
Client:	Portland Nurseries
Project:	Portland Nursery, Honley
Our ref:	P1246
Date:	February 2020

Introduction

This Technical Note will set out the response to the Kirklees Council's (KC) comments on the planning application for the proposed nursery at the Former Eastgate Depot, Honley, Holmfirth, HD9 6PA (ref: 2019/93790). The KC comments are centred upon 2 main issues - parking and visibility; both in terms of vehicles entering the site, and pedestrians crossing the road on Eastgate. This note addresses each issue in turn.

Parking

KC comments

"Although there are no longer prescriptive standards for off-street parking, the previous advice would have required the site to have 7 spaces for staff, and 14 spaces for visitors (one per six children), so the proposed car park falls below this by nine spaces (45%). There is no justification given for this shortfall in the submitted documents".

Justification for low levels of off-street parking for parents

It should be noted that as KC state there are no longer prescriptive standards for off-street parking and as such the maximum standards referred to can only be used as a guide. Given the nature of the development proposals, it is likely that visits to the site will be short and as such a high turnover of spaces is likely.

To establish the existing car parking patterns at their existing nurseries, the Portland Nurseries Group carried out a travel and car parking surveys of its other nurseries in Huddersfield. This included the following nurseries:

- Harlequin Nursery;
- Holly Bank Nursery;
- Portland House Nursery; and
- Oakwood House Nursery.

As **Table 1.1** below shows staff demand for parking was assessed at each of the nurseries owned by the Portland Nurseries Group. This survey was carried out by the Portland Nurseries Group and provides a snapshot of car park use by staff. Using this information, it is possible to calculate the staff demand for parking at the proposed nursery. There will be 19 staff members at the proposed nursery and as such, the staff numbers are comparable to the average staff numbers for the other nurseries and as such we can predict that the demand for staff parking will be approximately 3 spaces, i.e. less than half the maximum standards quoted by KCC above. As illustrated in general the numbers of staff using the one site car parking are low for a number of factors including staff using more sustainable measures for travel.

Table 1.1 – Staff Demand for Parking

Nursery	Av. Number of staff	Car park spaces	Staff using space
Oakwood	28	18	4
Portland House	25	11	0
Harlequin	11	8	5
Holly Bank	13	6	1
Average	19.25	10.75	2.5
Proposed	19	12	3

As part of these surveys average duration of stay was recorded at Portland House Nursery, the results of which are shown in **Table 1.2** below. This concluded that the average duration of stay is short, under 2 minutes and that within any 15 minutes period there is a quick turnover of vehicles in the car park.

Table 1.2 – Average duration of stay

Location	Nursery Car Park	
	In	Out
Time Period		
0801-0815	10	10
0816-0830	10	7
0831-0845	16	20
0846-0900	8	9
08:00-09:00	44	46
1600-1615	5	0
1616-1630	7	4
1631-1645	9	13
1645-1700	8	7
1600-1700	29	24

Even if it is assumed that the duration of stay is a more robust 5 minutes if this quick turnover of parking is applied to the proposed parking provision of 16 spaces (19 spaces minus the assumed 3 for staff), this would equate to a maximum car parking capacity of 192 vehicles per hour. As has been established in the Transport Assessment, the development proposals are anticipated to generate 98 two-way trips in the AM peak hour and 65 two-way trips in the PM peak hour, and, therefore, demand would not exceed the capacity of the car park.

It should also be noted that positive discussions have taken place with a local business. Balooshai Indian restaurant is less than 0.2 miles from our site, as shown in **Figure 1** and have

confirmed they will allow nursery staff to use their car park. The restaurant opens at 5pm and the owners are happy for staff to use their car parking facilities until then. Based on staff rotas for a similar sized nursery at Oakwood House, 10-14 staff who would finish work before 5.00pm and therefore the restaurant car park has enough spaces for staff to park there, if required.



Figure 1 – Location of additional car parking capacity



Several verbal discussions have taken place with the owners of the restaurant and at present written confirmation is awaited. Once this confirmation has been received it will be emailed to the relevant KCC officers.

Visibility – Vehicular from access

KC comments

"Presently, the visibility from the site to the left onto Old Turnpike is substandard, and whilst the entrance is to be widened and a new retaining wall constructed to improve this matter, no dimensions of the new visibility splays have been provided".

Speed Surveys

An independent speed survey was conducted using an ATC, on Old Turnpike as it passes the site (Tuesday 7th May 2019). The road is subject to a 30mph speed limit as it passes the site, and as such, visibility of 43m in either direction might be required. Based on the speed survey however, it was demonstrated that visibilities of 26m to the left and 40m to the right along North Eastgate, are appropriate. A Visibility Technical Note can be found in **Appendix A** of this note and contains a drawing showing the visibility splays in accordance with the speed survey.



Visibility - Pedestrian from crossing point

KC requested Visibility from the crossing point for pedestrians, demonstrated on a plan.

This can also be found in **Appendix A**. Whilst it is acknowledged that this is not an ideal location, it is limited by the nature of the highway network surrounding the development and represents the best location available.

Additional Comments

The nursery will operate a safe entrance and exist system for parents and children ensuring child safeguarding is maintained at times. The nursery site is secure and the gated access ensures there is control over parents entering and children exiting.

Junction assessments, which included queue length predictions, were carried out as part of the Transport Assessment and indicated that the proposed nursery would not result in a severe impact upon the highway network.

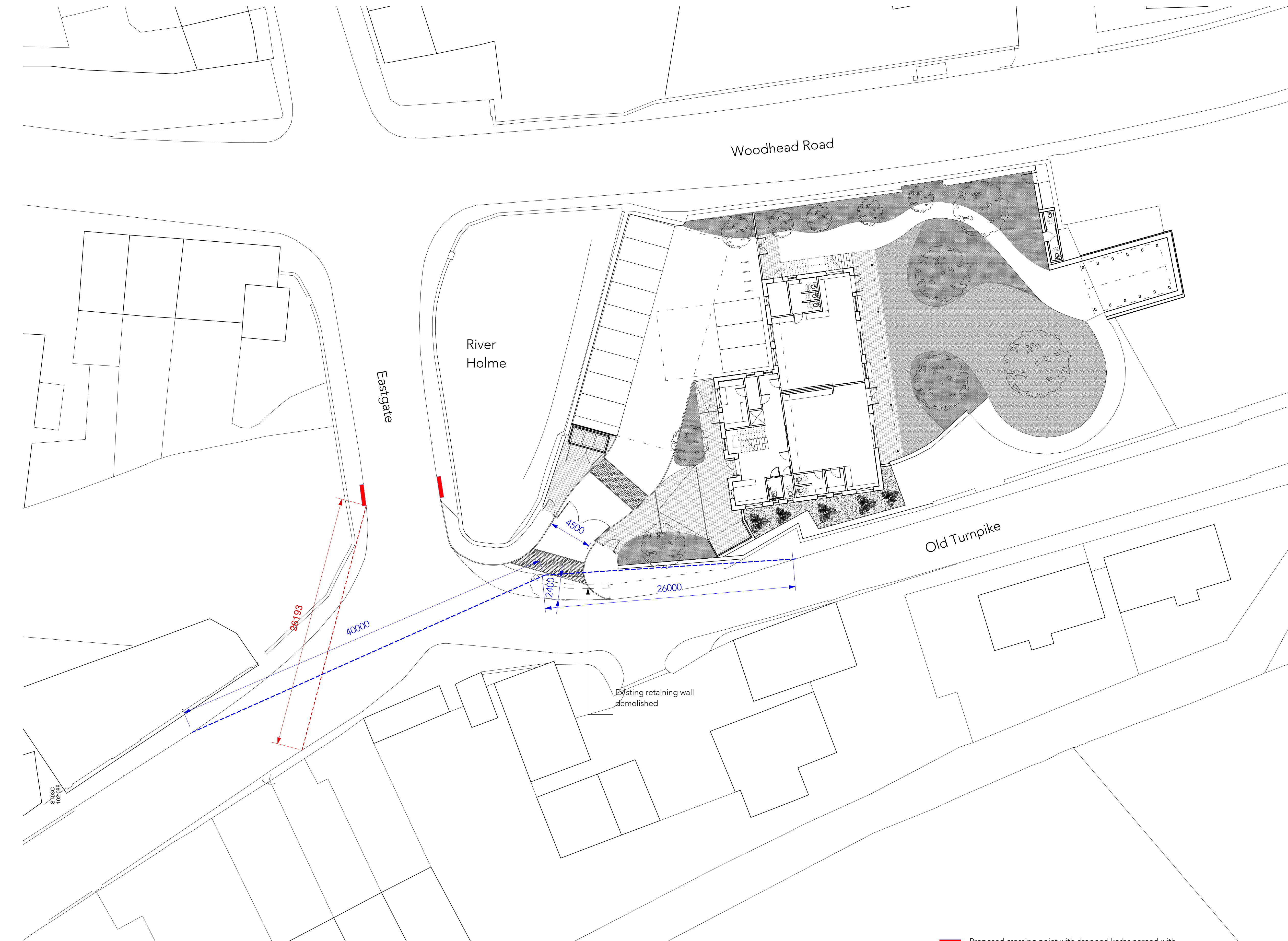
Summary

The Technical Note responds to and sufficiently address the outstanding highways matters raised by KC. As such there should be no highways reasons why the development should not be granted consent.

Appendix A

Visibility

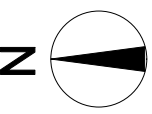




1 611_Proposed Site Plan with Visibility Splays



- Proposed crossing point with dropped kerbs agreed with Mark Berry in principal in May 2019.
- Proposed Visibility Splay to meet requirements set out by speed monitoring study provided by TPS. See technical note: P1246.20190530.Visibility Technical Note



- Ownership Boundary
- Development Boundary

+XXX.XX Proposed Levels

NOTE: plans to be read in conjunction with proposed elevations and sections. See drawings 611_P010, P015-16.

For more information on the ground floor plan see drawings 611_P003

Refer to Rutter Johnson Highways Design drawing for proposed parking levels. See drawing 19022-D100 Rev B_Highway layout

NOTE: To be read in conjunction with the Visibility Splay Technical Note provided by TPS - P1246.20190530.Visibility Technical Note

02/03/2020 A/visiorIssued for planning

Do not scale from drawings
Confirm all dimensions on site prior to manufacture
Confirm discrepancies with Architect prior to proceeding
Refer to all Engineers' documentation

job no.	notes	job title
611	Portland Nurseries Honley Bridge Depot, Eastgate, Honley, Holmfirth, HD6 6PA	
date	dwg. title	
09.01.20	Proposed Visibility Splays	
EB	checked	Client: Portland Nurseries
JM	drawn	Scale: 1:200 @ A1 /
	dwg. no.	rev. no.
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PLANNING

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