



# TPS Transport Consultants Ltd

## Technical Note

Client	RBR Ltd.
Project	Land at Ratcliffe Road, Wellhouse, Huddersfield
TPS Reference	P2450
Date Prepared	January 2024
Prepared By	JA
Checked By	JT

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## 1. INTRODUCTION

- 1.1 TPS Transport Consultants Ltd (TPS) has been instructed by RBR Ltd. to prepare a Highways Technical Note to support a planning application for the erection of a residential dwelling on land to the north of Ratcliffe Road, Wellhouse, Huddersfield.
- 1.2 The site is an area of unallocated storage / agricultural land, currently used for animal grazing and storage, and has provided off-street parking for a number of years. The site is bound by agricultural land to the northwest and southwest and residential dwellings and Ratcliffe Road, to the northeast and southeast. The location of the site, demonstrating the land under the applicant's control, can be seen in **Figure 1**, below.

**Figure 1 – Site Location Plan**



Source: Google Maps



- 1.3 It is proposed for a single residential dwelling to be constructed on the site, with access to be taken from an existing point of access from Ratcliffe Road, between no. 18 and no. 20, Ratcliffe Road.
  
- 1.4 This Technical Note has been prepared to demonstrate that the impact of a residential dwelling taking access from this point will not have a severe impact on the operation of Ratcliffe Road and, therefore, there are no highways grounds for refusing an application.

## 2. TRIP GENERATION AND IMPACT

### Trip Generation

- 2.1 As has been set out previously, the access has been used for parking and for serving the storage / agricultural land, which would include daily visits to/from the access, to provide foodstuffs for animals grazing on the land and to check the health / wellbeing of the animals and storage of equipment.
- 2.2 The proposed single dwelling will generate minimal trips onto Ratcliffe Road, with just one additional vehicle movement at the recognised network peak times. This would generally equate with the number of trips that would be generated by the sites current use.

### Road Safety Record

- 2.3 The record of personal injury collisions which have occurred in the latest five-year period (2017-2021) have been obtained from [www.crashmap.co.uk](http://www.crashmap.co.uk) and can be seen in **Figure 2**, below.

**Figure 2 – Crashmap Collision Record**



Source: [www.crashmap.co.uk](http://www.crashmap.co.uk)

- 2.4 As can be seen in **Figure 2**, there have been no recorded injury accidents over the last five years within 100m of the access and, therefore, there are no trends which would warrant



mitigation or be a cause for concern as a result of the dwelling taking access from this location.



### 3. ACCESS PROPOSALS

- 3.1 It is proposed to provide an access with a minimum width of 4.8m into the site between 18 and 20 Ratcliffe Road, made of a bound material, providing access to a parking area for the proposed dwelling.
- 3.2 The 4.8m wide carriageway will enable two-way vehicle movements and, therefore, vehicles will not need to reverse onto the Ratcliffe Road in the event of a vehicle egressing from the site.
- 3.3 Should the site be granted outline consent, as part of the reserved matters application, turning facilities will be provided within the site for a fire tender and demonstrated with swept path analysis. This reflects the provision for the approved dwelling at Upperthong (2020/60/93470/W), detailed in Section 4.

## 4. PLANNING HISTORY AND RELATED CASE

### Introduction

- 4.1 This section of the report sets out the planning history of the site and precedence on the site and across Kirklees for allowing access to be taken from Ratcliffe Road.

### Planning History

- 4.2 The position where it is proposed to provide the access to the proposed dwelling, between nos. 18 and 20, Ratcliffe Road, is currently used for the parking of one vehicle associated with no. 20 Ratcliffe Road and has been for a number of years, through an agreement with the applicant. It is also used for accessing the site by agricultural vehicles, including 4x4 vehicles towing trailers, when bringing animals to graze on the land. **Figure 3** demonstrates the use of the land for parking and shows that a vehicle currently reverses onto the land between nos. 18 and 20, Ratcliffe Road, to avoid needing to reverse back out onto highway.

**Figure 3 – Existing Use of access (2018)**

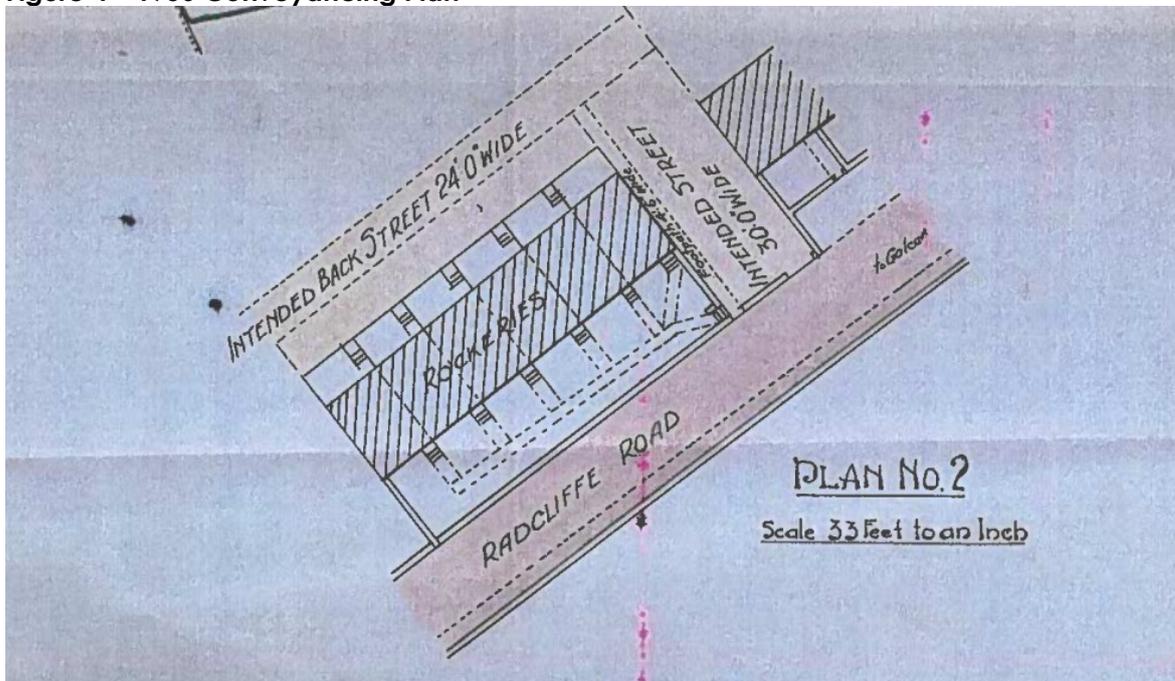


Source: Google Maps (2018)

- 4.3 In addition to the current use, the previous uses of the access should be taken into consideration and carries weight, albeit, recognising that design guidance has moved on since the access was previously proposed for access to the rear of the dwellings. **Figures 4 and 5**, overleaf demonstrate the conveyancing plans for the land from 1956 and 1914,

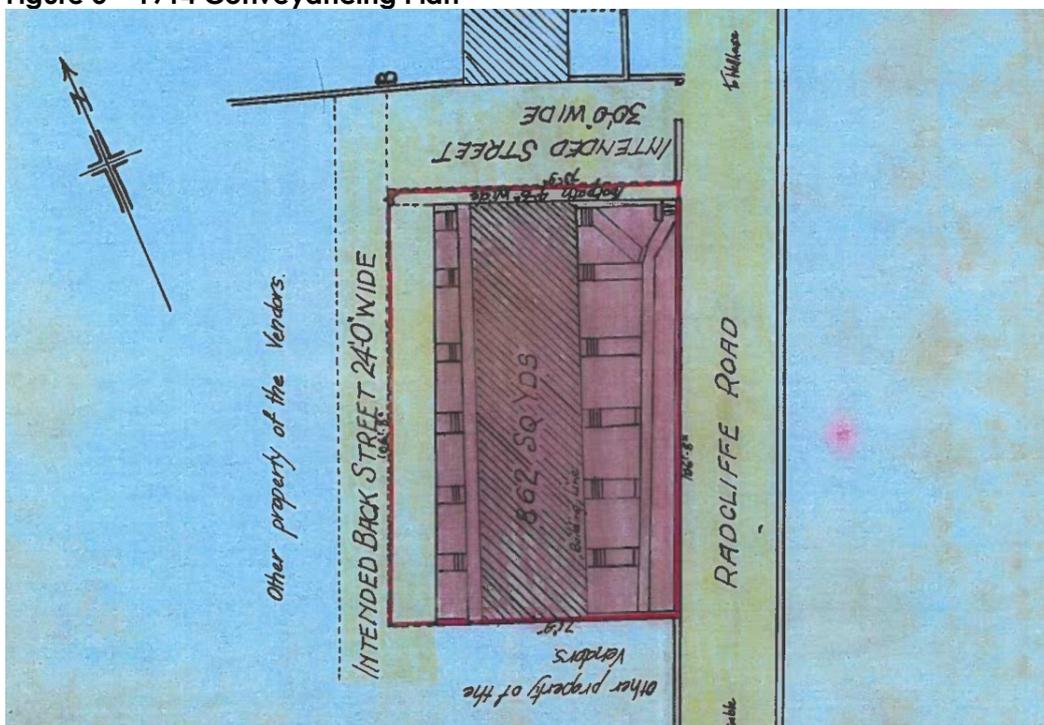
respectively, suggesting it was intended for the access to be a street, 30ft wide, leading to a back street, 24ft wide. This was used for dropping off coal to the dwellings.

**Figure 4 – 1956 Conveyancing Plan**



Source: Solicitor

**Figure 5 – 1914 Conveyancing Plan**



Source: Solicitor

- 4.4 It is, therefore, demonstrated that the existing point of access into the land, has a historic and current use for vehicles to access the site, which should be considered as part of the new proposals for a dwelling to take access from this point.

### **Related Case**

- 4.5 It is recognised that no two sites are the same and there will be specific reasons for approving or refusing applications for developments across Kirklees. However, it should be noted that other applications have recently been approved in Kirklees, with not dissimilar characteristics to the development being proposed, particularly in relation to the lack of visibility from the access for vehicles emerging and for vehicles approaching to be able to see oncoming vehicles. Other similar cases are set out below, which demonstrate the precedence that has been set, which should be taken into account when consulting on the proposed development.

#### Application no. 2020/60/93470/W – Land Off, Upperthong Lane, Upperthong

- 4.6 An outline application for a single residential dwelling on Land off Upperthong Lane was approved in May 2021 and a subsequent reserved matters application has been submitted (Ref: 2023/61/92711/W) for a single residential dwelling, to agree details of the proposals.
- 4.7 Kirklees Council Highways Development Control, in their consultation on the outline application offered no objection to the proposal, citing *“that visibility splays at the access are considerably lower than recommended due to hedges on third part land to either side of the access. There are no recorded injury accidents within 100m of the access along Upperthong Lane and so we must assume that the access has operated safely and because we are not expecting an intensification of use, this will not change with the proposals for a single dwelling.”*
- 4.8 With this in mind, a precedence has been set, that as long as the use of an access is not intensifying when changing from agricultural land to a single dwelling, then it is acceptable in highway safety terms. As part of the aforementioned scheme, it was requested that turning facilities are provided on the site, sufficient that cars associated with the dwelling and a fire tender can turn within the site, so that vehicles can enter/exit the site in forward gear. This was something agreed as a condition of the development approval.

Application no: 2023/62/91929/E – Rear of 1, West View, Leak Hall Road, Denby Dale

- 4.9 An application for a single residential dwelling was approved on the 18<sup>th</sup> September 2023 for the erection of a single residential dwelling on land to the rear of no. 1, West View, Leak Hall Road, Denby Dale. Access to this dwelling is proposed via an existing driveway, similar to the at Ratcliffe Road and will provide access for parking of 5 vehicles. 2 parking spaces for the existing dwelling and 3 parking spaces for the new dwelling.
- 4.10 No information was submitted/ with this application or a prior approval (2018/90005) in relation to visibility splays from the access, which can be seen in **Figure 6** below.

**Figure 6 – Access from Leak Hall Road**



Source: Google Maps

- 4.11 As can be seen in **Figure 6**, visibility from a setback distance of 2.4m or even 2m would be restricted by the boundary wall of the property to the right, in the image above. This



demonstrates that for access to a single residential dwelling, Kirklees are willing to accept a departure from standard, in relation to visibility from the access.

- 4.12 The proposed development at Ratcliffe Road, a single residential dwelling would only generate as many vehicle movements as the proposal at Leak Hall Road and, therefore, should be viewed in a similar light.



## 5. SUMMARY AND CONCLUSIONS

- 5.1 TPS Transport Consultants Ltd (TPS) has been instructed by RBR Ltd. to prepare a Highways Technical Note to support a planning application for the erection of a residential dwelling on land to the north of Ratcliffe Road, Wellhouse, Huddersfield.
- 5.2 It has been demonstrated that the existing access is utilised for daily visits; to provide foodstuffs for animals grazing on the land, to check the health / wellbeing of the animals and for parking and storage of equipment. Further to this, the land has a historic use for delivering coal to the rear of the existing dwellings on Ratcliffe Road.
- 5.3 The proposed development of a single dwelling will not have a discernible impact on highway safety and is similar to other accesses for single residential dwellings in Kirklees. It is considered that the precedence set by the two other cases in Kirklees, with accesses which have a departure from standard for a typical residential access, in terms of visibility, provide evidence that an access as proposed is acceptable.
- 5.4 With the above in mind, it is considered that the impact of the proposed development will not be severe.