



Broad Oak Farm, Linthwaite

Technical Note

July 2021

1098G

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Quality Management

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- Appendix B – NOMIS Output
- Appendix C – On Street Parking Locations

1.0 Introduction

1.1.1 Paragon Highway Consultants have been appointed to prepare this Technical Note relating to a planning application (planning reference 2021/91571) for the proposal to create a residential development of circa 125 dwellings on land off Church Lane and Kinder Avenue in Linthwaite.

1.1.2 As part of the planning application the Council's Highways Officers have commented on the proposals (consultation response dated 01/07/2021). This Technical Note will address the comments raised and in particular: -

- Provide further information on pedestrian connectivity onto Church Lane.
- Provide a feasibility appraisal on the suggestion to provide a new footway along the northside of Church Lane connecting the proposed site access to the church to the southwest.
- Provide further information on visibility at the site access, within the site and vehicle swept path analysis.
- Confirm measures to reduce traffic speeds along the proposed internal adoptable roads.
- Provide information on local characteristics in terms of residential off street parking demands for 4 bedroom dwellings.
- Confirm measures to promote bus use by potential residents of the development.

2.0 Pedestrian Connectivity

- 2.1.1 The Highways Officer has stated within their consultation response that the proposals do not present any information in respect to the tie in between the site and the south side footway of Church Lane.
- 2.1.2 Subsequently, further information is provided on pedestrian access and includes an extension to the site access radius footway to create a tactile crossing point, with a corresponding dropped footway crossing located on the southern side of Church Lane. The location of the crossing point provides suitable visibility of oncoming vehicles in both directions. It should also be noted that the proposals will continue to provide an additional footway linking to the existing bus stop located to the southwest of the proposed site access. Details of the proposed pedestrian connectivity proposals are shown on the plan at Appendix A.
- 2.1.3 It is envisaged that the detailed design of the crossing would be provided post planning as part of the usual highways agreement between the developer and the Council (Section 278 agreement or similar).

Additional Footway on Church Lane

- 2.1.4 The consultation response has suggested that an unobstructed 2m wide footway be provided from the development's internal footways, extending south-eastwards along Church Lane past the cricket ground to connect to the existing footway outside the church. There is a requirement for a drawing to be submitted confirming the remaining carriageway width, to enable officers to consider whether double yellow line waiting restrictions (and a supporting TRO at a cost of £7,000) would be required on the north side of Church Lane (and possibly also on the south side). In addition, there is a requirement for a footway across the site frontage to address the site allocation requirement to facilitate pedestrian movement to and from locations to the northeast.
- 2.1.5 Church Lane already contains a footway along the south side that is around 1.8m in width. Pedestrian movement along Church Lane are light, and the introduction of pedestrian traffic as a result of the development would not significantly increase pedestrian movements along the existing footway. The existing footway exceeds the minimum requirements for a pedestrian to pass a perambulator or wheelchair (1.5m as described within Manual for Streets and Inclusive Mobility respectively).

- 2.1.6 Using the TRICS database during the busiest hour the trip rate for pedestrians is around 0.19. Subsequently, the proposals would generate around 24 pedestrian movements during the busiest hour. However, the site proposes 2 points of access with Kinder Avenue also being used. The total development would average around 1 pedestrian trip every 2.5 minutes, and equally split between two access points would equate to 1 pedestrian trip every 5 minutes. Therefore, it is considered that the existing infrastructure would easily accommodate the proposed residential development at the site having regard to the low density of pedestrian traffic along Church Lane.
- 2.1.7 The existing carriageway of Church Lane along the section southwest of the site is around 8.2m in width and is subject to on street parking along the southern side (see google earth image below).



Google Earth – Church Lane

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- 2.1.8 The on street parking at this location narrows the usable carriageway to around 6.2m. The introduction of a 2m footway would further narrow the carriageway to 4.2m. This reduced width would not allow for a car to pass a HGV, bus or service vehicle and would not allow for two of these large vehicle to pass. This could lead to sudden braking of reversing movements along Church Lane increasing the risk of a collision between a reversing vehicle and a vulnerable road user or shunt type collisions.
- 2.1.9 It is acknowledged that a Traffic Regulation Order could be introduced to prevent parking (double yellow lines). However, the TRO process is a separate legal process to planning, and there are no guarantees that this would be successful as parking on street clearly occurs for local residents. Therefore, the likelihood of objections to any waiting restrictions would be high as part of the required consultation and advertisement process.
- 2.1.10 In light of the above the proposed footway along the north side of the road is not feasible, as the success of the TRO process cannot be guaranteed, and there is no subsequent guarantee that two travel along Church Lane can be maintained due to on street parking.
- 2.1.11 The requirement for a footway across the site frontage on Church Lane as required for the site allocation has been fulfilled, as there is a 2m wide continuous pedestrian route proposed across the site frontage.

3.0 Proposed Vehicular Access

- 3.1.1 The proposed site access provides visibility splays of 2.4m x 45m in both directions, which complies with the SSD requirements contained within Manual for Streets. The plan at Appendix A identifies these visibility splays and confirms that these would not be obstructed above 1m of the adjacent carriageway channel level.
- 3.1.2 Suitable forward visibility can also be provided for southwest bound traffic travelling along Church Lane approaching a stationary vehicle waiting to turn right into the site. Whilst the forward visibility standards contained within Manual for Streets are appropriate, the Highways Officer has requested a more onerous standard contained within Design Manual for Roads and Bridges (DMRB). Using the visibility requirements within DMRB, 90m is required along Church Lane having regard to the recorded traffic speeds. The plan at Appendix A identifies the forward visibility available for southwest bound traffic approaching the proposed site access.

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- 3.1.3 Further information is provided on vehicle tracking through the site for service vehicles and private cars around radius points and junction areas. Forward visibility envelopes are also provided demonstrating 23m, which is appropriate for the low traffic speeds around these areas given the proposed raised junction areas. These are identified on the drawing at Appendix A.
- 3.1.4 Comments have been made regarding traffic calming measures along the internal road network through the site. It is proposed to provide raised junction areas and buildouts so that traffic speeds are self-enforcing at below 20mph. The proposed traffic calming measures are shown on the plan at Appendix A.

4.0 Car Parking Assessment

4.1.1 Local Characteristics

4.1.2 To determine the proportion of households that contain 3 or more cars (or vans) it has been necessary to obtain data from the NOMIS website, which provides official labour market statistics from the Office for National Statistics and is based on the findings from the 2011 Census.

4.1.3 The site is located in the Kirklees 045 area (area code E02002315) using the Mid Layer Super Output Areas. From all the households within this area of the district around 4.3% have 3 cars or vans. The NOMIS output can be found at Appendix B.

4.1.4 Given the nature of the development it has also been necessary to look at the number of cars or vans per household for social rent. As can be seen on the output provided at Appendix B for the Kirklees area around 4.5% of these households have 2 or more cars or vans.

4.1.5 Car Parking Provision

4.1.6 Kirklees Council's Highways Design Guide was adopted in November 2019 and is a supplementary planning document. Paragraph 5.4 of the guide states:

Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Paragraph 5.1) it is considered that new:

2 to 3 bedroom dwellings provided a minimum of two off street car parking spaces

4+ bedroom dwellings provide three off street spaces

4.1.7 Paragraph 5.1 of the design guide allows evidence based provision based on the accessibility of the development, the type, mix and use of development, the availability of and opportunities for public transport, and local car ownership levels.

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- 4.1.8 Based on the above, from the statistical information above obtained from the 2011 census, it can be seen that from the 3028 households within this area of Kirklees only 4.30% have 3 or more vehicles.
- 4.1.9 From the above it is apparent that the Council's requirement for 3 spaces for the proposed 4 bedroom dwellings is not needed. The plan at Appendix C demonstrates likely locations for any third parking spaces or visitor spaces due to 2 spaces being provided for the 4 bedroom dwellings. These dwellings are located off the proposed traditional estate road that contains suitable width and footways on both sides. Therefore, any instance of on street car parking adjacent to the 4 bedroom dwellings would not obstruct vehicular movements or pedestrian/ cyclist movements through the site. The plan at Appendix C identifies that a KMC refuse vehicle can negotiate the internal roads without obstruction.
- 4.1.10 Similarly, the provision of 1 parking space for some of the social rent 3 bedroom dwellings is also considered to be appropriate with only 4.5% of these households containing more than 1 vehicle. The plan at Appendix C also shows the likely locations for a second vehicle or visitor to park, and demonstrates that a KMC refuse vehicle can negotiate the internal roads without obstruction. It should also be considered that the second parking space for some 3 bedroom dwellings would be used as visitor spaces.
- 4.1.11 It should also be considered that the development is located within a sustainable location close to all services and essential facilities within Linthwaite and would therefore not necessarily demand more than 2 parking spaces for 4 bedroom dwellings or more than 1 space for the 3 bedroom dwellings at the site in any case.

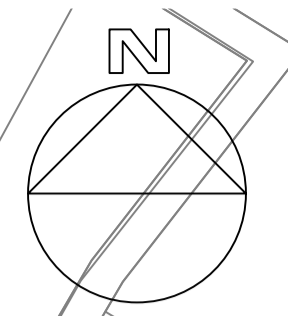
5.0 Sustainable Travel Measures

- 5.1.1 The highways officers consultation response provides a requirement for bus stop upgrades along Church Lane, Gillroyd Lane and Cowlersley Lane totalling £40,000 plus infrastructure works on the adjacent highway.

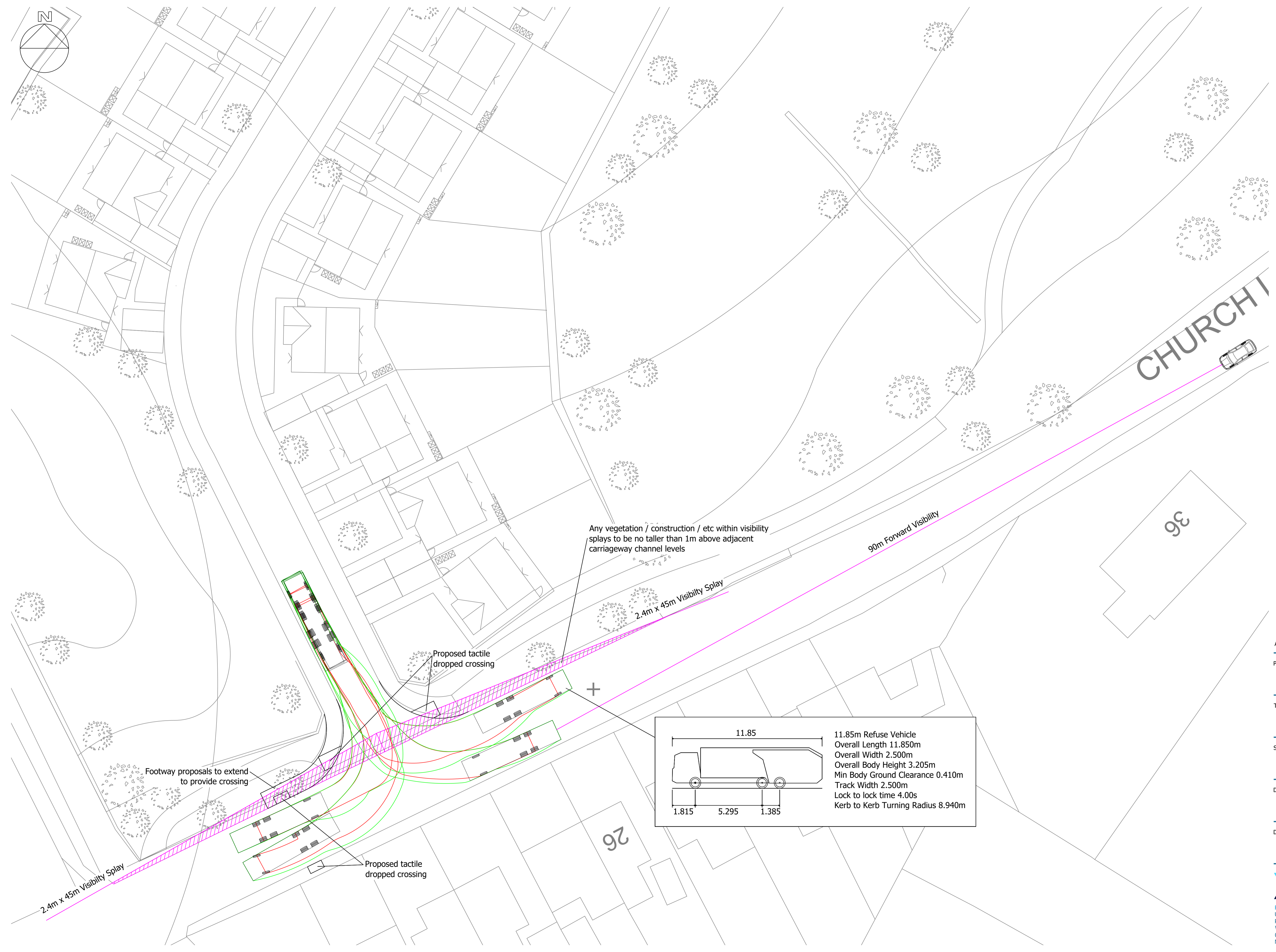
- 5.1.2 The above requirements are considered to be onerous and not considered appropriate. West Yorkshire Combined Authority have commented on the planning application (consultation response dated 27 May 2021) and have requested that the developer funds a package of sustainable travel measures and that the residential metro card scheme would be appropriate in this case. It is considered that the developer would enter negotiations with the West Yorkshire Combined Authority/ LPA to agree a suitable contribution for the RMC scheme for the site.

Appendix A

Access Proposals



GENERAL NOTES
 This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.
 This drawing is based on a topographical/ordnance survey provided by others.



Any vegetation / construction / etc within visibility splays to be no taller than 1m above adjacent carriageway channel levels

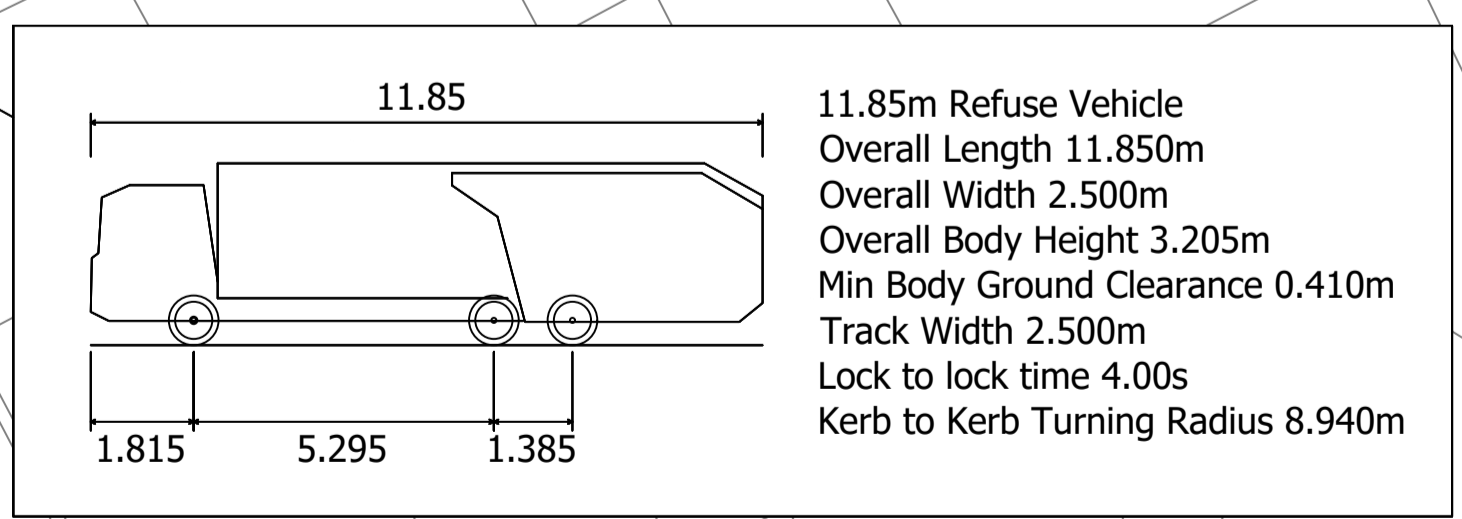
2.4m x 45m Visibility Splay

90m Forward Visibility

Proposed tactile dropped crossing

Footway proposals to extend to provide crossing

Proposed tactile dropped crossing



A 21.07.2021 NEW LAYOUT

PROJECT

BROAD OAK FARM,
LINTHWAITE

TITLE

PROPOSED SITE ACCESS
VEHICLE TRACKING & VISIBILITY

SCALE

1:200 @ A1

DRAWING

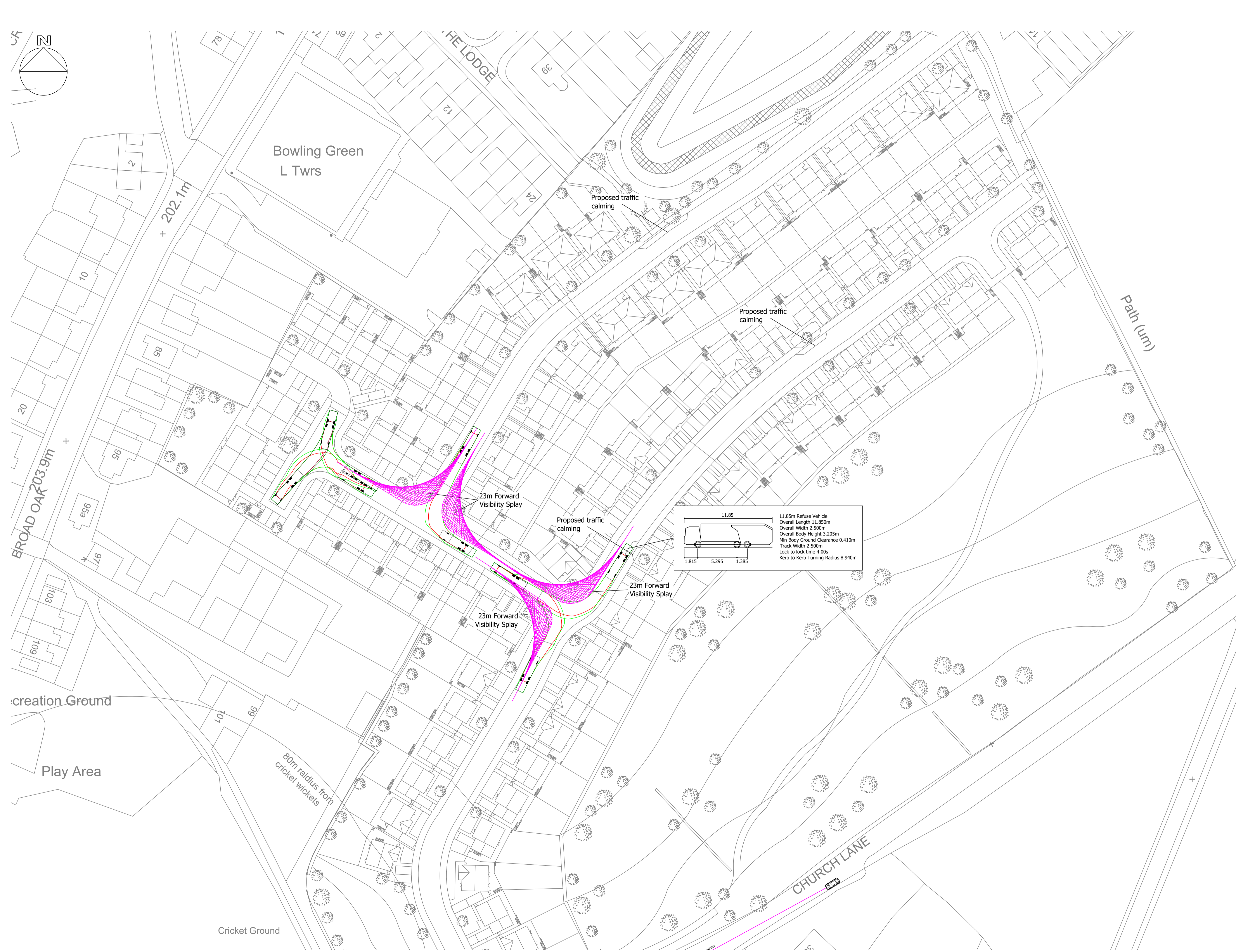
1098-PSA-101A

DATE

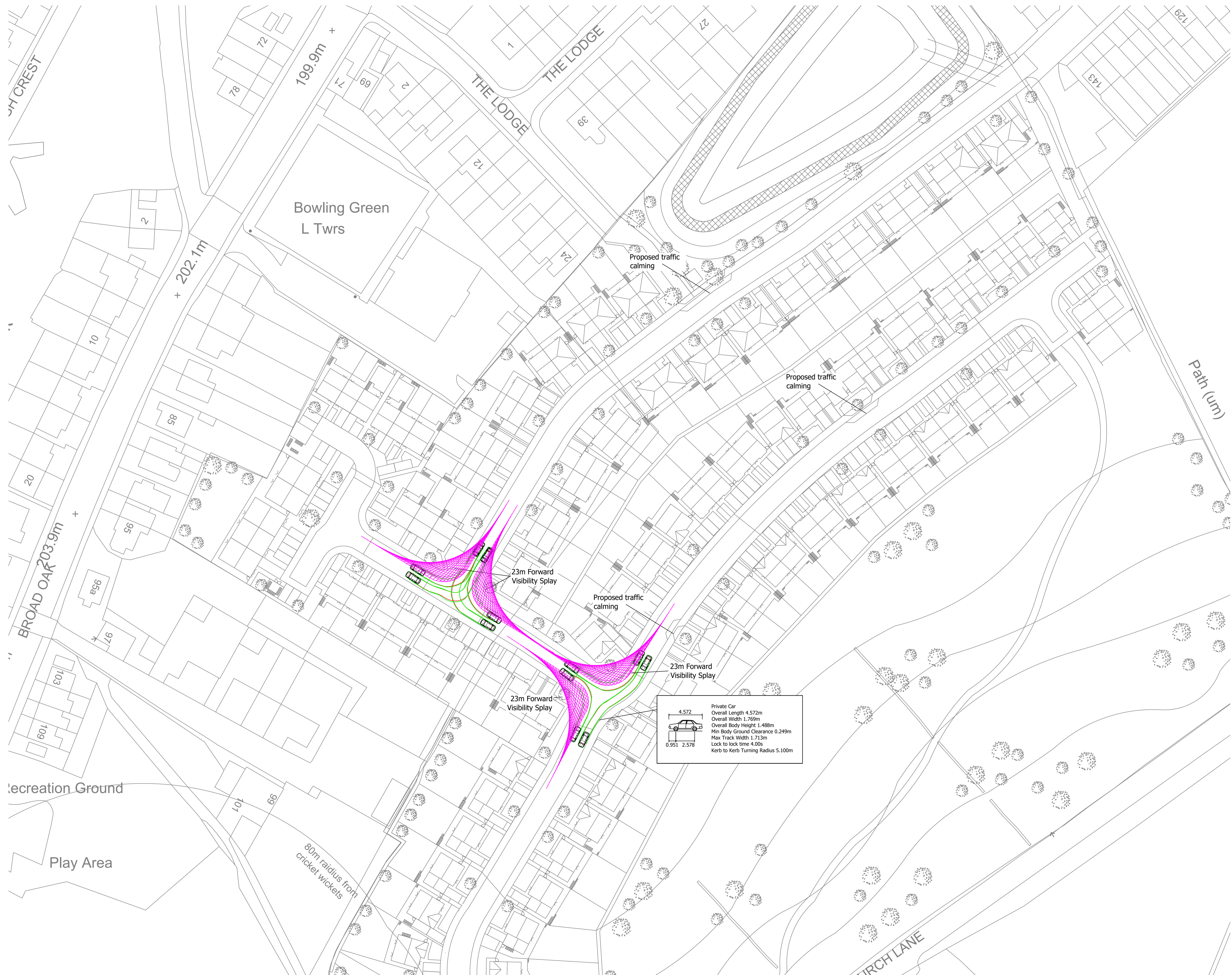
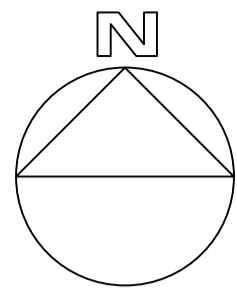
21.07.2021

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This drawing is based on a topographical/ordnance survey provided by others.



A	21.07.2021	NEW LAYOUT
PROJECT		
BROAD OAK FARM, LINTHWAITE		
TITLE		
PROPOSED SITE ACCESS VEHICLE TRACKING & VISIBILITY		
SCALE		
1:500 @ A1		
DRAWING		
1098-PSA-102A		
DATE		
21.07.2021		



GENERAL NOTES
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This drawing is based on a topographical/ordnance survey provided by others.

A 21.07.2021 NEW LAYOUT

PROJECT

BROAD OAK FARM,
 LINTHWAITE

TITLE

PROPOSED SITE ACCESS
 VEHICLE TRACKING & VISIBILITY

SCALE

1:500 @ A1

DRAWING

1098-PSA-103A

DATE

21.07.2021



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Appendix B

NOMIS Output

QS416EW - Car or van availability

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population	All households; All cars or vans
units	Households
area type	2011 super output areas - middle layer
area name	E02002315 : Kirklees 045
rural urban	Total

Cars	2011	
All categories: Car or van available	3,028	
No cars or vans in household	950	
1 car or van in household	1,360	
2 cars or vans in household	587	
3 cars or vans in household	109	3.60%
4 or more cars or vans in household	22	0.70%
Total		4.30%

DC4416EW1a - Tenure by car or van availability by number of usual residents aged 17 or over in household

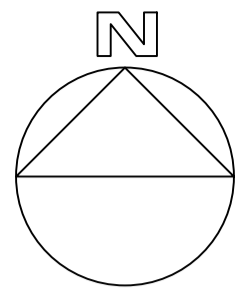
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population All households
units Household reference persons
date 2011
area type 2011 census merged local authority districts
area name Kirklees
no of usual residents in household All categories: Number of usual residents aged 17 or over in household

Tenure	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
All categories: Tenure	173,525	45,875	74,194	53,456
Owned: Owned outright	55,569	11,399	27,198	16,972
Owned: Owned with a mortgage	61,404	4,472	25,577	31,355
Rented: Social rented	26,525	16,732	8,608	1,185
Rented: Private rented or living	30,027	13,272	12,811	3,944

Appendix C

On Street Parking Locations



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PROJECT

BROAD OAK FARM,
 LINTHWAITE

TITLE

POTENTIAL ON-STREET PARKING AND
 SERVICING PLAN

SCALE

1:500 @ A1

DRAWING

1098-PSA-104

DATE

21.07.2021



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