficient visibility is available, whilst several private drives are proposed from both Stoney Bank Lane and Stoney Bank Road. The TA has demonstrated that serving a small number of properties from private drives onto Stoney Bank Lane and Stoney Bank Road is safe as sufficient visibility is achievable, the existing roads are low speed and lightly trafficked and where appropriate turning facilities have been provided within the plot.

5.1.7 It is therefore concluded that there are no highway or transport related issues that prevent the proposed residential development from being granted planning consent.

Figures

N

Key

☆ Site Location

TITLE

Stoney Bank Lane, Thongsbridge
Proposed Residential Development
Site Location Plan - Strategic

SCALE @ A3 1:30,000

FIGURE 1

OPTIMA
Atlas House
31 King Street
Leeds LS1 2HL
Tel: 0113 245

Path: J:\Jobs\Stoney Bank Lane, Thongsbridge\Figure 1-Strategic Site Location Plan.mxd

Key

Indicative Site Boundary

TITLE

Stoney Bank Lane, Thongsbridge
Proposed Resdential
Development
Site Location Plan - Local

SCALE @ A3 1:5,000

FIGURE 2

OPTIMA
Atlas House
31 King Street
Leeds LS1 2HL
Tel: 0113 245

Path: J:\Jobs\Stoney Bank Lane, Thongsbridge\Figure 2-Local Site Location Plan.mxd

Appendices

Appendix A Site Layout Plan

North Point

N
W E
S

Legend:

- Trees / hedges to be removed
- Denotes Trees / hedges to be retained
- Denotes opposite handing
- House type reference (T11)
- Denotes dwelling entry point
- Visitor parking (VP)
- Denotes Cycle Store (CYS)
- Denotes Bin Store (BS)
- Bin Presentation Point (BP41, BP40, BP39, BP38)
- Indicates indicative landscaping
- Sewer easement

INDICATIVE ROUTE OF INFORMAL FOOTPATH THROUGH CLEAR PATH OF EXISTING TREES

INDICATIVE LINE OF RETAINED VEGETATION

P.O.S

INDICATIVE ROUTE OF STORM SEWER

INDICATIVE LOCATION & SIZE OF ATTENUATION TANK

EXISTING STONE WALL TO BE RETAINED

2.4m x 43m Vis Splay

EXISTING STONE WALL TO BE RETAINED AND SET BEHIND THE VISIBILITY SPLAY

Wood

Stoney Bank Lane

The Old Tankhouse

El Sub Sta

Saplings

Cobley Green

Holmdene

Rev	Date	Description	Initials
-	04.08.17	First issue	JN

Development	**Stoney Bank Lane**
Location	THONGSBRIDGE
Marketing Name	
Drawing Title	Planning Layout
Drawing Number	**SBLT-16-02-01**
Revision	-
Scale @ A2	1:500
Drawn By	DAC
Date Started	03.08.17
Checked by	Date

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Appendix B Radar Speed Survey

Stoney Bank Lane, Thongsbridge - Speed Survey (Wednesday 16th August 2017)

Weather Conditions - Fine, Sunny Periods & Breezy/Road Surface - Dry

Westbound

21	18	23	17	13	16	19	16	21	17
19	11	21	18	11	16	20	23	17	20
17	16	19	17	22	19	16	21	20	14
14	18	16							

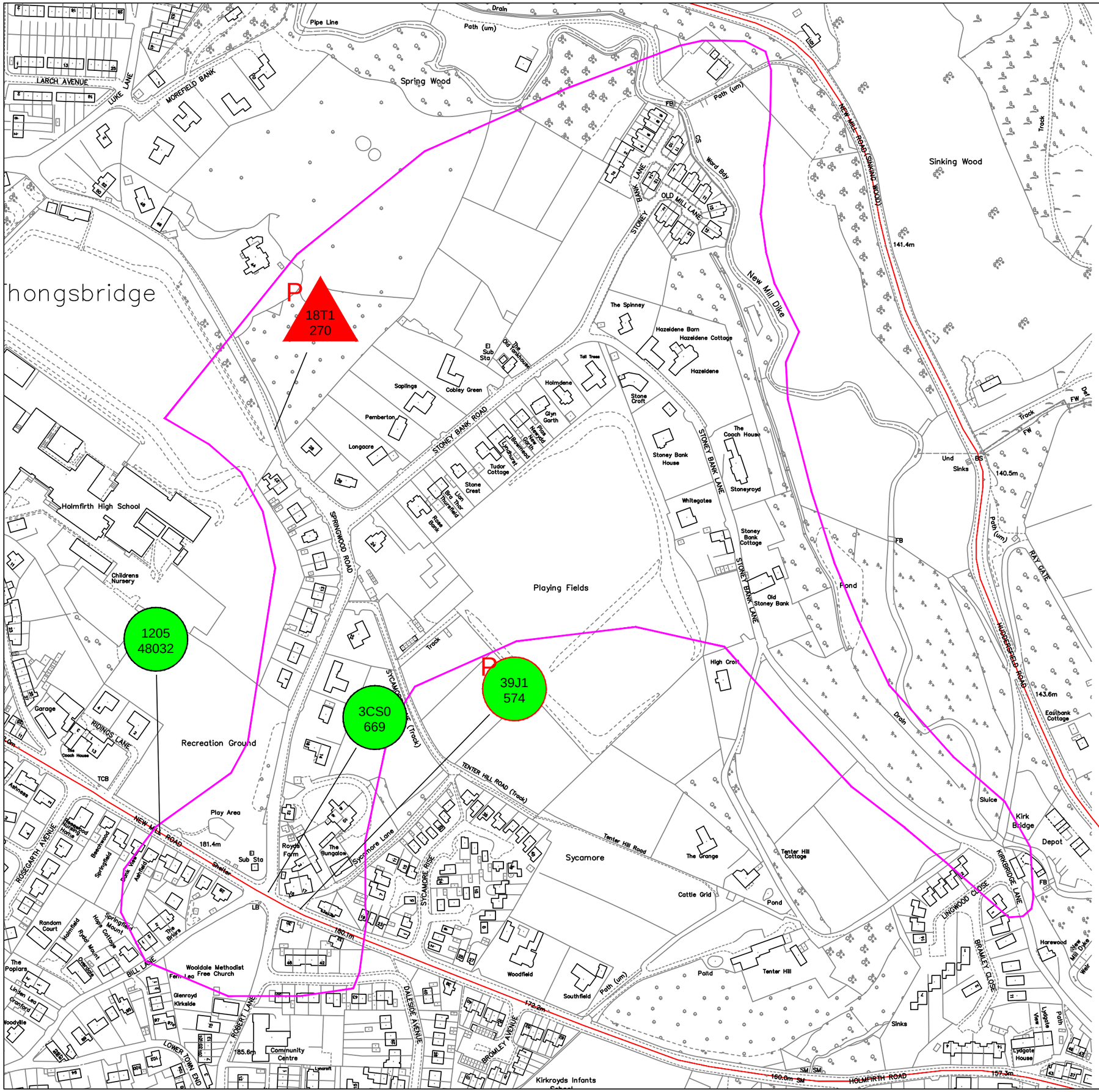
Max - 23 **Min - 11** **85% - 21** **Ave - 18** **Sp. Limit - 30**

Eastbound

27	22	27	19	27	15	22	20	17	23
22	26	27	21	25	32	21	18	26	24
25	21	24	26	19	24	30	24	15	27
30	20	22	19	20	23	27	20	24	20
23	18	22	27	22	17	29	25	22	24
30	23	21	31	24	27	22	27	26	29
20									

Max - 32 **Min - 15** **85% - 27** **Ave - 23** **Sp. Limit - 30**

Appendix C Accident Data



Injury accidents in the vicinity of Stoney Bank Lane, Thongsbridge.

Five years to 30 July 2017 Run 15-08-2017 NTS

Key

▲ Fatal ■ Serious ● Slight P indicates pedestrian

Injury accidents in the vicinity of Stoney Bank Lane. 5 yrs to 30-07-17. Run 15-08-17.

120548032 SLIGHT 23/09/2012 0019:30 415297 /409338 New Mill Road, Outside Ashfield House, Holmfirth

V1 is Driving Towards Holmfirth. V1 Moves to the left Slightly to Let Oncoming Traffic Pass. V1 Collides with the Rear of V2 which is Parked on the Side of the Road as it Passes the Vehicle.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	SE	NW	Female	58	Positive	1	Driver/Rider	SLIGHT	1	Female	58	
2	Car	Parked	P	P	Male	-1	Not contacted							

Contributory Factors

Impaired by alcohol V001 V.likely

18T1270 FATAL 29/08/2014 0018:15 415384 /409644 Springwood Road

This collision involves one vehicle (car) and an 18 year old pedestrian female and takes place on narrow road in residential area which is the subject of a 30 mph speed limit. The vehicle is being driven in the direction of Stoney Bank Road. The pedestrian is walking on the pavement in company with another pedestrian in the direction of Luke Lane. (the pavement is on the nearside as you face the direction of Stoney Royd Lane). The pedestrian loses her footing and falls into the carriageway as the vehicle passes them, the vehicle then collides with the pedestrian as she falls into the carriageway, and it is believed that the vehicle runs over the pedestrians head causing fatal injuries.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Van/Goods < 3.5t	Going ahead other	NW	SE	Male	41	Negative	1	Pedestrian	FATAL	1	Female	18	North west

Contributory Factors

Other C001 V.likely

39J1574 SLIGHT 19/09/2016 0019:10 415403 /409282 A635 New Mill Road

Police did not attend this incident, this matter was reported to the Police post incident. IP is a 12 year old boy. He states he has stepped into the road on New Mill Road with the intention of crossing it. As he as stepped out he has been hit by a passing vehicle and knocked to the ground. He was hit at low speeds and suffered only minor grazing. The driver stopped and check how the IP was, the IP stated he was uninjured so the driver as continued. Mother of IP reports the incident when the IP returns home. The IP admits it is his own fault.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	NW	SE	Not known	-1	Not contacted	1	Pedestrian	SLIGHT	1	Male	12	West

Contributory Factors

3CS0669 SLIGHT 28/12/2016 0013:35 415379 /409295 Junction of A635 New Mill Road and Springwood Road

V2 is a Pedal Cycle in New Mill Road, heading out of Holmfirth in the direction of Huddersfield. V1 is in the same road and heading in the opposite direction. V1 is approaching the T junction to her right-hand side and slows to turn right. V1 due to the low sun fails to see V2 on the Pedal Cycle approaching and turns across there path, causing V2 to hit the nearside of V1 as it turns into Springwood Road. Minor pains to lower back on the cyclist.

Vehicles			From	To	Driver		Breath Test
1	Car	Turning right	SE	NE	Female	17	Not requested
2	Pedal Cycle	Going ahead other	NW	SE	Male	42	Not requested

Casualties			Veh	Sex	Age	Ped direction to
1	Driver/Rider	SLIGHT	2	Male	42	

Contributory Factors

Dazzling sun V001 V.likely

Appendix D Stoney Bank Lane Access Visibility - Optima Drawing 17083/IN/03

REV	DATE	BY	DESCRIPTION	CHK	APP
-	21/08/17	CJR	INITIAL ISSUE	SJP	SJP

STATUS: PRELIMINARY

PROJECT: STONEY BANK LANE, THONGSBRIDGE
PROPOSED RESIDENTIAL DEVELOPMENT

DRAWING TITLE: STONEY BANK LANE
ACCESS VISIBILITY

CLIENT: REDROW HOMES YORKSHIRE

CHECKED	APPROVED	DRG No.	
SJP	SJP	17083/IN/03	
DRAWN BY:	SCALE @ A3	DATE	REV.
CJR	1:250	AUGUST 2017	-

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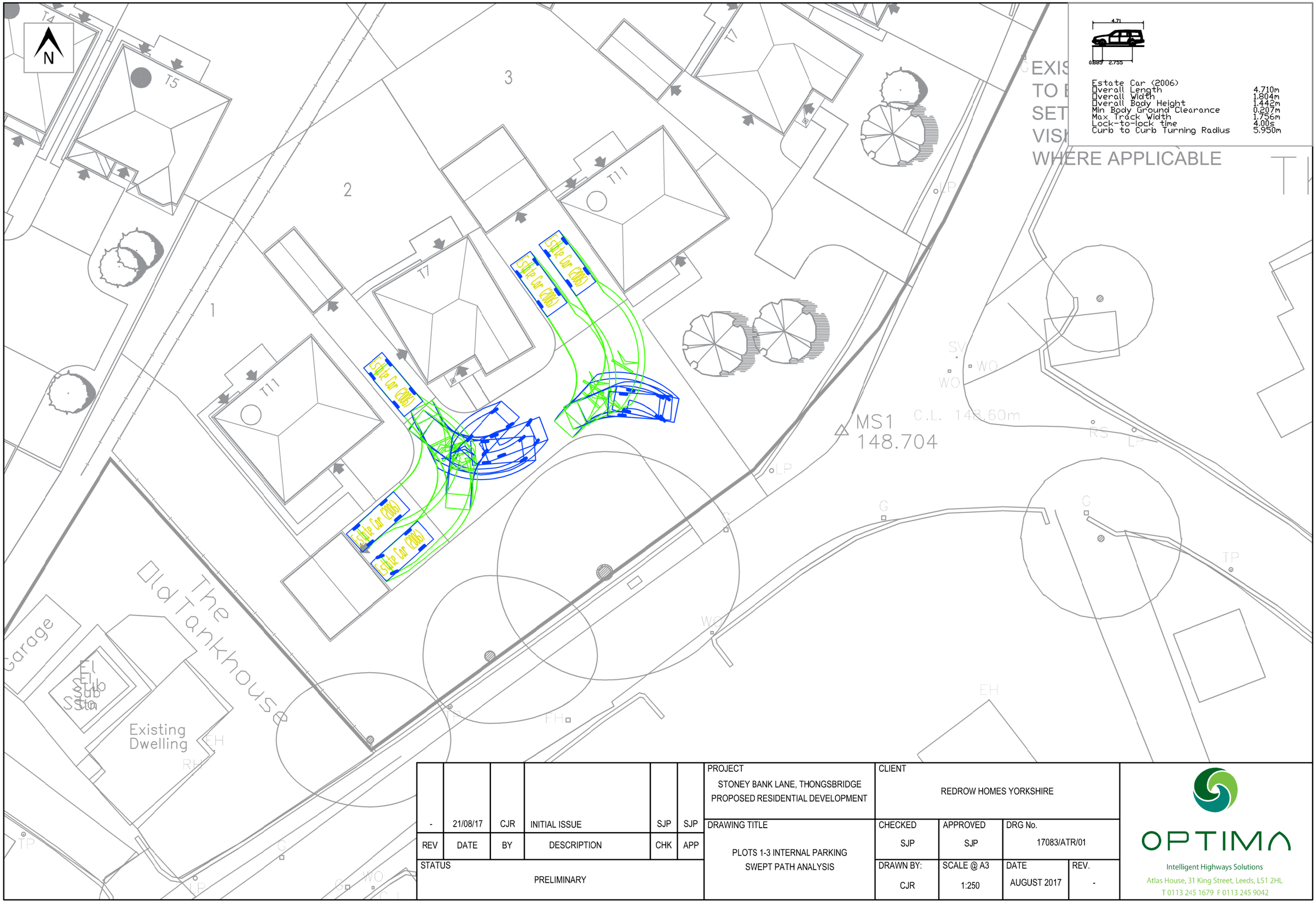
Appendix E Plots 1-3 Internal Parking Swept Path Analysis - Optima Drawing 17083/ATR/01



REV	DATE	BY	DESCRIPTION	CHK	APP
-	21/08/17	CJR	INITIAL ISSUE	SJP	SJP

STATUS: PRELIMINARY

PROJECT: STONEY BANK LANE, THONGSBRIDGE
PROPOSED RESIDENTIAL DEVELOPMENT

DRAWING TITLE: PLOTS 1-3 INTERNAL PARKING
SWEPT PATH ANALYSIS

CLIENT: REDROW HOMES YORKSHIRE

CHECKED	APPROVED	DRG No.	
SJP	SJP	17083/ATR/01	
DRAWN BY:	SCALE @ A3	DATE	REV.
CJR	1:250	AUGUST 2017	-

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Appendix F Stoney Bank Road Access Visibility - Optima Drawing 17083/IN/01

KEY

2M X 20M VISIBILITY SPLAY

2M X 30M VISIBILITY SPLAY

20M FORWARD VISIBILITY

2M X 20M VISIBILITY SPLAY FOR A WESTBOUND RECORDED WET WEATHER SPEED OF 18.5MPH

WALL REMOVED/LOWERED TO PROVIDE VISIBILITY SPLAYS

2M X 30M VISIBILITY SPLAY FOR A EASTBOUND RECORDED WET WEATHER SPEED OF 24.5MPH

20M FORWARD VISIBILITY SPLAY FOR A WESTBOUND RECORDED WET WEATHER SPEED OF 18.5MPH

1M

1M

1M

Garage

Existing Dwelling

The Spinney

REV	DATE	BY	DESCRIPTION	CHK	APP
-	21/08/17	CJR	INITIAL ISSUE	SJP	SJP

STATUS: PRELIMINARY

PROJECT: STONEY BANK LANE, THONGSBRIDGE
PROPOSED RESIDENTIAL DEVELOPMENT

DRAWING TITLE: STONEY BANK ROAD
PRIVATE ACCESS VISIBILITY
AND FORWARD VISIBILITY

CLIENT: REDROW HOMES YORKSHIRE

CHECKED	APPROVED	DRG No.	
SJP	SJP	17083/IN/01	
DRAWN BY:	SCALE @ A3	DATE	REV.
CJR	1:250	AUGUST 2017	-

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Appendix G Existing Stoney Bank Road/Stoney Bank Lane Visibility Splays - Optima Drawing 17083/IN/02

KEY

2.4M X 20M VISIBILITY SPLAY FOR A WET WEATHER DESIGN SPEED OF 18.5MPH.

2.4M X 30M VISIBILITY SPLAY FOR A RECORDED WET WEATHER DESIGN SPEED OF 24.5MPH.

REV	DATE	BY	DESCRIPTION	CHK	APP
-	21/08/17	CJR	INITIAL ISSUE	SJP	SJP

STATUS: PRELIMINARY

PROJECT: STONEY BANK LANE, THONGSBRIDGE
PROPOSED RESIDENTIAL DEVELOPMENT

DRAWING TITLE: STONEY BANK LANE/ STONEY BANK ROAD
EXISTING JUNCTION VISIBILITY

CLIENT: REDROW HOMES YORKSHIRE

CHECKED	APPROVED	DRG No.	
SJP	SJP	17083/IN/02	
DRAWN BY:	SCALE @ A3	DATE	REV.
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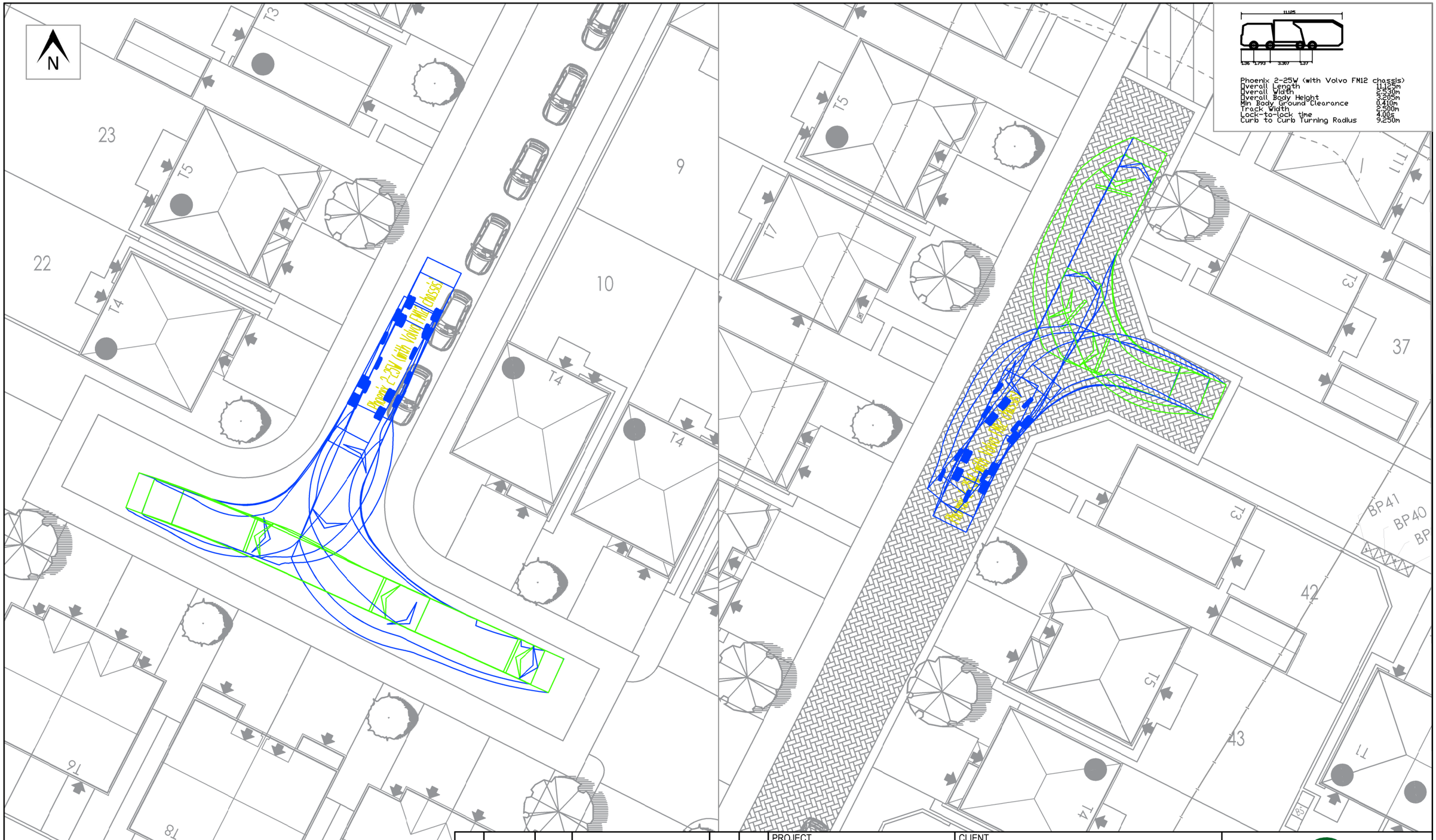
Appendix H Refuse Vehicle Swept Path Analysis - Optima Drawing 17083/ATR/02



REV	DATE	BY	DESCRIPTION	CHK	APP
-	21/08/17	CJR	INITIAL ISSUE	SJP	SJP

STATUS: PRELIMINARY

PROJECT: STONEY BANK LANE, THONGSBRIDGE
PROPOSED RESIDENTIAL DEVELOPMENT

CLIENT: REDROW HOMES YORKSHIRE

DRAWING TITLE: REFUSE VEHICLE SWEPT PATH ANALYSIS

CHECKED	APPROVED	DRG No.	
SJP	SJP	17083/ATR/02	
DRAWN BY:	SCALE @ A3	DATE	REV.
CJR	1:250	AUGUST 2017	-

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