

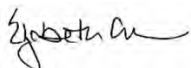
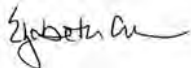
**Land adjacent Cliffe Farm
Burn Road, Birchencliffe, Huddersfield
Proposed Residential Development
Transport Statement**

February 2020

Prepared on behalf of

Mrs J Carter

Quality Management

Land adjacent Cliffe Farm, Burn Road, Birchencliffe, Huddersfield - Transport Statement Project No: 18103-P1				
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Signature				
Checked by	Martin Whittaker	Martin Whittaker		
Signature				
Authorised by	Elizabeth Green	Elizabeth Green		
Signature				

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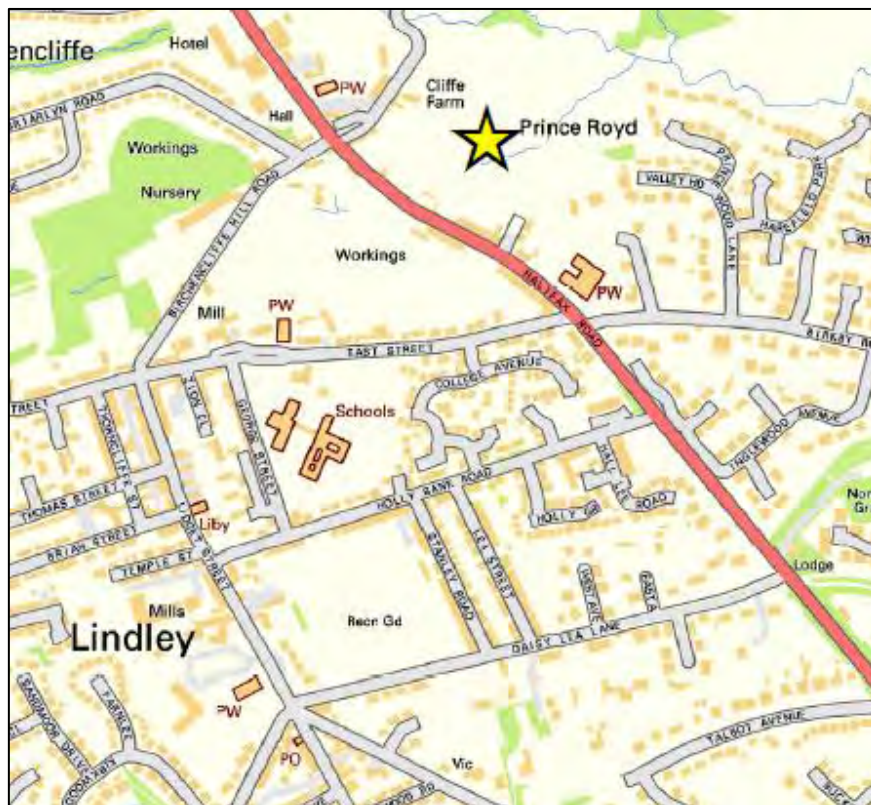
1. Introduction

1.1 INTRODUCTION

1.1.1 Optima Highways and Transportation Consultancy Ltd (Optima) has been appointed by Mrs J Carter to prepare a Transport Statement (TS) that considers the highways and transportation matters associated with a proposed residential development of up to 39 dwellings on land adjacent to Cliffe Farm on Burn Road in the Birchencliffe area of Huddersfield. Huddersfield lies within the administrative area of Kirklees Council (KC).

1.1.2 The site location in relation to the local highway network and facilities is shown in Figure 2 (Figure 1 shows the location of the Site in a wider context) with an extract shown in Image 1.1.

Image 1.1 Site Location



1.2 BACKGROUND

1.2.1 The Site is part of a larger area of land for which outline planning approval was granted for up to 190 dwellings (KC planning ref: 2014/93039). Subsequently, Harron Homes submitted a full planning application for 95 dwellings on two areas of land, one immediately to the north of the Site (southern parcel) and the other to the north-west off Yew Tree Road (northern parcel), that was granted permission on 20th October 2017 (KC planning ref: 2017/90180). The Site lies immediately to the south of the southern parcel of the Harron Homes development.

1.2.2 Kirklees Council's Local Plan was adopted on 27th February 2019, including the Allocations and Designations document. This Site and the Harron Homes sites are part of a housing allocation; HS35 - Land east of Halifax Road, Birchencliffe, Huddersfield.

1.2.3 The Local Plan allocation considers that the entire site has an indicative capacity of 243 dwellings and the reports required to accompany a planning application include a Transport



Assessment and Travel Plan. Transport Assessments and Travel Plans were prepared to accompany both the planning applications referred to above.

1.2.4 As the Site currently under consideration represents only a small part of the overall allocation and dwelling numbers it is considered that a Transport Statement (TS) is appropriate to set out the highways and transportation matters associated with the Site and within the wider picture.

1.3 SCHEME PROPOSAL AND SCOPE OF REPORT

1.3.1 This TS has been prepared to accompany an outline planning application for the construction of up to 39 dwellings and associated works. All other matters are reserved for later determination.

1.3.2 The report has been prepared in accordance with the Department for Communities and Local Government (DCLG) 'National Planning Practice Guidance' published in 2014 which supersedes the Department for Transport (DfT) and DCLG's 'Guidance on Transport Assessment' (GTA) document. Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF) as well as the adopted Kirklees Local Plan.

1.3.3 This report sets out the transport impacts relating to the development proposals and identifies what measures have been identified and are being implemented to accommodate these impacts as part of the wider allocation and extant planning permissions. The TS considers the sustainability and accessibility of the site, reviewing the provision and quality of facilities and connections to and from the surrounding areas. The document structure is as follows:

- Section 2 – describes the Site and existing transport conditions including access by all modes of transport;
- Section 3 – defines the development proposals including the likely trip generation and distribution on to the local highway network based on that for the adjacent Harron Homes development. Section 3 also provides details of the off-site highway improvements consented as part of the Harron Homes development; and
- Section 4 – summarises and concludes the Transport Statement.



2. Existing Conditions

2.1 INTRODUCTION

2.1.1 The section describes the location of the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. The section also includes a review of recent personal injury collision data and describes the existing local facilities in the vicinity of the Site.

2.2 EXISTING SITE

2.2.1 As identified in Chapter 1, the Site, which is currently undeveloped greenfield land, is situated to the east of Burn Road immediately to the south of the southern parcel of the consented Harron Homes development. The Site wraps around Cliffe Farm which fronts on to Burn Road and is bound to the south and east by a belt of trees. The location of the Site in relation to its immediate surroundings is shown in Figure 2.

2.2.2 In the wider context, the Site is situated on the urban fringes of Huddersfield approximately 3.5 km north-west of the Town Centre and close to the Local Centre of Birchencliffe. The location of the Site in relation to the wider surroundings is shown in Figure 1.

2.3 EXISTING LOCAL HIGHWAY NETWORK AND CONSENTED IMPROVEMENTS

2.3.1 Burn Road runs in a generally north to south direction from Grimescar Road to A629 Halifax Road. Part way along its length Burn Road crosses Yew Tree Road. Burn Road meets Grimescar Road at a simple priority T junction and, to the south, traffic on Burn Road has priority over that on Yew Tree Road.

2.3.2 As part of the Harron Homes development, a Traffic Management Scheme has been implemented on Burn Road. The scheme provides the access into the southern parcel of the Harron Homes development by diverting the existing Burn Road alignment into the development. Traffic is prevented travelling southbound on the remaining section of Burn Road by the introduction of a short stretch of one-way only. To the south of the section of one-way only, Burn Road remains two-way allowing the existing properties at the southern end of Burn Road to use the junction to access and egress Burn Road from A629 Halifax Road.

2.3.3 Yew Tree Road, to the west of Burn Road, also provides access to A629 Halifax Road at a simple priority cross road junction and continues on the other side of Halifax Road. On A629 Halifax Road there are a ghost island right turn holding lanes for traffic turning right into both arms of Yew Tree Road.

2.3.4 Grimescar Road, to the west, runs into A643 Brighouse Road which runs from Ainley Top to the south west to Rastrick and then Brighouse to the north east, passing under the M62 Motorway. Grimescar Road to the east winds its way into Halifax Old Road which runs in a southerly direction and joins A641 Bradford Road. A641 Bradford Road is a key radial route into Huddersfield to the south and Brighouse to the north.

2.3.5 A629 Halifax Road is another key radial route into Huddersfield, running from Ainley Top to the north west into Huddersfield to the south east. Junction 24 of the M62 Motorway is also accessed at Ainley Top as is A629 Calderdale Way which runs to the north to Elland and then Halifax.

2.4 EXISTING PEDESTRIAN/CYCLE FACILITIES

2.4.1 There is a footway on the western side of Burn Road which leads from the Site access south to A629 Halifax Road. Pedestrians can also walk from Burn Road to A629 Halifax Road via Rock Road



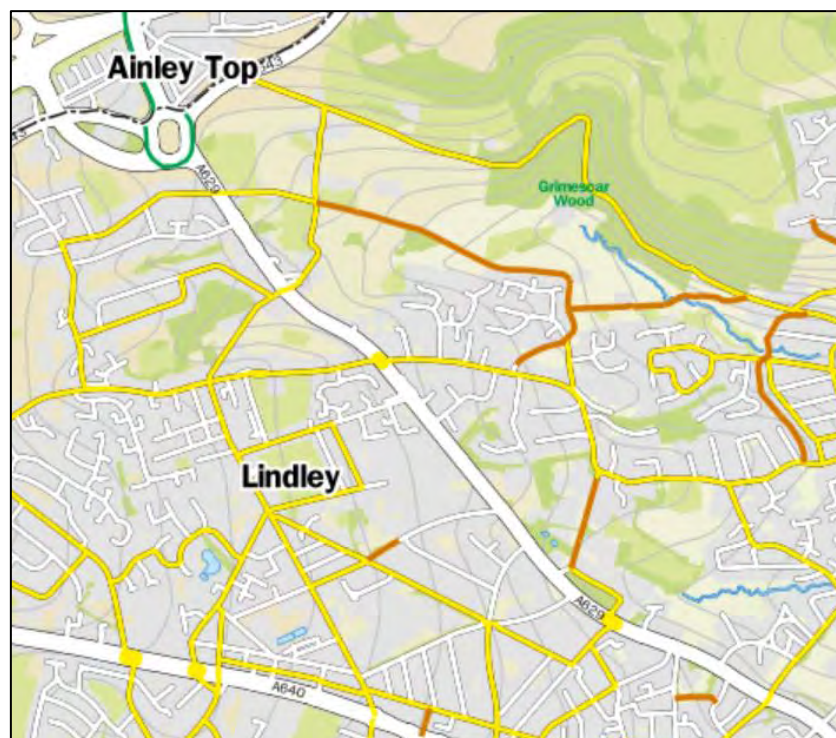
which provides a more direct route to the Huddersfield bound bus stop on Halifax Road. To the north there is a footway on the eastern side up to the junction with Grimescar Road with intermittent lengths of footway to the western side. There are no footways on Grimescar Road.

2.4.2 There are footways of varying widths on both sides of A629 Halifax Road in the vicinity of its junction with Burn Road. PRow Footpath HUD/399/10 crosses the Site and comes out on to Burn Road to the west. To its north east end, HUD/399/10 connects into PRow Byway HUD/396/40.

2.4.3 The Kirklees Way is a 73 mile (118 km) long circular walking route around Kirklees. It routes close to the Site along Yew Tree Road and uses PRow Byway HUD/396/40 leading which extends eastwards as an un-surfaced track from the Yew Tree Road/Burn Road junction leading into PRow Byway HUD/396/30. The Byway permits access to all traffic but is predominantly used by pedestrians, horse riders and cyclists – it is not a suitable use for all types of motorised vehicle.

2.4.4 The West Yorkshire Interactive Cycle Map indicates that Grimescar Road, Yew Tree Road between Burn Road and A629 Halifax Road and Burn Road are advisory cycle routes. These lead into a network of other advisory routes leading towards Huddersfield Town Centre. An extract from the map is shown in Image 2.1 below with the advisory cycle routes shown in yellow and rough bridleway/cycle tracks shown in brown.

Image 2.1 Cycle Routes in the vicinity of the Site



2.5 EXISTING BUS SERVICES/FACILITIES

2.5.1 There is a pair of bus stops provided on A629 Halifax Road close to the junction with Burn Road. These stops are used by the 503 Halifax – Huddersfield service. The Huddersfield bound bus stop is provided with a shelter and timetable information as well as with raised DDA compliant kerbs. The Halifax bound bus stop has a pole with timetable information and raised DDA compliant kerbs.



2.5.2 In addition to the 503 Service there is the 343 Huddersfield - Halifax service which uses Yew Tree Road, Burn Road (north) and Grimescar Road. The closest stops to the Site are on Yew Tree Road. These stops have poles and timetable information.

2.5.3 A summary of the existing bus services is provided in Table 2.1. The table shows the maximum frequencies (i.e. daytime) along with the overall times of operation.

Table 2.1 Existing Bus Services

Service	Route	Days of Operation	Max. Frequency in each direction	Time of operation
343	Halifax - Elland - Blackley - Lindley - Huddersfield Royal Infirmary - Huddersfield	Mon-Fri	1 per hour	06:29 – 18:15
		Sat	1 per hour	07:43 – 17:50
		Sun	No service	No service
503	Halifax - Elland - Huddersfield	Mon-Fri	6 per hour	06:12 – 23:13
		Sat	5-6 per hour	06:19 – 23:30
		Sun	2 per hour	07:05 – 23:13

2.5.4 The existing bus services provide connections to Halifax, Huddersfield, Elland and other local district centres. Further connections within the region and beyond are available from these interchange destinations.

2.5.5 During the weekday and Saturday, the 503 and 343 services combine to provide a total of up to 14 two-way buses per hour during peak periods. On a Sunday these services combine to provide an overall hourly frequency of 4 buses per hour two-way.

2.6 ACCESSIBILITY ON FOOT AND BY CYCLE

2.6.1 The accessibility of the Site has been assessed previously as part of the outline planning application for the larger area of land of which it is part of (KC planning ref: 2014/93039). This previous assessment demonstrated that the wider site is in a sustainable location which will encourage trips by other modes than the private car.

2.6.2 There are several measures proposed as part of the consented development that will positively influence trips on foot. These include:

- The provision of a new 2m wide footway along the site frontage of the northern parcel on Yew Tree Road;
- The removal of southbound 'through' traffic over the last 125m or so of Burn Road; and
- A direct footway connection to Burn Road along the frontage of the southern parcel.

2.6.3 The DCLG and DfT residential design guide 'Manual for Streets' (MfS), March 2007, advises at para. 4.4.1 that *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot."* However, this is not regarded as an upper limit in MfS and reference is also made to walking offering *"the greatest potential to replace short car trips, particularly those under 2 km."*

2.6.4 The acceptability of walking trip up to 2km (an approximate 25 minute walk time) is also supported within the Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot', which gives a range of acceptable walking distances depending on purpose. This document sets out suggested acceptable walking distance by journey type and, for commuting / school journeys, these are:



- Desirable walking distance: 500m;
- Acceptable walking distance: 1000m; and
- Preferred maximum walking distance: 2000m

2.6.5 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years respectively.

2.6.6 There is a Tesco Express on A629 Halifax Road approximately 550m walking distance from the Site and closer at around 200m walking distance is a Co-op Petrol Station which has a food and grocery store. There is a pelican crossing on A629 Halifax Road adjacent the Co-op Petrol Station which provides a safe crossing point to and from the Tesco Express.

2.6.7 Lindley Local District Centre with its various shops and services including a pharmacy, opticians, library and information centre, newsagent, convenience shops including off-licence, butcher, baker, cafes and bars is some 700m walking distance from the Site. Lindley Post Office and Sainsbury's Local are about 1km away.

2.6.8 Lindley Church of England Infant School and Lindley Junior School are some 900m walking distance from the Site and the nearest secondary school is Salendine Nook High School which is some 2.2km walking distance from the Site.

2.6.9 An acceptable and comfortable cycling distance for general cycling trips is considered to be up to 5km as advised in Local Transport Note 2/08 published by DfT and the same guidance also refers to commuting cycle trips of up to 8km.

2.6.10 Huddersfield, Elland, Brighouse and Halifax Town Centres all lie within 8km of the Site with Huddersfield and Elland being well within 5km of the Site. Therefore, there are significant employment opportunities within an acceptable cycle journey from the Site.

2.6.11 It is therefore concluded that the Site is provided with good accessibility for journeys on foot and by cycle to a range of services and facilities as well as employment and education.

2.7 ACCESSIBILITY BY PUBLIC TRANSPORT

2.7.1 The CIHT document, 'Buses in Urban Developments', January 2018, contains updated guidance on the maximum walking distances to bus stops and, for single high frequency routes (every 12 minutes or better) suggests that the maximum walking distance to a bus stop should not exceed 400m.

2.7.2 The Huddersfield bound bus stop on A629 Halifax Road served by the 503 Halifax - Huddersfield is just over 300m from the Site with the Halifax bound stop being a lesser distance. These stops offer the more frequent services and the stops on Yew Tree Road with the hourly service are some 450m from the Site.

2.7.3 From the high frequency stops on A629 Halifax Road indicative peak hour journey times (estimated from existing timetable information) to the following destinations are as follows:

- Huddersfield – 18 minutes;
- Elland – 10 minutes; and
- Halifax – 40 minutes

2.7.4 Once in Huddersfield and Halifax there are opportunities for transfer to rail and Huddersfield Railway Station is also an acceptable cycling distance from the Site.



2.7.5 It is therefore concluded that the Site is provided with very good accessibility by public transport.

2.8 COLLISION DATA

2.8.1 Personal injury collision data has been obtained for the highway network in the vicinity of the Site for the 5 year period prior to 22nd September 2019.

2.8.2 The study area includes Grimescar Road between and including its junctions with A643 Brighouse Road and Burn Road, Burn Road from its junction with Grimescar Road to and including its junction with A629 Halifax Road, Yew Tree Road between and including its junctions with A629 Halifax Road and Burn Road and A629 Halifax Road between its junctions with Yew Tree Road and Burn Road. The collision data is contained at Appendix A.

2.8.3 Within the study area and over the five year period, there has been a total of 10 personal injury collisions, all of which have been classified as slight in severity. Nine of the collisions occurred on A629 Halifax Road with the remaining collision occurring at the junction of A643 Brighouse Road and Grimescar Road.

2.8.4 The majority of the collisions have occurred at junctions or accesses on A629 Halifax Road but there appears to be no particular pattern to the incidents. Two of the collisions involved pedestrians, one of which was struck by a vehicle rolling off a private drive following the brakes failing.

2.8.5 There is nothing to suggest that road geometry was the cause of any of the collisions and, given the very low traffic generation from the Site, it is unlikely that there will be any adverse impact on road safety as a result of the proposals.



3. Development Proposals

3.1 INTRODUCTION

3.1.1 This section of the Transport Statement sets out the details of the proposed development, including the access arrangements. Using the trip rates agreed at the time of the Outline and Full planning applications for the wider site, it sets out the likely peak hour traffic generation for the Site.

3.1.2 The nearby highway improvements and alterations that have already been approved as part of previous related planning applications are also described within this section and it is confirmed that travel planning will be dealt with as part of the wider development proposals.

3.2 SITE LAYOUT

3.2.1 The suggested site layout is shown on the Farrar Bamforth Associates Ltd drawing no 18D04-0701-P11 contained at Appendix B. The current proposals, as shown on the proposed site layout, are for some 35 dwellings, a mixture of detached and semi-detached. The details of the dwellings along with final numbers (up to 39) will be fully agreed at Reserved Matters / Full Application stage.

3.2.2 As already identified, PRoW Footpath HUD/399/10 crosses the Site and this will be retained on its current alignment.

3.3 ACCESS ARRANGEMENTS

3.3.1 Most of the dwellings on the Site will be accessed from the consented vehicular access arrangements for the southern parcel of the Harron Homes development as shown on the Optima Highways drawing no 12074/GA/05 Rev D, a copy of which is contained at Appendix C.

3.3.2 The southern parcel of the Harron Homes development has a further point of access to the north off Burn Road and therefore this southern access runs directly into the Site with a simple priority junction from the access road into the southern end of the Harron Homes development. This arrangement is illustrated on the Farrar Bamforth Associates Ltd drawing contained at Appendix B.

3.3.3 The Estate Road arrangement with a 5.5m wide carriageway and a 2.0m footway to one side and 600m wide service strip to the other side will provide direct access into some 10 dwellings and will lead into a shared surface Mews Court where a turning head will be provided for refuse collection and other servicing. A further 12 no dwellings will be served from the Mews Court. From each end of the turning head a private drive will serve up to 5 no dwellings. Three of the dwellings will be accessed directly from Burn Road to the south of No. 10.

3.3.4 Pedestrian access from the Site is provided either along PRoW Footpath HUD/399/10 or via the vehicular access on to Burn Road. Cycle access is via the vehicular access although it is allowable to wheel cycles along the PRoW.

3.4 SERVICING

3.4.1 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 45m of the ground floor of all dwellings as specified within the Building Regulations, Access to and use of buildings: Approved Document M (and as referred to in Manual for Streets).

3.4.2 The turning head provided within the Mews Court will provide sufficient space for a refuse and other service vehicle to turn, allowing the vehicle to enter and leave the Site in forward gear.



3.5 PARKING

3.5.1 Kirklees Local Plan Strategy and Policies document, adopted 27th February 2019, covers Parking in Section 10.4 where it sets out Policy LP 22 Parking and the justification around this policy. The policy states that *“car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of development, local car ownership levels and the type, mix and use of the development”*. Within the Local Plan there are however no specific standards for parking provision in development.

3.5.2 Kirklees Council has a Highways Development Delivery Planning Pre-Application and Application Advice Note which does contain car and cycle parking standards as follows:

- 2 – 3 bedroom dwelling: 2 spaces
- 4 + bedroom dwelling: 3 spaces
- 1 visitor space per 4 residential units
- 1 cycle space per residential unit (desirable)

3.5.3 Specific parking provision is not as yet specified as the application is in outline only. However, each plot is shown with an indication of space for at least two cars. All adopted internal roads have been designed to a width of 5.5m and therefore visitor parking can take place on the internal carriageways.

3.5.4 Subject to final design, all dwellings may have direct access to a garage, allowing secure cycle storage to be provided, otherwise this can be provided within a secure outbuilding. It is expected that electric vehicle charging points will be provided at every dwelling.

3.6 TRAFFIC GENERATION

3.6.1 The Outline planning approval granted in 2015 for 190 units was based in part on information provided within the Transport Assessment submitted with that application and this was further relied upon at the time of the Full planning application for 95 dwellings, subsequently approved on 20th October 2017 (KC planning ref: 2017/90180).

3.6.2 The AM and PM peak hour trip rates approved as part of the transport assessment work carried out for both the outline and full planning applications are shown in Table 3.1 and Table 3.2 shows the resultant traffic generation for up to 39 dwellings.

Table 3.1 Consented AM and PM Total Vehicular Weekday Trip Rates

Period	Arrivals	Departures	Total
AM Peak Hour (0800-0900)	0.175	0.523	0.698
PM Peak Hour (1700-1800)	0.453	0.270	0.723

Table 3.2 AM and PM Total Vehicular Trip Generation (up to 39 units)

Period	Arrivals	Departures	Total
AM Peak Hour (0800-0900)	7	20	27
PM Peak Hour (1700-1800)	18	10	28



3.6.3 This level of traffic generation is already included as part of the Outline planning permission for 190 dwellings and, in any case the levels of traffic predicted would be indiscernible over and above the usual daily fluctuations in traffic flow on the highway network.

3.6.4 The off-site impact of the Outline planning application proposals for 190 units was assessed in detail and the highway improvements necessary in order to mitigate against the impact of the development was agreed with the Kirklees Council Highway Officers. 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.

3.7 TRAVEL PLANNING

3.7.1 The planning permission for the Harron Homes scheme secures a Full Residential Travel Plan by both condition and Section 106 Agreement, and it has been agreed in principle with both Kirklees Council and Harron Homes that the Travel Plan and arrangements for the Harron Homes scheme will also cover this development.

3.7.2 This will therefore allow this smaller site to accord with the details of the Local Plan allocation for the overall site within which it is stipulated that a Travel Plan is required.

3.8 CONSENTED OFF-SITE HIGHWAY IMPROVEMENT WORKS

3.8.1 A number of highway improvement works on the local network were agreed as part of the Outline application to assist vehicular access to the proposed allocation. These works were detailed in Condition 25 of the outline application decision notice and are being provided as part of the subsequent Harron Homes development.

A629 Halifax Road/Yew Tree Road Junction

3.8.2 A visibility splay improvement for vehicles exiting from Yew Tree Road on to A629 Halifax Road is being provided.

Burn Road/Grimescar Road Junction

3.8.3 A visibility splay improvement for vehicles exiting Burn Road on to Grimescar Road is being provided.

A643 Brighouse Road/Grimescar Road Junction

3.8.4 A geometry improvement in order to allow HGV traffic to enter and exit Grimescar Road safely without overrunning the footway/verge is being provided.

Yew Tree Road Corridor Improvements

3.8.5 Improvements to widen the carriageway to a minimum of 4.8m (width for an HGV to pass a car) along Yew Tree Road are being provided and as well as the provision of a 2m wide footway along the frontage of the Harron Homes development northern parcel.



4. Summary and Conclusions

4.1 SUMMARY

4.1.1 This Transport Statement has been prepared by Optima to consider the highways and transportation matters associated with a proposed residential development for up to 39 dwellings on land adjacent to Cliffe Farm on Burn Road in the Birchencliffe area of Huddersfield.

4.1.2 The Site is part of a larger area of land for which Outline planning approval was granted for up to 190 dwellings (KC planning ref: 2014/93039). Subsequently, Harron Homes submitted a Full planning application for 95 dwellings on two areas of land, one immediately to the north of the Site (southern parcel) and the other to the north-west off Yew Tree Road (northern parcel), that was granted permission on 20th October 2017 (KC planning ref: 2017/90180). The Site lies immediately to the south of the southern parcel of the Harron Homes development.

4.1.3 Vehicular access into the Site will be taken from the consented vehicular access arrangements for the southern parcel of the Harron Homes development. The southern parcel of the Harron Homes development has a further point of access to the north off Burn Road and therefore this southern access runs directly into the Site with a simple priority junction from the access road into the southern end of the Harron Homes development.

4.1.4 Pedestrian/cycle access to the Site will also be gained from the same junction off Burn Road and this will connect into existing and improved infrastructure in the local area. PRow Footpath HUD/399/10 crosses the Site and will be retained on its current alignment, this will provide an alternative access for pedestrians and an opportunity for cyclists to wheel their cycles on to Burn Road by this alternative route.

4.1.5 This report has demonstrated that the Site is accessible by other modes of transport to the private car; on foot, by cycle and public transport to a wide range of local facilities and employment opportunities.

4.1.6 The planning permission for the Harron Homes scheme secures a Full Residential Travel Plan by both condition and Section 106 Agreement, and it has been agreed in principle with both Kirklees Council and Harron Homes that the Travel Plan and arrangements for the Harron Homes scheme will also cover this development.

4.1.7 A review of personal injury collision data has been undertaken for the local study area and this has shown that there are no specific road safety concerns.

4.1.1 The traffic generation that would be expected from a development of up to 39 dwellings has been set out and it is noted that this level of traffic generation is already included as part of the Outline planning permission for 190 dwellings and, in any case, the levels of traffic predicted would be indiscernible over and above the usual daily fluctuations in traffic flow on the highway network.

4.1.2 The off-site impact of the Outline planning application proposals for 190 units was assessed in detail and the highway improvements necessary in order to mitigate against the impact of the development was agreed with the Kirklees Council Highway Officers. 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. These highway improvements are being provided as part of the Harron Homes development.



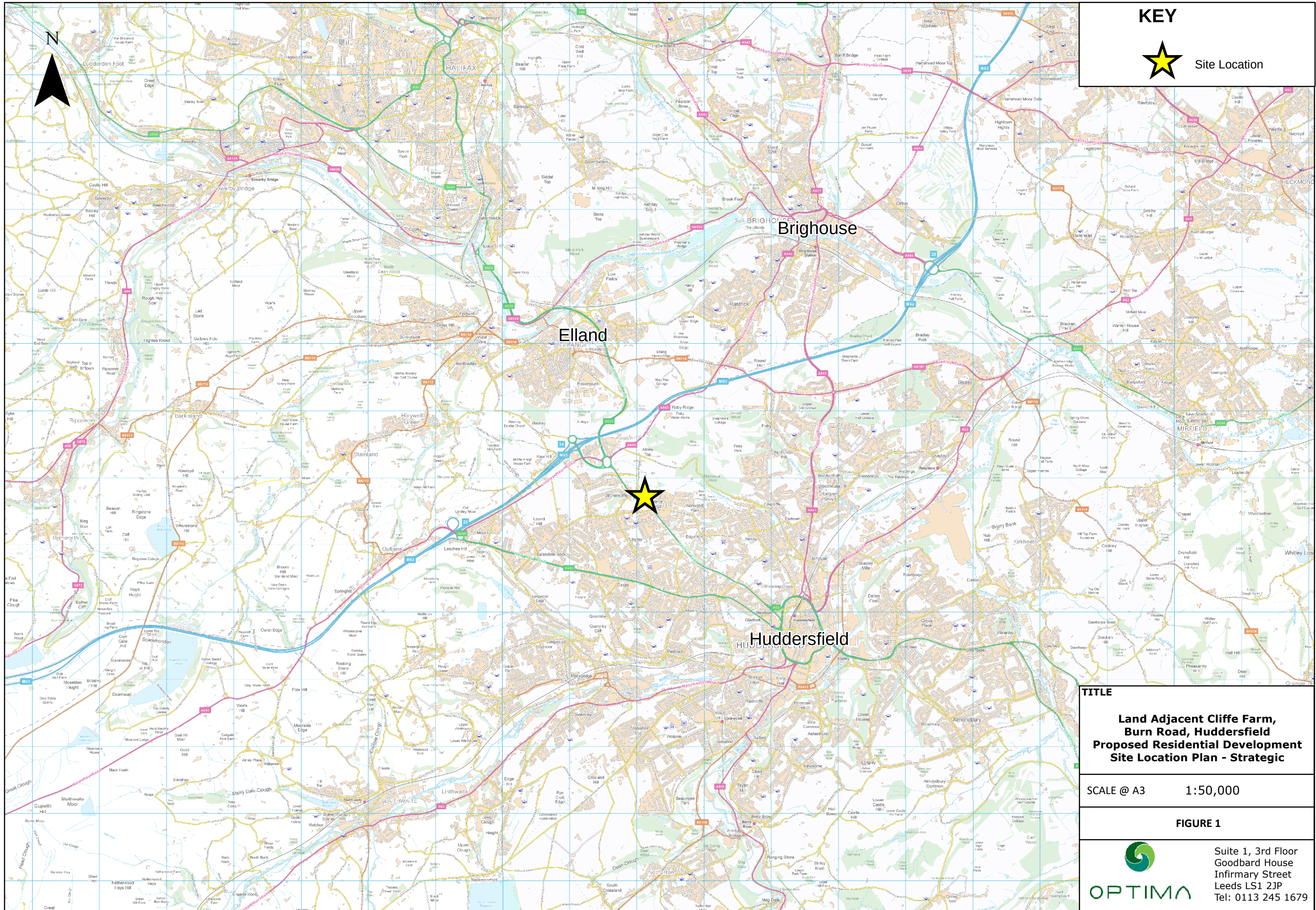
4.2 CONCLUSIONS

4.2.1 Given the work carried out previously in relation to the proposed allocation and latterly for the Harron Homes development along with the updated considerations within this Transport Statement, it is concluded that there are no highway or transport related issues that would prevent the proposed residential development from being granted outline and subsequently full planning consent.



Figures





KEY

 Site Location

TITLE

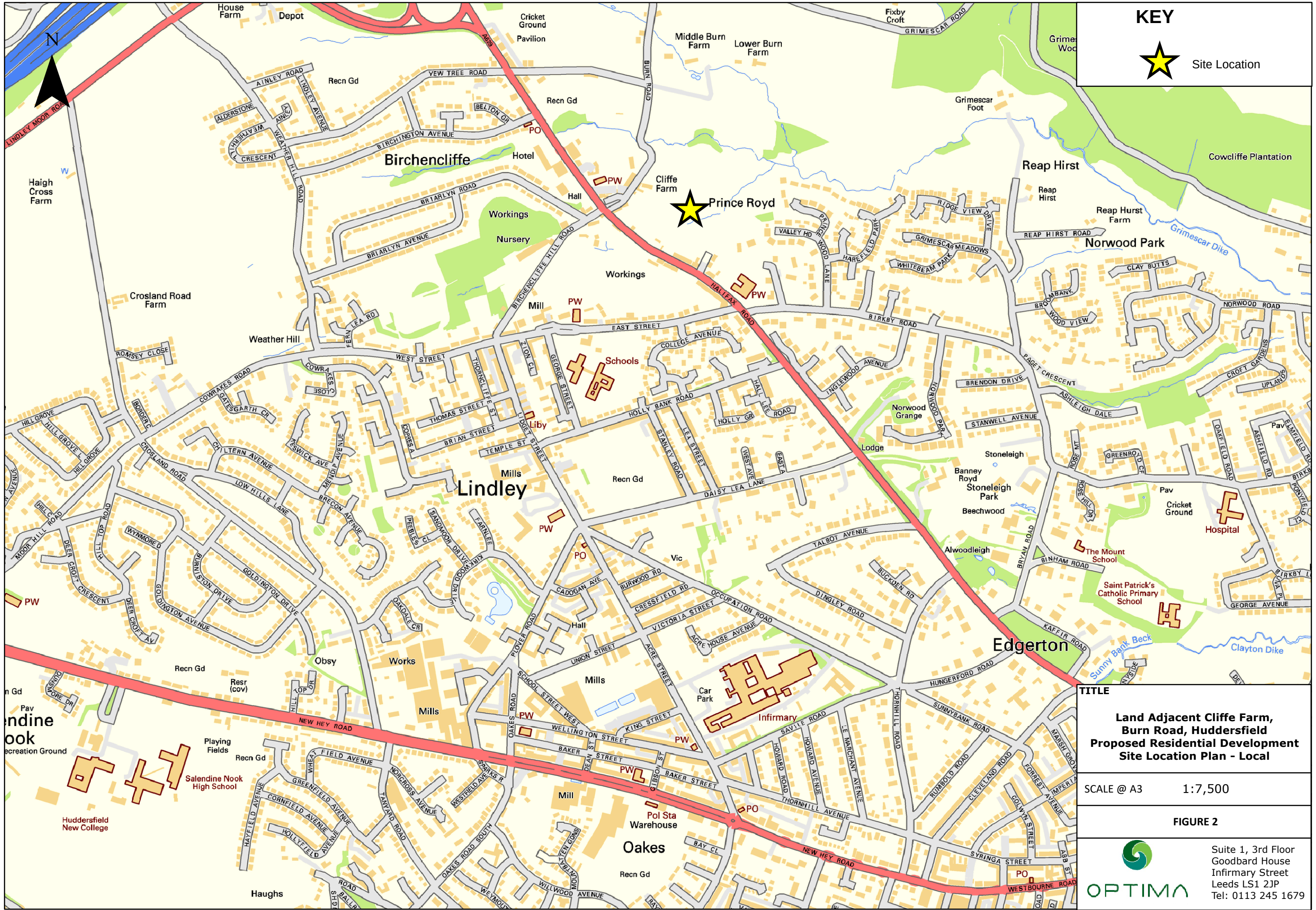
**Land Adjacent Cliffe Farm,
Burn Road, Huddersfield
Proposed Residential Development
Site Location Plan - Strategic**

SCALE @ A3 **1:50,000**

FIGURE 1



Suite 1, 3rd Floor
Goodbard House
Infirmay Street
Leeds LS1 2JP
Tel: 0113 245 1679

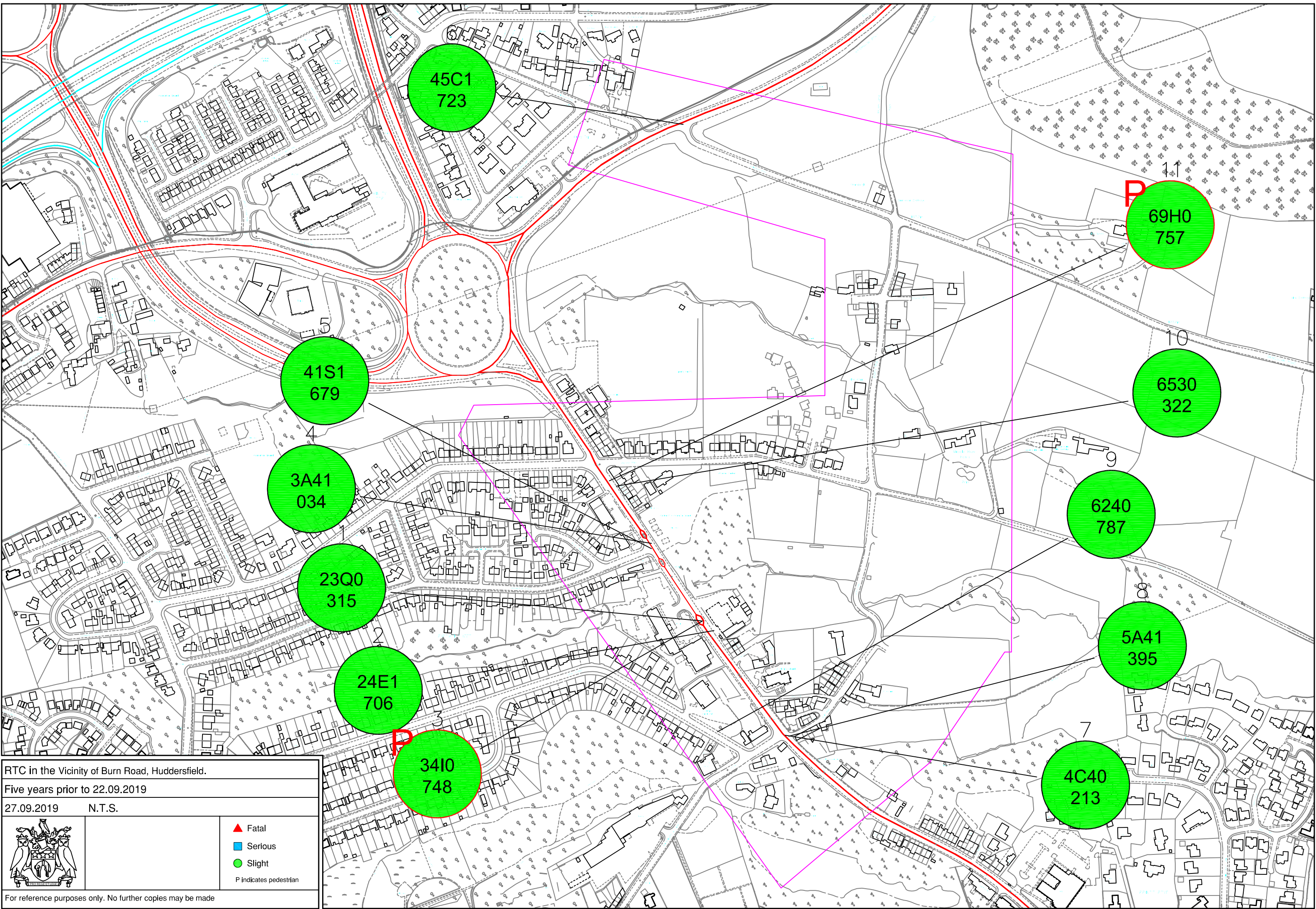


Appendices



Appendix A Personal Injury Collision Data





RTC in the Vicinity of Burn Road, Huddersfield.

Five years prior to 22.09.2019

27.09.2019 N.T.S.

▲ Fatal

■ Serious

● Slight

P indicates pedestrian

For reference purposes only. No further copies may be made

Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

23Q0315 SLIGHT 26/03/2015 C 08:30 411833 / 418875 A629 Halifax Road

Vehicle 1 travelling towards Huddersfield in line of traffic, slows to a stop. Vehicle 2 following behind V1 does not stop in time and collides with rear of V1 at low speed, causing minor damage to both vehicles. Driver and rear seat passenger of V1 sustain minor whiplash injury. Both went to hospital for check up.

Vehicles			From	To	Driver	Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Taxi	Going ahead other	E	W	Male	59	Not contacted	1	Driver/Rider	SLIGHT	1	Male	59
2	Car	Going ahead other	E	W	Female	-1	Not contacted	2	Passenger	SLIGHT	1	Female	35

Contributory Factors

Failed to look properly V002 V.likely Fail to judge other person path or speed V002 V.likely

24E1706 SLIGHT 14/04/2015 C 14:30 411847 / 418864 Junction of A629 Halifax Road Huddersfield and Forecourt Sheel Garage

THIS COLLISION INVOLVES TWO VEHICLES , V1 A MOTOR CAR V2 A PEDAL CYCLE , NO DAMAGE ,SLIGHT INJURY TO PEDAL CYCLIST V1 IS EXITING FORECOURT OF SHELL PETROL STATION ONTO HALIFAX ROAD BIRCHENCLIFFE HUDDERSFIELD V2 IS BEING RIDDEN ON PAVEMENT TOWARDS HUDDERSFIELD DRIVER OF V1 WAITS FOR CYCLIST TO PASS ON PAVEMENT , THEN MOVES OFF AS BIKE PASSES REAR OF VEHICLE TURNING LEFT INTO HALIFAX ROAD AND CLIPPING REAR OF THE BIKE WITH NEARSIDE REAR CYCLIST IS KNOCKED OFF BIKE SUSTAINING SLIGHT INJURIES V1 FTS

Vehicles			From	To	Driver	Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Turning right	N	E	Not known	-1	Not contacted	1	Driver/Rider	SLIGHT	2	Male	12
2	Pedal Cycle	Going ahead other	W	E	Male	12	Not applicable						

Contributory Factors

Poor turn or manoeuvre V001 Possible

Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

34I0748 SLIGHT 18/04/2016 C 13:35 411834 / 418875 A629 Halifax Road

V1 is in the BP filling station and waiting to pull out into Halifax Road, Huddersfield. IP is crossing in front of V1. V1 is clear to proceed into the junction, but due to an ambulance responding, V1 stops in its tracks and lets the emergency vehicle past. once clear V1 continues its journey and as he sets off clips P1 who is now in front of the vehicle.

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Car Starting	E	NW	Male	37 Not requested	1 Pedestrian	SLIGHT	1	Male	54 North

Contributory Factors

Failed to look properly V001 V.likely

3A41034 SLIGHT 04/10/2016 C 15:45 411776 / 418963 Junction of A629 Halifax Road Huddersfield and Birchington Avenue

THIS COLLISION INVOLVES THREE VEHICLES , SLIGHT INJURY TO THREE DRIVERS V1 IS TRAVELLING ON HALIFAX ROAD TOWARDS HUDDERSFIELD V2 IS TRAVELLING ON HALIFAX ROAD AWAY FROM HUDDERSFIELD , V3 IS TRAVELLING IMMEDIATELY BEHIND V2 AS V1 APPROACHES THE JUNC WITH BIRCHINGTON AVENUE THE VEHICLE DRIFTS TO THE OFFSIDE INTO OPPOSITE CARRIAGEWAY AND INTO THE PATH OF ONCOMING V2 FRONT OFFSIDE OF V1 COLLIDES WITH FRONT OF V2 , ...V1 CONTINUES A SHORT DISTANCE BEFORE COLLIDING WITH THE FRONT OF V3

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Car Going ahead other	E	W	Male	49 Negative	1 Driver/Rider	SLIGHT	1	Male	49
2 Car Going ahead other	W	E	Male	60 Not provided	2 Driver/Rider	SLIGHT	2	Male	60
3 Car Going ahead other	W	E	Female	48 Negative	3 Driver/Rider	SLIGHT	3	Female	48

Contributory Factors

Swerved V001 V.likely

Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

41S1679 SLIGHT 28/01/2017 C 23:00 411776 / 418957 Junction of A629 Halifax Road and Birchington Avenue

V1 IS TRAVELLING UP HALIFAX RD TOWARDS AINLEY TOP. V2 TRAVELLING IN OPPOSITE DIRECTION TURNING RIGHT INTO BIRCHINGTON AVE. V2 TURNS ACROSS PATH OF V1 AND BOTH VEHICLES COLLIDE. V2 IS THEN PUSHED INTO V3 WHICH IS ON BIRCHINGTON AVE WAITING TO ENTER HALIFAX RD. DRIVER IF V2 IS AN ELDERLY FEMALE WHO SUFFERS MINOR CONCUSSION AS A RESULT OF COLLISION.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	SE	NW	Female	21	Negative	1	Driver/Rider	SLIGHT	2	Female	74	
2	Car	Turning right	NW	SW	Female	74	Negative							
3	Car	Wait go ahead, held up	SW	NW	Male	46	Negative							

Contributory Factors

Failed to look properly V002 V.likely

45C1723 SLIGHT 12/05/2017 C 20:25 411812 / 419439 Junction of A643 Brighouse Road and Grimescar Road

V1 is a private motor car travelling West on main carriageway. V2 is a private motor car travelling East on main carriageway and waiting to turn right across V1 path. V2 turns and collides with V1 causing slight injury to front seat passenger of V2.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	E	W	Male	31	Not requested	1	Passenger	SLIGHT	2	Female	71	
2	Car	Turning right	W	S	Male	72	Not requested							

Contributory Factors

Failed to look properly V002 V.likely

Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

4C40213 SLIGHT 04/12/2017 C 06:50 411928 / 418745 Junction of Burn Road and A629 Halifax Road

Vehicle one is waiting at crossroads of Birnchencliffe Hill Road/Halifax Road/Burn Road. Vehicle one is on Birnchencliffe Hill Road held at the stop junction awaiting to turn right onto Halifax Road towards Huddersfield. Vehicle one is flashed out by other vehicles from both directions on Halifax Road, and pulls out turning slightly right onto Halifax Road. Vehicle two is driving down Halifax Road towards Huddersfield and strikes nearside of Vehicle One, causing Vehicle One to spin. Both vehicles come to a rest at the side of the road. It is believed that Vehicle Two's vision was obstructed by a large goods vehicle that was turning from Halifax Road right onto Birnchencliffe Hill Road – believed to be one of the vehicles that flashed Vehicle One out.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Turning right	W	S	Female	37	Negative	1	Driver/Rider	SLIGHT	1	Female	37	
2	Car	Going ahead other	N	S	Male	39	Negative							

Contributory Factors

5A41395 SLIGHT 04/10/2018 C 17:00 411932 / 418744 Junction of A629 Halifax Road and Burned Road

Vehicle 1 is a Skoda taxi travelling along Halifax Road towards Huddersfield, vehicle 2 is a Ford taxi leaving a side road, into the main road and is flashed out of the junction by an unknown vehicle. Vehicle 2 exits the junction into the main road and collides with vehicle 1. Vehicle 1 hits the front offside of vehicle 2.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Taxi	Going ahead other	N	S	Male	45	Not requested	1	Driver/Rider	SLIGHT	1	Male	45	
2	Taxi	Turning right	W	S	Male	59	Not requested							

Contributory Factors

Failed to look properly V002 V.likely Exceeding speed limit V001 Possible

Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

6240787 SLIGHT 04/02/2019 C 13:05 411851 / 418749 Junction of Briarlyn Road, Huddersfield and St Philips Community Centre

V1 has been driving on Briarlyn Road, Huddersfield away from Birchencliffe Hill Road and was indicating right in to St Philips Community Centre. as she pulled in V2 was approaching from the opposite direction where he collided with V1.

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Car	SE	NW	Female	48 Negative	1 Driver/Rider	SLIGHT	1	Female	48
2 Car	NW	SE	Male	30 Negative					

Contributory Factors
Failed to look properly V001 V.likely

6530322 SLIGHT 03/05/2019 C 09:10 411736 / 419028 A629 Halifax Road

I did not attend the scene of this collision and I am making this report based on information provided by the attending officers. Incident took place on a busy road leading up to AINLEY TOP ROUNDABOUT. V2 was turning right onto busy road from GREGGS car park. A vehicle had stopped to allow V2 to turn right. V1 was travelling up HALIFAX ROAD towards ROUNDABOUT. V1 overtook vehicles using the centre of the road. V2 is in the middle of the road turning to the right lane and V1 has hit V2 to the front driver side of the car. This has resulted in the V1 driver coming off the bike.

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 M/cycle 50 - 125cc	SE	NW	Male	29 Negative	1 Driver/Rider	SLIGHT	1	Male	29
2 Car	W	SE	Male	32 Negative					

Contributory Factors

Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

69H0757 SLIGHT 17/09/2019 (12:50 411728 / 419034 A629 Halifax Road

Vehicle is parked on driveway with an incline leading onto main A629 Halifax Road. Vehicle handbrake is set, but fails and vehicle rolls off driveway over main road and collides with pedestrian.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Reversing	W	E	Male	32	Not requested	1	Pedestrian	SLIGHT	1	Male	67	Standing still
Contributory Factors														
Defective brakes		V001 Possible												

Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

ACCIDENT SEVERITY UPTO 2019

		2014	2015	2016	2017	2018	2019	Total
Fatal	0%	0	0	0	0	0	0	0
Serious	0%	0	0	0	0	0	0	0
Slight	100%	0	2	2	3	1	3	11
TOTAL		0	2	2	3	1	3	11

WEATHER

	No.	%
Fine	11	100
TOTAL	11	

ROAD SURFACE

	Number	%
Dry	8	73
Wet	3	27
TOTAL	11	

LIGHT CONDITIONS

	Number	%
Light	7	64
Dark	4	36
TOTAL	11	

PEDESTRIAN
ACCIDENTS

No.	%
2	18

SKIDDING
ACCIDENTS

No.	%
0	0

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00:00 - 00:59	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0
06:00 - 06:59	0	1	0	0	0	0	0	1
07:00 - 07:59	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	1	0	0	1
09:00 - 09:59	0	0	0	0	0	1	0	1
10:00 - 10:59	0	0	0	0	0	0	0	0
11:00 - 11:59	0	0	0	0	0	0	0	0
12:00 - 12:59	0	0	1	0	0	0	0	1
13:00 - 13:59	0	2	0	0	0	0	0	2
14:00 - 14:59	0	0	1	0	0	0	0	1
15:00 - 15:59	0	0	1	0	0	0	0	1
16:00 - 16:59	0	0	0	0	0	0	0	0
17:00 - 17:59	0	0	0	0	1	0	0	1
18:00 - 18:59	0	0	0	0	0	0	0	0
19:00 - 19:59	0	0	0	0	0	0	0	0
20:00 - 20:59	0	0	0	0	0	1	0	1
21:00 - 21:59	0	0	0	0	0	0	0	0
22:00 - 22:59	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	1	1
TOTAL	0	3	3	0	2	2	1	11
%	0%	27%	27%	0%	18%	18%	9%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2019

	2014	2015	2016	2017	2018	2019	Total
Jan	0	0	0	1	0	0	1
Feb	0	0	0	0	0	1	1
Mar	0	1	0	0	0	0	1
Apr	0	1	1	0	0	0	2
May	0	0	0	1	0	1	2
June	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0
Aug	0	0	0	0	0	0	0
Sep	0	0	0	0	0	1	1
Oct	0	0	1	0	1	0	2
Nov	0	0	0	0	0	0	0
Dec	0	0	0	1	0	0	1
TOTAL	0	2	2	3	1	3	11
%	0%	18%	18%	27%	9%	27%	100%

Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

CASUALTY SEVERITY UPTO 2019

	2014	2015	2016	2017	2018	2019	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	3	4	3	1	3	14
TOTAL	0	3	4	3	1	3	14

JUNCTION DETAIL

T or staggered
Cross roads
Private drive
Other junction
Not at junction
TOTAL

Number	%
4	36
1	9
2	18
1	9
3	27
11	

JUNCTION CONTROLS

Stop sign
Give way sign
Not at junction
TOTAL

Number	%
1	9
7	64
3	27
11	

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Pedestrian	0	0	0	0	1	1	2	14
Pedal cyclist	0	1	0	0	0	0	1	7
PTW rider	0	0	0	1	0	0	1	7
Car driver	0	0	0	0	4	2	6	43
Car passenger	0	0	0	0	0	1	1	7
Hack/pri driver	0	0	0	0	2	0	2	14
Hack/pri pass	0	0	0	0	1	0	1	7
TOTAL	0	1	0	1	8	4	14	
%	0	7	0	7	57	29		

SPEED LIMIT

	Number	%
30 MPH	8	73
40 MPH	2	18
50 MPH	1	9
TOTAL	11	

ROAD CLASS

	Number	%
A	9	100
TOTAL	9	

Number of Casualties with unknown age: 0

Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

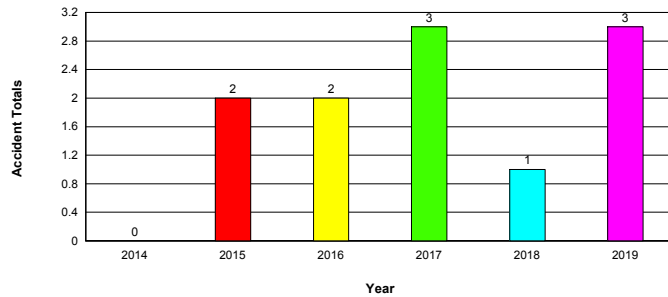
VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER									VEHICLE MANOEUVRES		
	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%		Number	%
Pedal Cycle	1	0	0	0	0	0	1	5	Reversing	1	5
PTW	0	0	1	0	0	0	1	5	Waiting to go ahead but held up	1	5
Car	0	0	1	11	3	2	17	77	Starting	2	9
Hackney/Private	0	0	0	3	0	0	3	14	Turning right	6	27
TOTAL	1	0	2	14	3	2	22		Going ahead other	12	55
%	5	0	9	64	14	9			TOTAL	22	

BREATH TEST		
	Number	%
Not applicable	1	5
Negative	11	50
Not requested	6	27
Driver not contacted	3	14
Medical reasons	1	5
TOTAL	22	

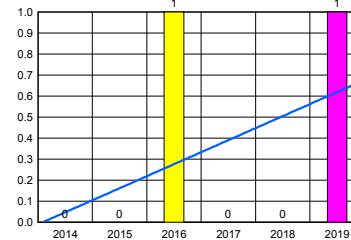
Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

Accident Date BETWEEN '23-Sep-2014' AND '22-Sep-2019'

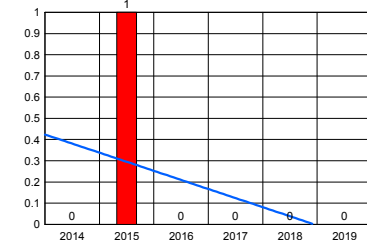
Accident Totals/Year



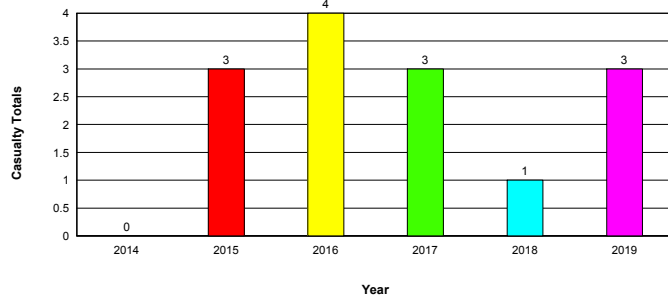
Pedestrians



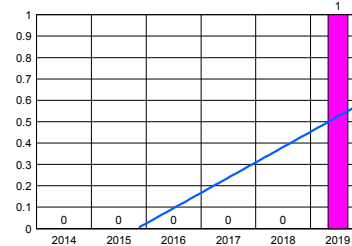
Pedal Cyclists



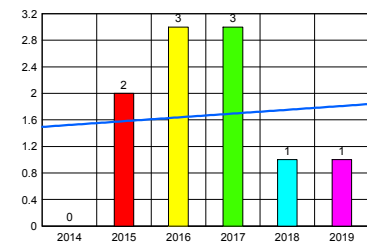
Casualty Totals/Year



Motor Cyclists



Car Occupants



Casualty Data

Acc	2014	2015	2016	2017	2018	2019	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	2	2	3	1	3	11
Damage	0	0	0	0	0	0	0
Total	0	2	2	3	1	3	11

Cas	2014	2015	2016	2017	2018	2019	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	3	4	3	1	3	14
Total	0	3	4	3	1	3	14

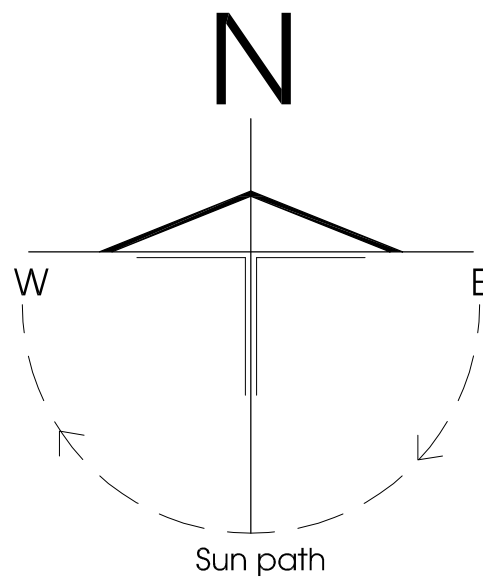
Vicinity of Burn Road, Huddersfield, RTC five years prior to 22.09.2019

Accident Date BETWEEN '23-Sep-2014' AND '22-Sep-2019'

		PEDESTRIANS	PEDAL CYCLIST	PTW USER	HACKNEY PRI/HIRE	CAR DRIVER	CAR PASS	GOODS OCCUPANT	PSV	OTHER VEH OCCUPANT	TOTAL
0 to 4	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0
5 to 15	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	1	0	0	0	0	0	0	0	1
	TOTAL	0	1	0	0	0	0	0	0	0	1
16 to 19	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0
20 to 29	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	1	0	0	0	0	0	0	1
	TOTAL	0	0	1	0	0	0	0	0	0	1
30 to 59	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	1	0	0	3	4	0	0	0	0	8
	TOTAL	1	0	0	3	4	0	0	0	0	8
60+	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	1	0	0	0	2	1	0	0	0	4
	TOTAL	1	0	0	0	2	1	0	0	0	4
All Ages	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	2	1	1	3	6	1	0	0	0	14
	TOTAL	2	1	1	3	6	1	0	0	0	14
Number of Casualties with unknown age: 0											

Appendix B Farrah Bamforth Associates - Site Layout Plan





P11	Layout amendments	13.02.20	MC	JR
P10	Layout amendments	13.02.20	MC	JR
P09	Planning application issue	15.11.19	MC	JR
P08	Layout amendments	18.06.19	MC	DH
P07	Minor amendments	17.06.19	DH	JR
P06	Layout amendments	31.05.19	MC	DH
P05	Layout amendments	26.03.19	MC	DH
P04	Minor amends	17.09.18	DH	--
P03	Minor amends	03.09.18	DH	--
P02	Tree notes added	18.05.18	DH	--
P01	Preliminary Issue	13.04.18	DH	--

Rev	Description	Date	By	Rvw
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Residential Development

at Land adjacent to Cliffe Farm
Burn Road
Birchenccliffe
Huddersfield

for Mrs. J. Carter

Farrar Bamforth Associates Ltd.
Chartered Architectural Technologists
51 Trinity Street, Huddersfield, HD1 4DN
Tel: (01484) 424008 Fax: (01484) 512305
E-mail: design@farrarbamforth.co.uk
Website: www.farrarbamforth.co.uk

Site Layout

Project	Originator	Zone	Level	Type	Role	Number	Revision
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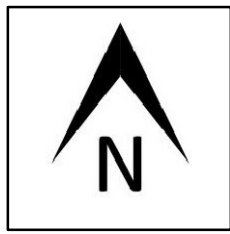
18D04 - FBA - ZZ - XX - DR - A - 0701 - P11

Drawn	Date	Suitability	Revision Status	Scale at A1
DH	Apr 18	S2	Preliminary	1 : 500

This document is © Farrar Bamforth Associates Ltd. Drawing measurements shall not be obtained by scaling. Setting out dimensions are to face of structure. Verify all dimensions prior to construction or product manufacture. Immediately report any discrepancies on this document to Farrar Bamforth Associates Ltd. This document shall be read in conjunction with associated models, specifications and related consultants documents.

Appendix C Burn Road Traffic Management Scheme (Optima Drawing 12074/GA/05 Rev D)





ADVISORY 'CUL-DE-SAC' AHEAD
SIGNAGE TO BE PROVIDED
AT BURN ROAD / YEW TREE
ROAD JUNCTION

- KEY
- PROPOSED HIGHWAY WORKS
 - HIGHWAY ADOPTION BOUNDARY
 - INDICATIVE SITE BOUNDARY
 - PRIVATE DRIVE ACCESS
 - PROPOSED NEW FOOTWAY
 - POTENTIAL FOOTWAY RESURFACING
 - VISIBILITY SPLAY

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO FULL TOPOGRAPHICAL SURVEY, DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/ DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.

PROPOSED
FOOTWAY
WIDENING

NO ENTRY SIGN
FACING NORTH.
STOP SIGN
FACING SOUTH

PROPOSED 3M
WIDE LANE

BLOCK PAVED OVERRUN
AREA FOR HGVS

DROPPED KERB WITH
BOLLARDS TO RESTRICT
VEHICULAR MOVEMENTS

SHARED PEDESTRAIN
CYCLE ROUTE

PROPOSED KEEP
LEFT BOLLARD

DROPPED KERB
ALLOWING SOUTHBOUND
CYCLE CONNECTION

BURN ROAD

Cliffe Farm

D	22/05/15	SJP	ALTERATIONS FOLLOWING STAGE 1 RSA	SJP	PMO
C	11/02/15	TP	ALTERATIONS FOLLOWING KC MEETING	SJP	PMO
B	06/01/15	TP	ALTERATIONS FOLLOWING KC COMMENTS	SJP	PMO
A	20/11/14	TP	INITIAL ISSUE	SJP	PMO
REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS			PRELIMINARY		

PROJECT	AINLEY TOP POL SITE BURN ROAD, HUDDERSFIELD
DRAWING TITLE	BURN ROAD ACCESS ARRANGEMENTS INCORPORATING RESTRICTION ON SOUTHBOUND VEHICULAR TRAFFIC MOVEMENTS

CLIENT				THORNHILL ESTATES			
CHECKED	SJP	APPROVED	PMO	DRG No.	12074/GA/05		
DRAWN BY:	TP	SCALE @ A1	1:200	DATE	FEBRUARY 2014	REV.	D

