

Dear Sir/Madam

**Application Reference 2024/90421**

**Proposal: Erection of single storey ancillary store/office accommodation/tool shed/toilet/kitchen facilities/tasting room at Helme Edge Farm, 31, Crosland Edge, Meltham, Holmfirth, HD9 5RS**

On behalf of Dr Alan Calder CBE, TPS Transport Consultants Ltd has been instructed to prepare evidence to support the above application and to overcome highways issues raised in a consultation response from Kirklees Council Highways Development Management, date 13<sup>th</sup> June 2024. The full response is attached at **Appendix A**, for ease of reference. The consultation sets out the following:

*“In principle, we do not have any highway concerns with the proposal to erect an ancillary storage shed within the garden of an existing dwelling, however the propensity for it to generate trips with the suggested use as a wine tasting facility does cause a slight concern and we would need to assess the proposals for trips generated by this use. There would be an intensification of use of the access and that is why the aforementioned details were requested at pre-application. We would not like to see any development in this location that may cause un-safe on-street parking within a transition zone for a national speed limit road nor an increase in use of the access if safe visibility splays cannot be obtained.”*

**Visibility Splays**

In order to demonstrate that visibility splays can be achieved in both directions from the access, in line with the recorded 85<sup>th</sup> percentile speed of vehicles, a speed survey was undertaken on Monday 24<sup>th</sup> June 2024 on Harrison Lane. The survey was undertaken by an independent survey company and measured the speed of 126 vehicles in each direction, approaching the site from the north and south, respectively. The full speed survey results are attached at **Appendix B**.

The results of the speed survey demonstrate an 85<sup>th</sup> percentile speed of 29mph for southbound vehicles and 85<sup>th</sup> percentile speed of 22mph for northbound vehicles. To the north of the site access, Harrison Lane is subject to national speed limit restrictions and, therefore, DMRB is most applicable in this location. To the south of the access, Harrison Lane is subject to a 30mph speed limit and, therefore, Manual for Streets applies. Notwithstanding this, DMRB has been applied in both directions to present a robust assessment. Paragraph 3.5 of DMRB CD123 states that:

*“The speed of the major road for determining point Y in the visibility splay shall be based on:*

- 1. Design speed only for direct accesses and priority junctions on new major roads;*
- 2. Design speed only for priority junctions that form part of a through route on existing major roads; and*
- 3. Design speed or speed measurement for direct accesses and priority junctions that do not form part of a through route on a major road.*

NOTE – Speed measurement of an existing major road involves calculating the 85<sup>th</sup> percentile speed of traffic."

CD123 goes on to state that:

"Visibility is measured from the eye height and to the objects height using the envelope of visibility in TD 9".

The table below summarises the Sight Stopping Distances identified in TD9, as required by CD123. For ease, mph conversions are also provided.

**Table 1 - SSD identified in TD9/93**

Design Speed	Kph	120	100	85	70	60	50
	Mph	74.56	62.14	52.82	43.50	37.28	31.07
<b>Sight Stopping Distance</b>		295	215	160	120	90	70

(Source: DMRB TD9/93, Table 3)

As can be seen, **Table 1** identifies benchmark speeds and required SSD's. In order to calculate the required visibility, based on observed 85<sup>th</sup> percentile speed measurements, as permitted in Paragraph 3.5 of CD123, reference has been made to the following SSD calculation:

$$SSD = vt + v^2 / (2 * d)$$

v = speed (m/s)  
 t = driver perception – reaction time (seconds)  
 d = deceleration (m/s<sup>2</sup>)

Based on the calculations above, there is a visibility splay requirement from the access, to southbound vehicles, of 2.4m x 63m. The drawing attached at **Appendix C** demonstrates this visibility splay (Drg. No. P2709 – D - 1001). Based on the calculations above, the visibility requirement to the south of the access is 2.4m x 42m. To the south of the access, in reality, visibility in excess of the DMRB requirement can be achieved, to the point where vehicles approach around the bend to the south. With this in mind, no amends are required to the south of the access.

Regarding the visibility splay requirement to southbound vehicles, the visibility can be achieved within the applicant's control, with the existing boundary wall to be reduced in height to less than 0.6m

With the above in mind, it is considered that Kirklees Council's concerns regarding the safety of the access in terms of visibility can be overcome.

**Trip Generation**

The proposed development is for an ancillary agricultural building, which will also facilitate wine tasting tours for groups of up to 10 people. The tours are expected to last approximately 1.5 hours. These would be accessible via an online booking system with places limited to 10 people per session. Tours are proposed to take place at 11:00, 13:00 and 15:00 and, therefore, there will be no

overlap between persons attending different sessions. The online booking system will manage arrivals in a way by stating that should you be arriving by car it is expected that there should be at least two people per vehicle and, therefore, there is a parking requirement of 5 spaces. The proposed methodology for managing the car parking arrangements is set out in the Operational Parking Statement submitted with the application.

### Proposed Parking Arrangements

The existing dwelling has 4no. bedrooms and, therefore, at least 3no. parking spaces should remain for this dwelling. The drawing attached at **Appendix C** demonstrates the proposed parking arrangements at the site and demonstrates that 3no. spaces will be afforded to the existing dwelling, with two spaces provided within a double garage and one space provided immediately adjacent.

With regard to visitor parking provision, the drawing attached at **Appendix C** demonstrates that 5no. visitor parking spaces are to be provided, including 1no. disabled space. The spaces provided measure 2.5m x 5m. The hatching adjacent the disabled space (1.2m) also provides an area to be kept clear of obstruction for accessing the proposed tasting room to the west of the car park. These spaces will be provided with white lining and signage indicating which spaces are allocated for visitors and residents, alike. With regard to staff car parking, there is only one member of staff who does not reside at the property, the grandson of the client. His vehicle is often parked through the gate to the north of the car park and, therefore, will not impact on the utilisation of spaces within the car park.

As can be seen on the drawing, each space can be accessed independently and, therefore, there should not be a situation where anyone is blocked in by another vehicle. In addition, it can be seen that a servicing vehicle, likely to be no larger than a transit van can access the site and turn around within the car park, before exiting in forward gear. The servicing of the site will take place out of hours, between 07:00-11:00, however, it has been demonstrated that should a vehicle arrive during times when a tasting tour is taking place, there is sufficient space to manoeuvre within the parking area.

In line with the information set out in the Operational Parking Statement, submitted as part of the application, visits to the site will be pre-booked and at the time of booking, visitors will be informed of the limits of the car parking and that car sharing should take place. It is noted that some visitors may choose to arrive by taxi, owing to consuming alcohol as part of their visit. This would reduce the level of car parking demand that the site generates.

### Summary and Conclusions

This note has demonstrated that the required visibility, in line with recorded 85<sup>th</sup> percentile speeds, can, be achieved without obstruction. The boundary treatment of the property will be reduced to



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0.6m in height. The level of car parking to be provided with the development, 5no. spaces, has been demonstrated to be sufficient to meet the operational demands of the proposed wine tasting tours. With this in mind, it is not considered that overspill parking will take place onto the adjacent highway network.

Given the above, it is considered that sufficient information has been submitted to allow Kirklees Council Highways Development Management to support the application and remove their existing objection.

Yours Sincerely

**John Turner, Associate**

TPS Transport Consultant Ltd

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## Appendix A

### KC Highways Response

# Planning Consultation Request

## Town and Country Planning Act 1990

### APPLICATION FOR PERMISSION TO DEVELOP LAND

Observations By:	KC, Highways Development Management
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Application No.	2024/90421
Proposed Development:	Erection of single storey ancillary store/office accommodation/tool shed/toilet/kitchen facilities/tasting room
Location:	Helme Edge Farm, 31, Crosland Edge, Meltham, Holmfirth, HD9 5RS
OS Map Reference	SE 410433.4729 412051.7968
Applicant/Agent:	Eight One Two Architects
Class:	Minor Developments

Your comments on the above proposal are requested. Please e-mail your comments in either a Microsoft Word or PDF Document to [DC.Admin@kirklees.gov.uk](mailto:DC.Admin@kirklees.gov.uk) by **05-Apr-2024**.

If you would like to contact the Case Officer: Katie Chew for any reason then please do so on: Tel. 01484 221000 Ext. 70142.

The submitted plans and documents for the application can be viewed online at the Planning Service Website by holding down Ctrl and Clicking the link below:  
<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2024/90421>

\*If the plans are not available online after 5 working days of the date of this letter then please e-mail: [DC.Admin@kirklees.gov.uk](mailto:DC.Admin@kirklees.gov.uk)

If I do not receive your response by **05-Apr-2024** then the application may be decided without the benefit of your views.

Dated: 15-Mar-2024

Mathias Franklin  
 Head of Planning and Development

**Consultation Response from KC,  
Highways Development Management**

**2024/90421 Helme Edge Farm, 31, Crosland Edge, Meltham, Holmfirth, HD9 5RS**

**Erection of single storey ancillary store/office accommodation/tool shed/toilet/kitchen  
facilities/tasting room**

**Date Responded: 13/06/2024**

**Responding Officer: CNB**

**Responding Ref: K3-16/2**

This application is for the erection of a single-story ancillary building for a number of uses including storage, office and commercial uses with parking via an existing residential access on to Harrison Lane, a 30mph/60mph (NSL), two-way single carriageway rural distributor road of approximately 6.3m width at the access with no footways and only limited street lighting present.

The closest bus stop is on a low frequency route and is approximately 390m from the site, with a return stop within 550m using a footpath and stops on a high frequency route being over 1.8km away. This would mean that the site would be essentially car based for visitors.

The application site was subject to pre-application advice (23/21039) where a transport statement was requested to show adequate visibility splays from the access, trip generation details, parking details including turning space within the site and booking details to control parking demand.

In principle, we do not have any highway concerns with the proposal to erect an ancillary storage shed within the garden of an existing dwelling, however the propensity for it to generate trips with the suggested use as a wine tasting facility does cause a slight concern and we would need to assess the proposals for trips generated by this use. There would be an intensification of use of the access and that is why the aforementioned details were requested at pre-application. We would not like to see any development in this location that may cause un-safe on-street parking within a transition zone for a national speed limit road nor an increase in use of the access if safe visibility splays cannot be obtained.

#### Visibility Splays

As the speed limit changes to the National Speed Limit immediately to the north of the site access, the expected road speed may be greater than the posted 30mph speed limit due to a transition period between the two speed limits and so these splay y-lengths should be based on DMRB calculations based on the posted speeds of the road, these being 30mph (70m) to the south of the access and 60mph (215m) to the north of the access. Based on maps we estimate that a visibility splay y-length of approximately 180m can be achieved and an ATC speed survey will need to be submitted showing the actual recorded speeds on the road, and these results may allow the visibility splay lengths to be reduced appropriately. The speed survey should gather a minimum of 100 recordings of vehicles travelling southbound (towards the site) from a location approximately 225m to the north of the site access. For a visibility splay of 180m we would expect recorded 85<sup>th</sup> percentile road speeds to be below 56mph.

Drawing No 102 (and 104 Rev A) both show part visibility splays of 2.4m x 70m, the visibility splay of 70m to the right would be acceptable, however the visibility splay to the left is almost wholly within the national speed limit zone and so a visibility splay y-distance of 215m would be required. It is noted that on both drawings the full extent of the visibility splay is not shown on the drawing. The drawings both indicate that the boundary wall for the site will be lowered to no higher than 600mm and this is acceptable providing the full splay length is achievable.

We would need to see that the required visibility splay is achievable to the left for vehicles leaving the site to enable us to fully assess the access for highway safety and this will need demonstrating on a drawing along with the full extent of the visibility splay to the right.

#### Trip Generation

The submitted documents state that the application site would offer approximately 3 wine tours/tastings per day, and this would attract approximately 6 cars per session, with the number of vehicles being

managed at the time of booking. This trip generation would not be expected to have a severe impact on the operation or efficiency of the local highway network and would be acceptable. The only concern would be parking demand with the limited number of parking spaces available at the premises.

#### Parking Layout and Management

A parking layout is shown in drawing No 102 Rev B and this is for 1 residential space and 5 visitor spaces, including one accessible space. There is also a double garage for residential parking which would provide the required 3 residential spaces for a dwelling of this size.

The drawing shows the proposed spaces are approximately 2.4m x 4.8m with a turning headway of approximately 6.3m that allows vehicles to enter and exit the car parking areas in forward gear and this is acceptable.

The drawing 102 Rev B shows two cars parked adjacent to the existing dwelling in unsuitable spaces and we do not think two cars could realistically park in this space (there may be suitable parking for 1 vehicle), this would reduce the available spaces to 3 residential space and 4 visitor spaces. This would be a concern if the applicant claims that trip generation would be approximately 6 cars per visit as this would mean that there would be a demand for on-street parking in a most unsuitable location on a narrow road at the change point of a national speed limit zone (as mentioned in the pre-application comments) and this would be a highway safety concern. Details will need to be provided on how this parking will be managed so that the demand for parking spaces does not exceed the supply of visitor spaces.

A revised Operational Parking Statement (dated Feb 2024) was provided with the application and this indicates that the visits will need to be pre-booked and at the time of booking details of the parking limits can be relayed to the customers and the demand for this parking can be managed through this process. The limit of vehicles booked in to visits should not exceed the available parking spaces. This can be conditioned to ensure compliance with the parking limits for the lifetime of the development.

Waste collection from the site may need to be done via a commercial waste collector due to the commercial nature of the proposal site, however the collection of the waste is expected to continue as the current residential waste collection.

Until suitable visibility splays can be provided based on speed surveys and a strong and workable parking management plan is provided (this should be conditioned and include visitor, staff and residents parking) we cannot support the application at this time.



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## Appendix B

### Speed Survey Results

## Harrison Lane, Meltham - Speed Survey (Monday 24th June 2024)

**Weather Conditions - Fine, Mainly Sunny & Hot/Road Surface - Dry**

### Northbound

25	14	17	20	16	18	21	15	22	18
18	16	20	24	18	21	15	18	18	20
19	22	17	18	23	19	16	22	19	23
15	18	18	24	19	20	18	20	17	19
25	18	20	17	19	24	16	21	15	21
18	22	19	22	19	15	23	21	24	17
21	17	20	23	18	21	19	21	19	18
19	22	17	20	20	18	25	16	19	21
22	20	18	20	18	20	17	19	16	19
19	22	20	18	23	18	20	25	17	20
16	25	19	22	14	17	26	17	22	19
22	19	15	22	16	14	17	13	19	17
18	16	19	17	20	16				

**Max - 26**

**Min - 13**

**85% - 22**

**Ave - 19**

**Sp. Limit - 30**

**25 - Cars/LGV's**

**16 - HGV's/PSV's**

### Southbound

27	25	28	20	26	19	29	20	32	27
20	23	34	22	31	29	23	29	18	25
29	26	22	30	26	24	33	18	23	19
18	29	25	17	22	25	21	36	18	24
16	24	20	27	16	28	24	29	25	22
24	21	23	27	27	22	30	16	22	27
22	18	23	20	25	16	21	18	27	23
23	24	29	26	22	26	16	23	21	25
26	22	20	28	18	20	22	26	23	18
23	25	23	29	24	31	19	26	21	25
19	22	29	26	22	25	29	23	27	33
26	23	25	21	26	23	17	30	24	22
19	25	24	25	20	22				

**Max - 36**

**Min - 16**

**85% - 29**

**Ave - 24**

**Sp. Limit - 60**

**27 - Cars/LGV's**

**18 - HGV's/PSV's**



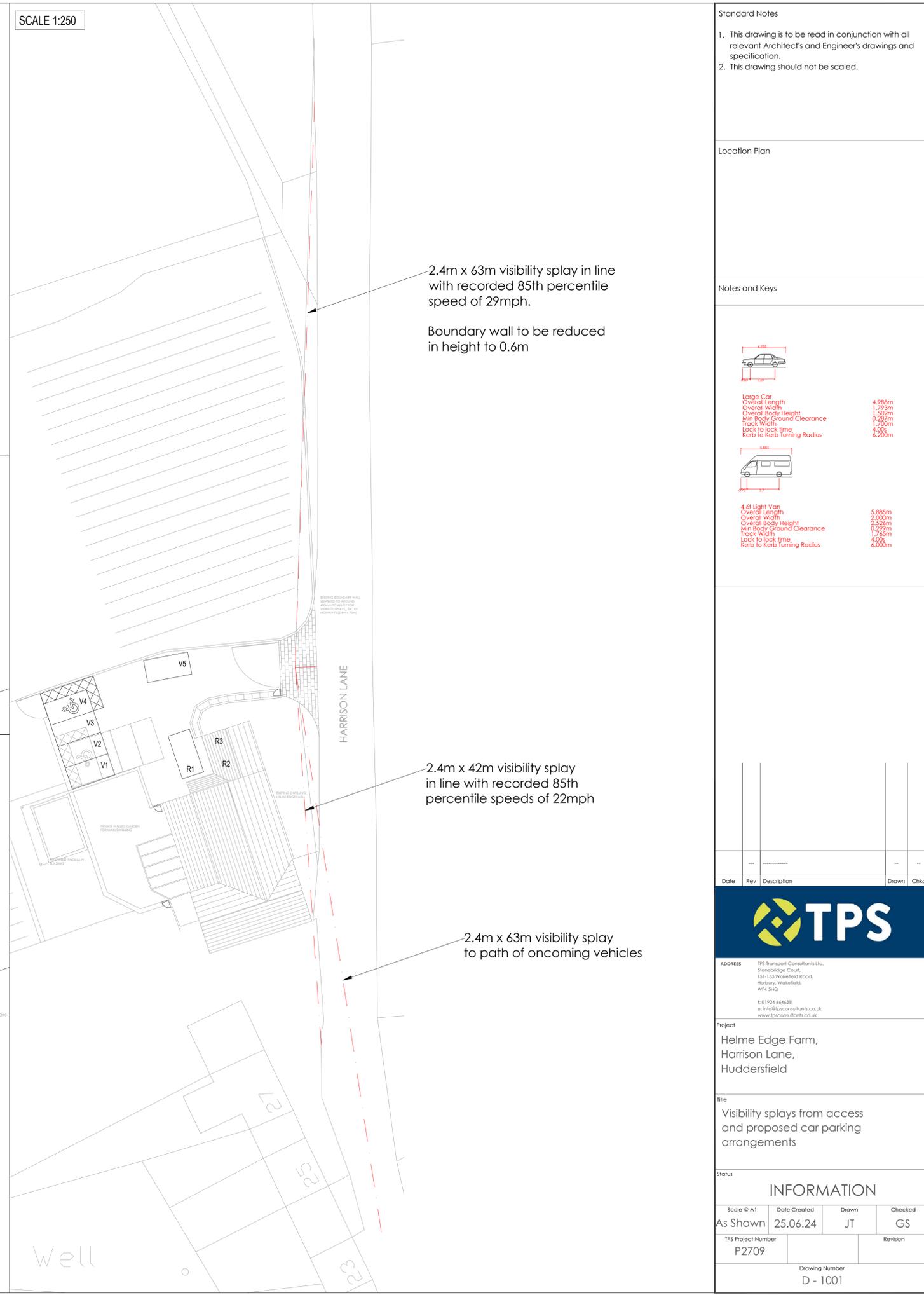
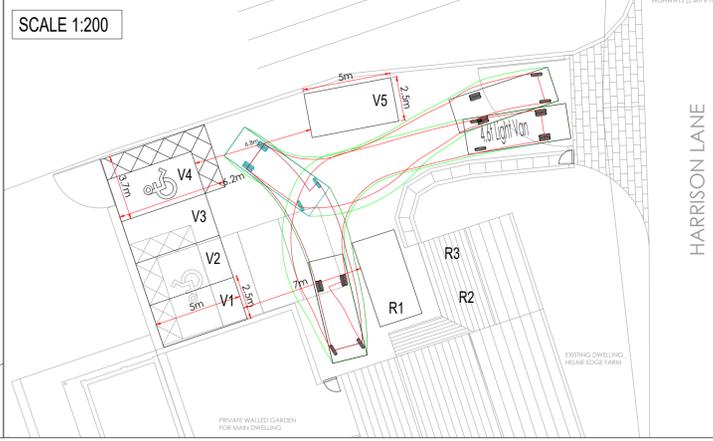
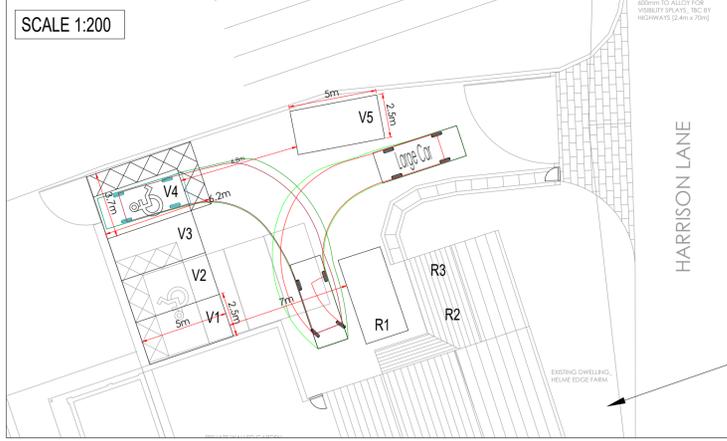
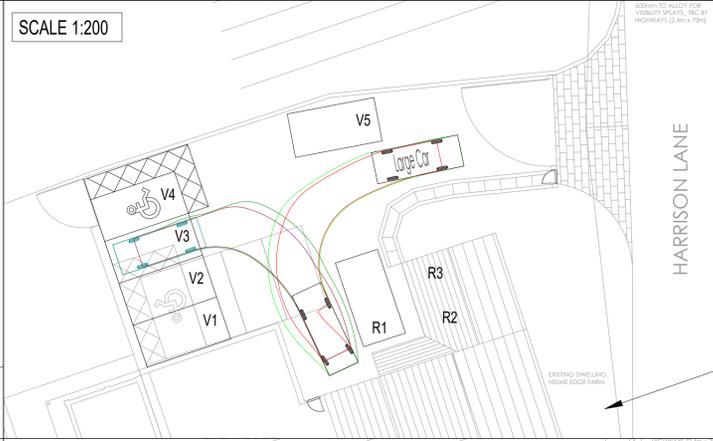
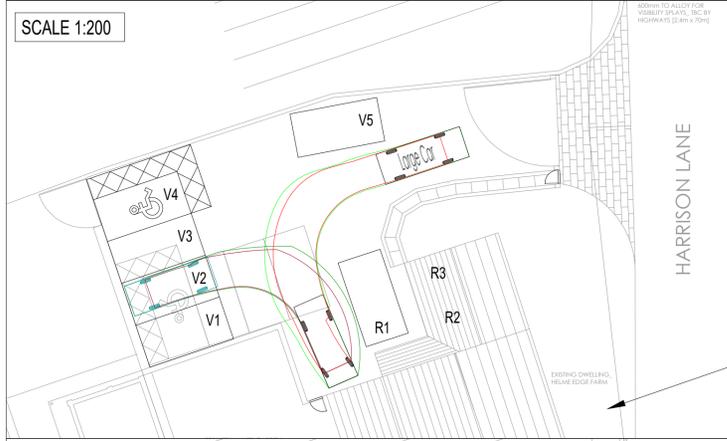
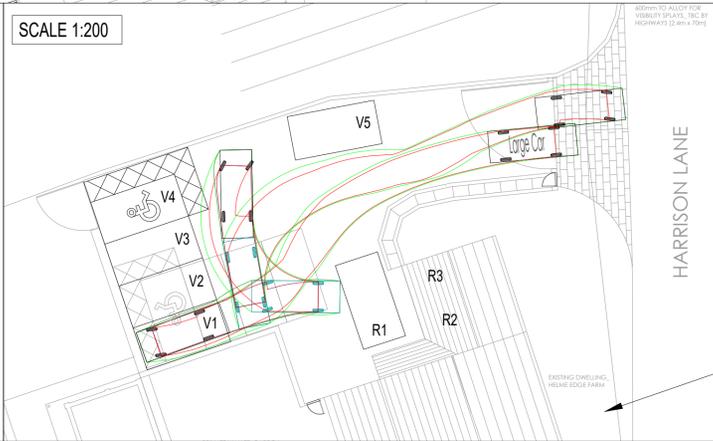
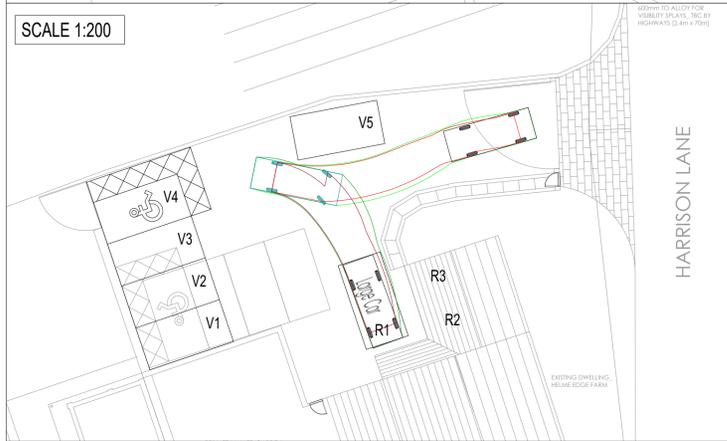
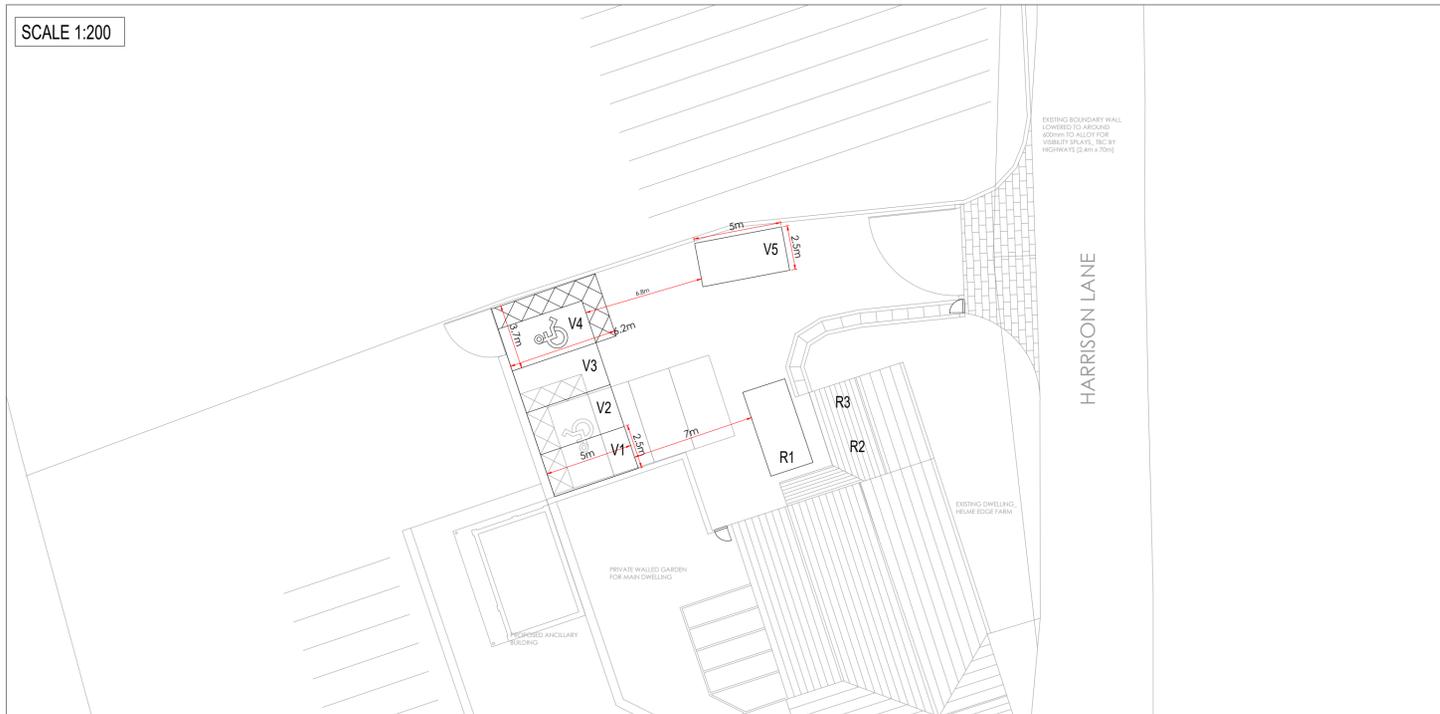
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## Appendix C

### Proposed car park layout and visibility splays



Standard Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.
2. This drawing should not be scaled.

Location Plan

Notes and Keys



Large Car  
 Overall Length 4.988m  
 Overall Width 1.793m  
 Overall Body Height 2.526m  
 Min Body Ground Clearance 0.287m  
 Track Width 1.730m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 6.200m



4.6t Light Van  
 Overall Length 5.885m  
 Overall Width 2.000m  
 Overall Body Height 2.526m  
 Min Body Ground Clearance 0.299m  
 Track Width 1.730m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 6.000m

Date	Rev	Description	Drawn	Chkd



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Project  
 Helme Edge Farm,  
 Harrison Lane,  
 Huddersfield

Title  
 Visibility splays from access  
 and proposed car parking  
 arrangements

Status

INFORMATION

Scale @ A1	Date Created	Drawn	Checked
As Shown	25.06.24	JT	GS

TPS Project Number	Revision
P2709	

Drawing Number  
 D - 1001