

Cumberworth lane

Denby Dale

Technical Note

November 2019

Project number 1526B

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Quality Management

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1 INTRODUCTION

1.1.1 Paragon Highway Consultants has been appointed to prepare this Technical Note relating to the proposed development on land off Cumberworth Lane, Denby Dale in the District of Kirklees. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The site will utilise an existing point of access off the Cumberworth Lane with substantial improvements to same, which will be in the form of a simple priority junction to access the site with improvements to the footway system along the site frontage.

1.1.3 The proposals are to refurbish and alter the existing front wing of the building to insert a mezzanine together with associated landscaping. Overall the new building footprint will match the existing footprint of the site.

1.1.4 This Technical Note considers such matters as access, visibility and car parking provision and presents the proposals in relation to current guidance and data.

1.1.5 It is usual for these type of development submissions to consider highway safety issues as part of any development proposals.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located within the greenbelt about 550m from Denby Dale village centre, and approximately 5.5km north of the town of Penistone. The site is currently occupied by a large industrial building with a footprint of 1188 sqm, which up until recently has operated as a builder's merchant. The site is made up of a car parking area to the front, with building material storage also to the front, and to the rear. The site contains car parking for some 16 vehicles, with a turning area located to the rear. A site location plan can be found at Appendix A.

2.1.2 A planning application was granted during September 2014 for a certificate of lawfulness to extend the existing industrial building (planning application number 2014/192/91976/E). The proposed extension was for an additional 588 sqm, which equates to 49.49% of the original building.

2.1.3 The site is bounded by greenfield land to the north and south, Cumberworth Lane to the east, and the residential properties accessed off the Blue Hills Lane to the west.

2.1.4 The site has an existing access point located on the far northeast corner of the site, which consists of a footway vehicular crossing approximately 10.5m in width. General visibility from the existing site access is somewhat restricted due to the stone wall which spans the frontage of the site, the relatively narrow footway and the steel pillars located to both sides of the access point.

2.2 Local Highway Network

2.2.1 The site takes access from Cumberworth Lane, which is a local access road that connects with the A636 at Denby Dale to the south and the settlement of Lower Cumberworth to the north, eventually connecting with the B6116 at Skelmanthorpe. It is therefore subject to moderate traffic volumes throughout the network peak periods, with lighter volumes throughout the remainder of the day.

2.2.2 The Cumberworth Lane is a two-way single carriageway with a footway provided along the west side over its full length, although where the road enters Denby Dale and Lower Cumberworth footways are provided on both sides. The footway along Cumberworth Lane therefore provides a continuous route to the local services and amenities within both Denby Dale and Lower Cumberworth. Cumberworth Lane contains street lighting throughout its length and is subject to the national speed limit, although the speed limit changes to 30mph as the road enters Denby Dale and Lower Cumberworth. Approximately 70m to the southeast of the site access there is an 'S' bend which appears to reduce speeds to an appropriate level. A speed survey was carried out on January 2019.

2.2.3 To the west of the site is a development known as Bromley Park, which is a large residential area, which is accessed from Bluehills Lane. Bluehills Lane joins Cumberworth via a simple priority junction located some 70m to the northwest of the existing site access (see photograph below). Bluehills Lane is a two-way single carriageway with footways provided on both sides. It provides pedestrian access to Denby Dale Railway Station. Bluehills Lane contains street lighting and is subject to a 30mph speed limit, with the added benefit of traffic calming measures consisting of road humps.

2.2.4 There are no traffic regulation orders along this section of the route restricting on street parking or waiting.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident record for the last five years up to early December 2018 along Cumberworth Lane from its junction with Denby Dale Road to well beyond the site access have been obtained via the CrashMap website. CrashMap uses data provided by Department for Transport which is based upon records provided to them by the local Police Forces.

2.3.2 There have been no recorded injury accidents along this section of the route or at the site access points junction with the major road. The accident plot can be found in Appendix B.

2.3.3 Therefore, the relatively good injury accident record in the vicinity of the improved site access point does not indicate a road safety problem or any trends of any significance in these locations which would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposals.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to refurbish and alter the existing front wing of the building to insert a mezzanine together with associated landscaping. Overall the new building footprint will be exactly the same as existing.

3.1.2 Any drainage, lighting and hard surfacing required will be provided within the site as part of the development proposals to a standard to be agreed with the LPA.

3.2 Vehicular Access / Parking

3.2.1 The existing vehicle access is in the form of a long-dropped footway crossing approximately 10 metres in length.

3.2.2 The proposed access will be a significant improvement to the existing arrangement. The improvements include 6.0 metre kerb radii, a 7.3-metre-wide access to allow two large vehicles to pass at the site entrance leading to a car park (including disabled parking spaces) and internal service yard and turning arrangement.

3.2.3 There is a secondary access to the south of the main access however, this has been walled across to prevent vehicular access and the levels to the rear of the boundary wall have also been raised.

3.3 Pedestrian Improvements

3.3.1 Currently the footway on the site frontage is relatively narrow at 1.2 – 1.3 metres in width. The current proposals are to widen the footway along the site frontage to a minimum width of 2.0 metres. This will extend the improved pedestrian provision from the Bluehills Lane junction southwards towards Denby Dale village. A significant improvement to pedestrian and general highway safety.

3.4 Visibility

3.4.1 To determine vehicle speeds along the Cumberworth lane a speed survey was undertaken in January 2019 by Abacus Traffic Surveys. The speed survey results can be found in Appendix C. The 85%ile wet weather speeds of vehicles travelling towards Denby Dale were 32.54 mph and towards Lower Cumberworth 32.81 mph. Based upon the guidance contained within the Manual for Streets 1 & 2 visibility for egressing drivers would be 49.5 metres in both directions.

3.4.2 The sight lines required are generally available from the proposed site access as highlighted on the drawings prepared by TP Architecture.

3.4.3 Visibility for egressing drivers will be improved compared to the existing situation, with the widening of the footway along the site frontage and the associated setting back of the boundary wall which will provide a road safety benefit in its own right.

4 CONCLUSIONS

4.1.1 This report presents the proposals to refurbish and alter the existing front wing of the building to insert a mezzanine together with associated landscaping. The premises will be for use by a local developer / builder. Overall the new building footprint will match the footprint of the existing buildings.

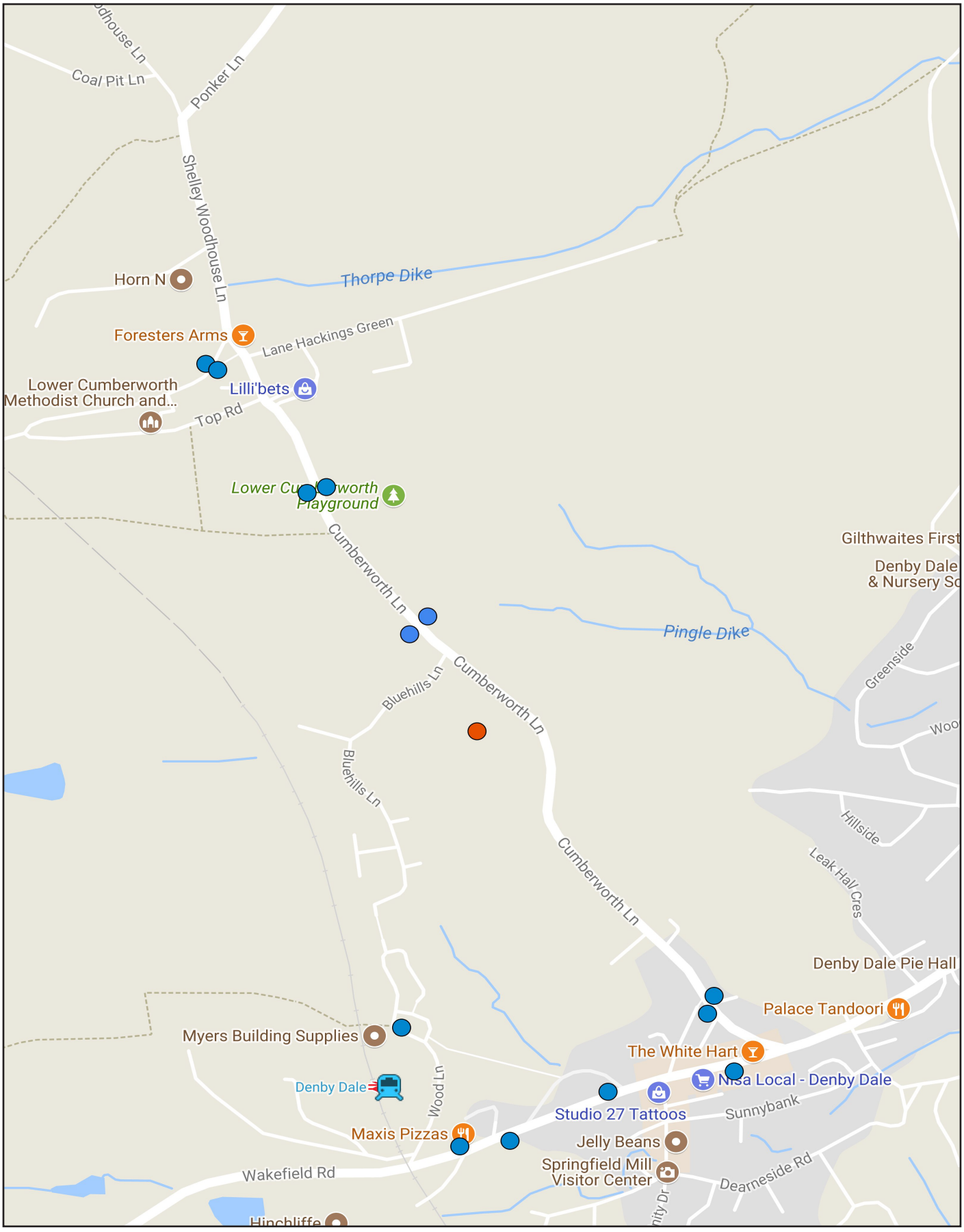
4.1.2 This Technical Note considers such matters as access, visibility, accident data and car parking provision and presents the proposals in relation to current guidance and data.

4.1.3 Currently the footway on the site frontage is relatively narrow at 1.2 – 1.3 metres in width. The current proposals are to widen the footway along the site frontage to a minimum width of 2.0 metres. This will extend the improved pedestrian provision from the Bluehills Lane junction southwards towards Denby Dale village. A significant improvement to pedestrian safety, general highway safety and visibility for egressing drivers from the site.

4.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



SITE LOCATION

BUS STOP LOCATION

PARAGON HIGHWAYS

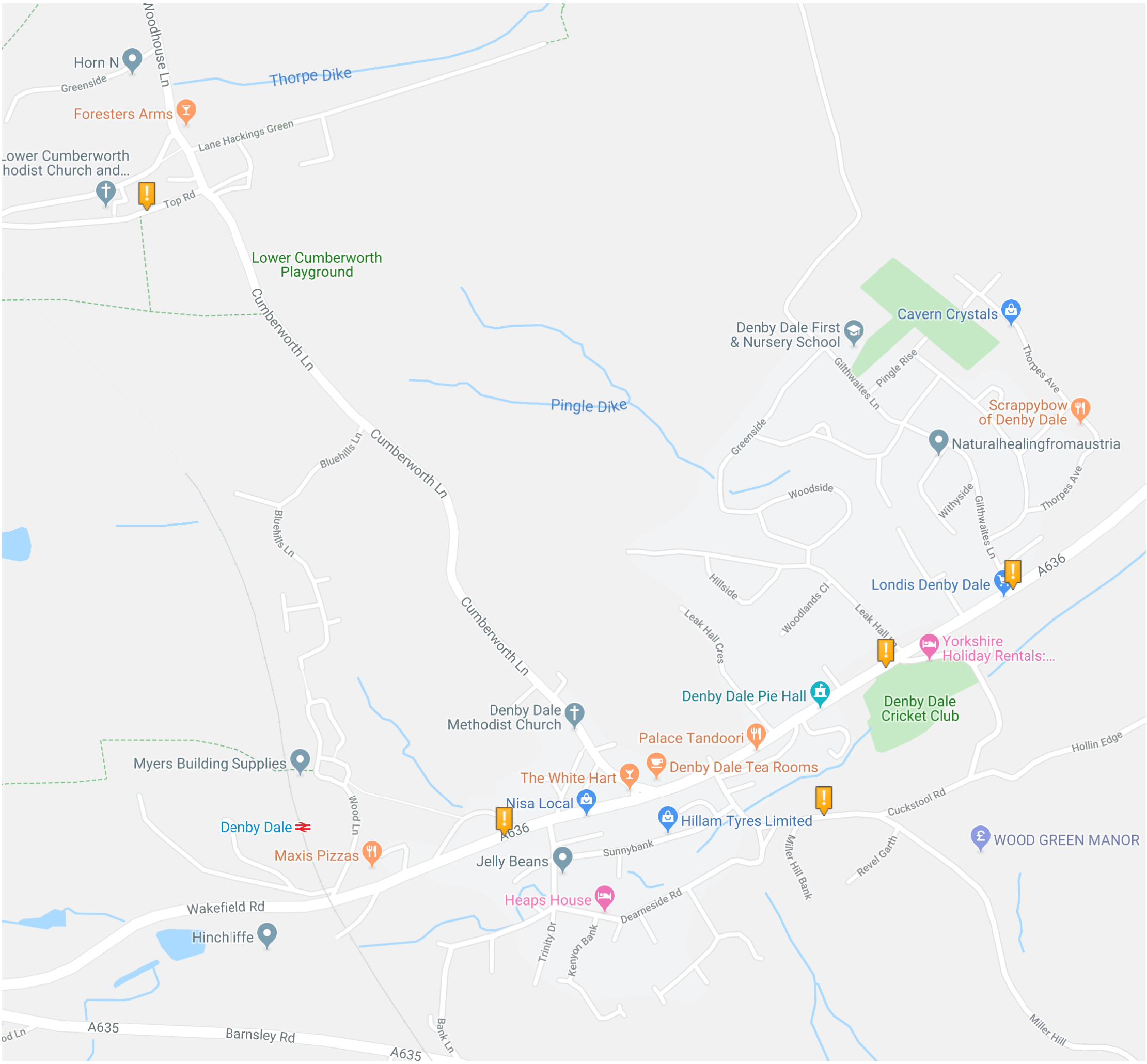
UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Road Traffic Accidents

5 results found

crashmap.co.uk More Information...





Incident Severity

Slight Serious Fatal

Location: denby dale

Years

5 of 20 years selected

Severity

Fatal ☑

Serious ☑

Slight ☑

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search

- Check all
- Uncheck all
-

- ☑ 2018
- ☑ 2017
- ☑ 2016
- ☑ 2015
- ☑ 2014
- ☐ 2013
- ☐ 2012
- ☐ 2011
- ☐ 2010
- ☐ 2009
- ☐ 2008
- ☐ 2007
- ☐ 2006
- ☐ 2005
- ☐ 2004
- ☐ 2003
- ☐ 2002
- ☐ 2001
- ☐ 2000
- ☐ 1999

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Appendix C

Speed Survey Data

ABACUS TRAFFIC SURVEYS
14 CLIFF HILL COURT, HOLMFIRTH, HD9 1JF

JOB NUMBER	
DATE OF SURVEY	04/01/2019
START TIME	09:30
FINISH TIME	11:30

SPEED SURVEY

LOCATION Cumberworth Lane Denby Dale
DIRECTION OF TRAVEL From Denby Dale A636

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

	112	**DUAL CARRIAGEWAY?**	
MEAN SPEED	30.5089286	**SINGLE CARRIAGEWAY?**	Y
STANDARD DEVIATION	4.79300454	**WET ROAD SURFACE?**	N
85th PERCENTILE	35.3019331		
85th PERCENTILE WET WEATHER SPEED	32.8169331 ✔		

ABACUS TRAFFIC SURVEYS
14 CLIFF HILL COURT, HOLMFIRTH, HD9 1JF

JOB NUMBER	
DATE OF SURVEY	04/01/2019
START TIME	09:30
FINISH TIME	11:30

SPEED SURVEY

LOCATION Cumberworth Lane Denby Dale
DIRECTION OF TRAVEL From Lower Cumberworth

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

	113	**DUAL CARRIAGEWAY?**	
MEAN SPEED	30.6371681	**SINGLE CARRIAGEWAY?**	Y
STANDARD DEVIATION	4.39370887	**WET ROAD SURFACE?**	N
85th PERCENTILE	35.030877		
85th PERCENTILE WET WEATHER SPEED	32.545877 ✔		