

Kirklees District Council
Planning and Regeneration Department
Civic Centre 3
Market Street
Huddersfield

23 January 2019

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

Our ref :8584-001

For the attention of Liz Chippendale

Dear Miss Chippendale

Outline Application for the residential development of 4 dwellings including New Entrance and access road etc. land adjacent to The Cliff 62 High Street Clayton West – Planning Application ref: 2018/60/94128/E0/LC

I refer to the above stated planning application and to the formal comments of the Council's highway officer dated 8th of January 2019.

Although this proposal has already had the benefit of planning consent the highway officer has requested that an up to date speed survey is provided to ensure that conditions in the vicinity of the site have not changed to materially affect the findings of the original examination. A copy of the officer's report is attached for ease of reference.

A radar speed survey was undertaken on Friday the 18th of January from the proposed point of access in the direction of approaching vehicles. Weather conditions at the time of the survey were clear and the road surface was dry.

Although some on-street parking on High Street was observed in the vicinity of the site this is not untypical as not all the dwellings fronting this route have off street parking facilities. Where this may have brought drivers into conflict with opposing traffic these vehicle speeds were not recorded, and the 100 readings in both directions are in free flowing conditions. The surveys took in the order of 2 hours and 15 minutes to record the sample size, which provides an indication of the level of usage of High Street.

Full details of the radar speed survey are attached to this letter, however, the key findings are that the 85th percentile (wet weather corrected) speed of traffic was 23.62 and 28.75 mph north and southbound vehicles respectively.

The following extract from the highway officer's comments indicates the findings of the 2015 survey, which again required a similar length of time to gather the sample.

North bound traffic was recorded as 24.7 mph (85th percentile wet weather speed) giving a stopping sight distance of 2.4m x 37m. South bound traffic was recorded as 29.2mph (85th percentile wet weather speed) giving a stopping sight distance of 2.4m x 38m.

As will be noted the surveys are very similar, with the 2015 results providing a slightly higher value but only in the order of 1 mph. The highway officer alludes to the Transport Statement

provided in support of the 2015 application, and the following extract from that statement indicates that the required sight line values were adjusted to include for the effects of the topography of High Street on vehicle deceleration rates.

The proposed access to High Street includes kerb radii and sight lines, at an urban setback of 2.4m, of 38 and 37m to north and south respectively. Section 2 of this report provides details of the recent radar speed survey and the above sight lines are *Manual for Streets* compliant with the recorded 85th percentile wet weather approach speeds when corrected for the uphill/downhill gradient of High Street.

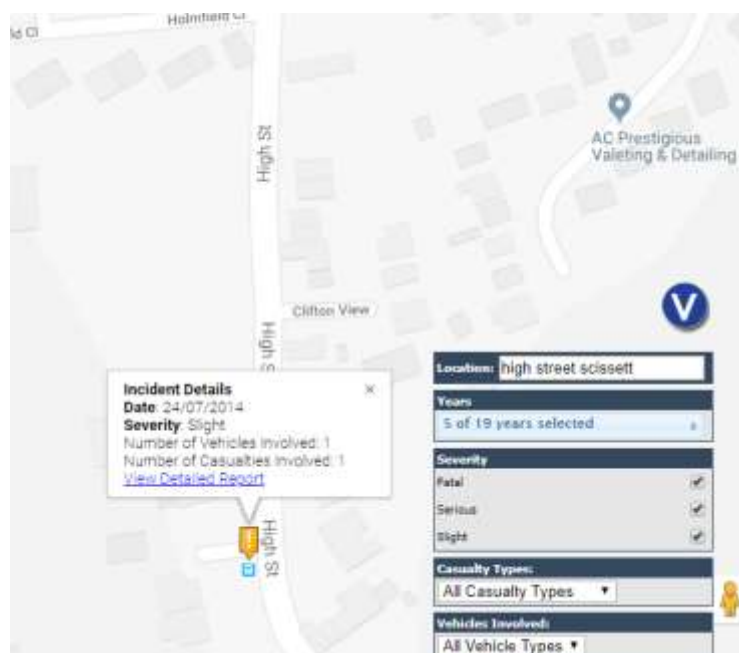
The Transport Statement which was previously accepted by the Council also noted:

It should be noted that in line with *Manual for Streets 2* the sight lines have been measured to the path of the approaching vehicle, which from observations of through traffic is approximately 1m from the nearside kerb line.

This situation was again observed in our recent survey.

In relation to the calculation of sight lines; for robustness **it is recommended that the higher 2015 values are retained for this purpose**, and a copy of the latest proposed layout which indicates these is also attached.

Finally, and for completeness, the current accident record of High Street has also been reviewed, with the data for the last full 5 years (to 2018) indicated below.



At the date of the 2015 report two accidents in the 5 year period were recorded, and this has now reduced to one. The reported single accident, which was at distance from the application site, was recorded in the 2015 Transport Statement, and is also attached to this correspondence.

I trust that the above now permits you to move forward positively on this application.

Yours sincerely



Robert Greenwood I Eng. FIHE
Associate Director

Encl: LHA consultation, speed results, accident data and layout plan

**KIRKLEES COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT MANAGEMENT**

PLANNING REF 2018/60/94128/E0/LC
CATEGORY Minor

PROPOSAL OUTLINE APPLICATION FOR
RESIDENTIAL DEVELOPMENT OF 4
DWELLINGS INCLUDING NEW
ENTRANCE SITE ACCESS ROAD
AND DRIVEWAY TO EXISTING
DWELLING HOUSE
LOCATION ADJ, THE CLIFF
62, HIGH STREET
CLAYTON WEST
HUDDERSFIELD
HD8 9NS
APPLICANT JG-D

HDC Ref. No. K17-38/44
Highway Officer Jamie Turner
O. S. Ref. 258 106
Date Received 19/12/2018
Target Date 09/01/2019
Date Returned 08/01/2018
Decision
Route No. C127
Road Name HIGH STREET
Adopted Yes
Road Name CLIFTON VIEW
Adopted Yes
Footpath FP DEN/39/50
Highway scheme No

Potential Committee

Local Plan Allocatio Yes E1847 H236 SL3807

Checked by / date John Perriton 21/12/2018

This application seeks outline approval for the residential development of 4 dwellings including new entrance site access road and driveway to existing dwelling house at The Cliff, 62, High Street, Clayton West, Huddersfield.

Outline approval was granted in 2010 for the erection of 4 dwellings on this site - Application number 2010/90435. A revised layout and a relocated point of access were approved in a re-application of 2015 (2015/94069) and this submission is identical to that.

A speed survey was carried out between 08.00am and 10.10am on the 1st May 2015 adjacent to the site frontage on High Street.

North bound traffic was recorded as 24.7 mph (85th percentile wet weather speed) giving a stopping sight distance of 2.4m x 37m. South bound traffic was recorded as 29.2mph (85th percentile wet weather speed) giving a stopping sight distance of 2.4m x 38m.

Whilst the visibility splays were acceptable given the results of this speed survey, driver behaviour may have changed since the last application. As such, Highways DM would ask the applicant to provide an up-to-date speed survey.

All other elements remain acceptable as per 2015.

Please ask the applicant to provide:

- An independent speed survey carried out within the last 12 months (maximum).



SANDERSON ASSOCIATES (CONSULTING ENGINEERS) LTD
Sanderson House, Jubilee Way, Huddersfield, WF4 4TD

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Fax: 01924 844081

SPEED SURVEY

Location High Street, Clayton West
Direction of Travel Northbound

Project Number FQ 14081
Date of Survey 18/01/19
Start Time 10:54
Finish Time 13:17

Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings
1		26	6	51		76	
2		27	3	52		77	
3		28	2	53		78	
4		29	2	54		79	
5		30	1	55		80	
6		31		56		81	
7		32		57		82	
8		33		58		83	
9		34		59		84	
10		35		60		85	
11		36		61		86	
12		37		62		87	
13		38		63		88	
14		39		64		89	
15		40	1	65		90	
16		41		66		91	
17	1	42		67		92	
18	4	43		68		93	
19	5	44		69		94	
20	8	45		70		95	
21	14	46		71		96	
22	20	47		72		97	
23	14	48		73		98	
24	10	49		74		99	
25	9	50		75		100	

Number of Readings = 100

Dual C'way Y/N? n

Mean Speed = 22.86

Single C'way Y/N? y

Standard Deviation = 3.130237

Wet Road Surface Y/N? n

85 Percentile Speed = 26.106056

85 Percentile Wet Weather Speed = 23.621056 <<<<

Note: Insert Y or N in boxes against carriageway type and road surface condition and then use 85 percentile speed as marked with <<<<.



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SPEED SURVEY

Location High Street, Clayton West

Direction of Travel Southbound (from village)

Project Number FQ 14081

Date of Survey 18/01/19

Start Time 10:54

Finish Time 13:09

Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings
1		26	8	51		76	
2		27	12	52		77	
3		28	18	53		78	
4		29	8	54		79	
5		30	6	55		80	
6		31	7	56		81	
7		32	9	57		82	
8		33	2	58		83	
9		34	1	59		84	
10		35	3	60		85	
11		36	1	61		86	
12		37		62		87	
13		38		63		88	
14		39		64		89	
15		40		65		90	
16		41		66		91	
17		42		67		92	
18		43		68		93	
19		44		69		94	
20		45		70		95	
21		46		71		96	
22	2	47		72		97	
23	5	48		73		98	
24	8	49		74		99	
25	10	50		75		100	

Number of Readings = 100

Dual C'way Y/N? n

Mean Speed = 27.95

Single C'way Y/N? y

Standard Deviation = 3.1698549

Wet Road Surface Y/N? n

85 Percentile Speed = 31.237139

85 Percentile Wet Weather Speed = 28.752139 <<<<

Note: Insert Y or N in boxes against carriageway type and road surface condition and then use 85 percentile speed as marked with <<<<.



Crash Date:	Thursday, July 24, 2014	Time of Crash:	10:35:00 AM	Crash Reference:	2014131700898
Highest Injury Severity:	Slight	Number of Vehicles:	1	Number of Casualties:	1
Highway Authority:	Kirklees			OS Grid Reference:	425923 410559
Local Authority:	Kirklees				
Road Number:	U0	Road Type:	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30	Junction Control:	Give way or uncontrolled		
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

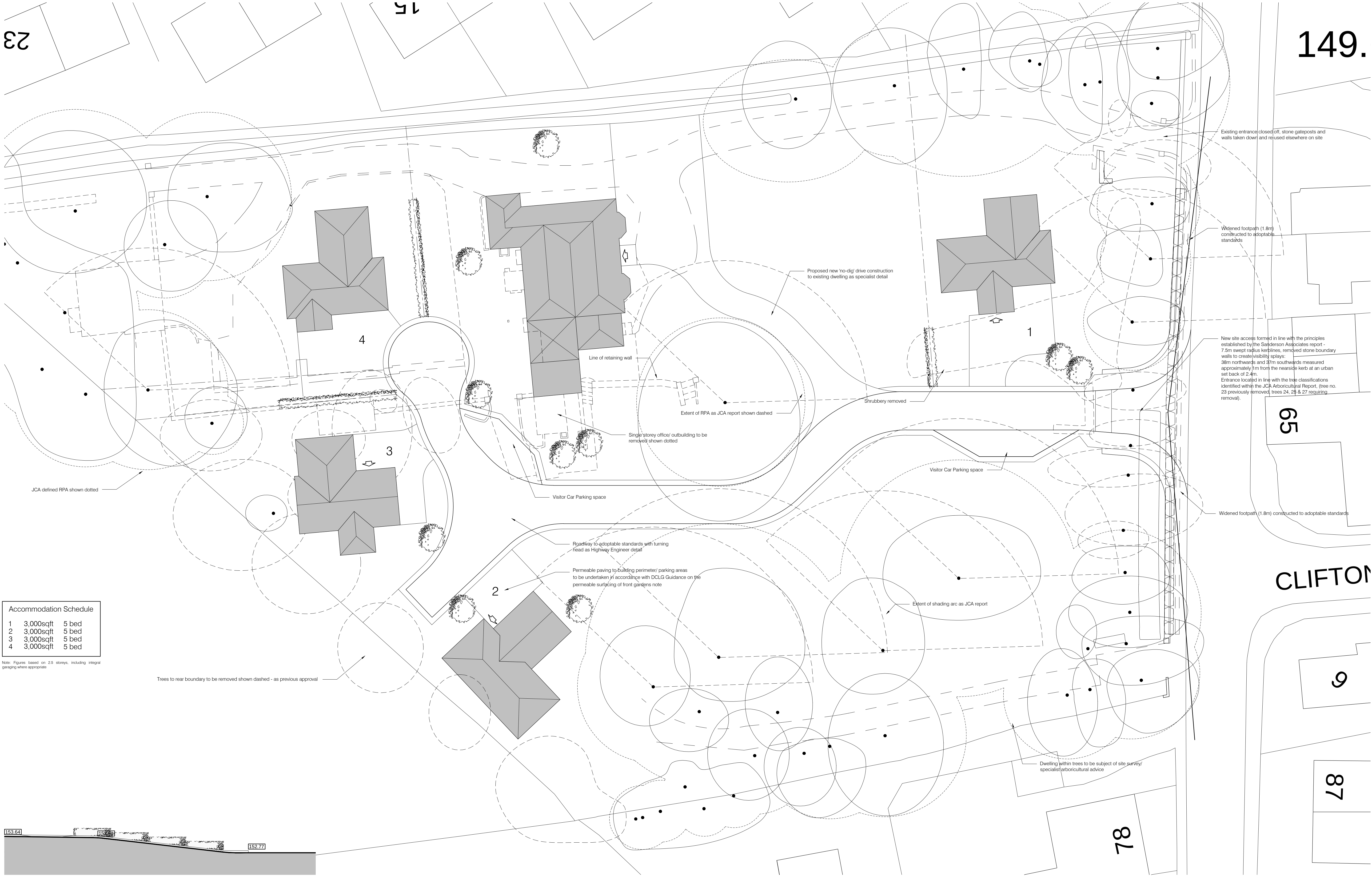
Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Bus or coach (17 or more passenger seats)	13	Male	66 - 75	Vehicle is parked in the carriageway

Casualties

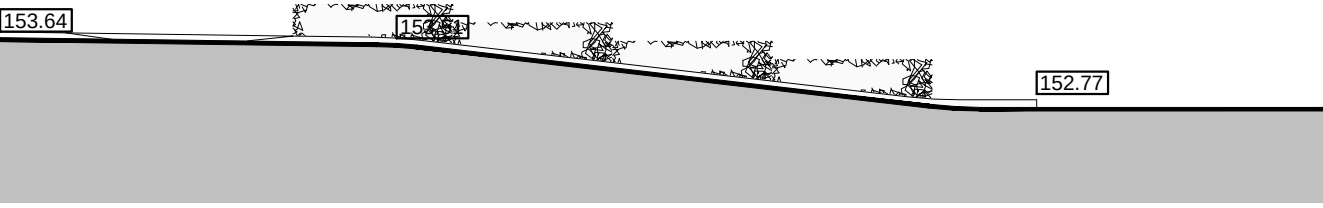
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Accommodation Schedule			
1	3,000sqft	5 bed	
2	3,000sqft	5 bed	
3	3,000sqft	5 bed	
4	3,000sqft	5 bed	

Note: Figures based on 2.5 storeys, including integral garaging where appropriate

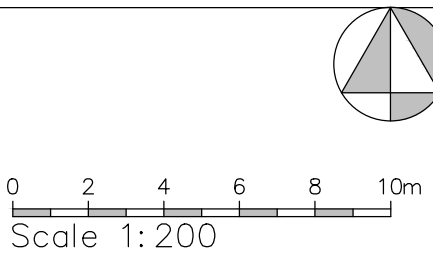


Entrance Section

Drawings based on Ordnance Survey (Streetwise License No 100047474) and preliminary survey – design and drawing content subject to further Site Surveys, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.

B	Tree Officer comments included	Jan19
A	Numbers reduced	11.15
Rev.	Des.	Date

The Cliffe_Clayton West



Project	Proposed Residential development, The Cliffe, Clayton West
Client	Mr R Bowett, The Cliffe, High Street, Clayton West HD8 9NS
Dwg Title	01_Indicative Layout Rev.B
Scale	1: 200 @ A1
Date	Aug 14