



# Longwood gate, Longwood, Huddersfield

Technical Note

September 2025

2441

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## Quality Management

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Checked by	LJO			

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## Contents

1.0	Introduction .....	4
2.0	Development Proposals – Visibility & Swept Path Analysis.....	6
3.0	Conclusion .....	7

## Appendices

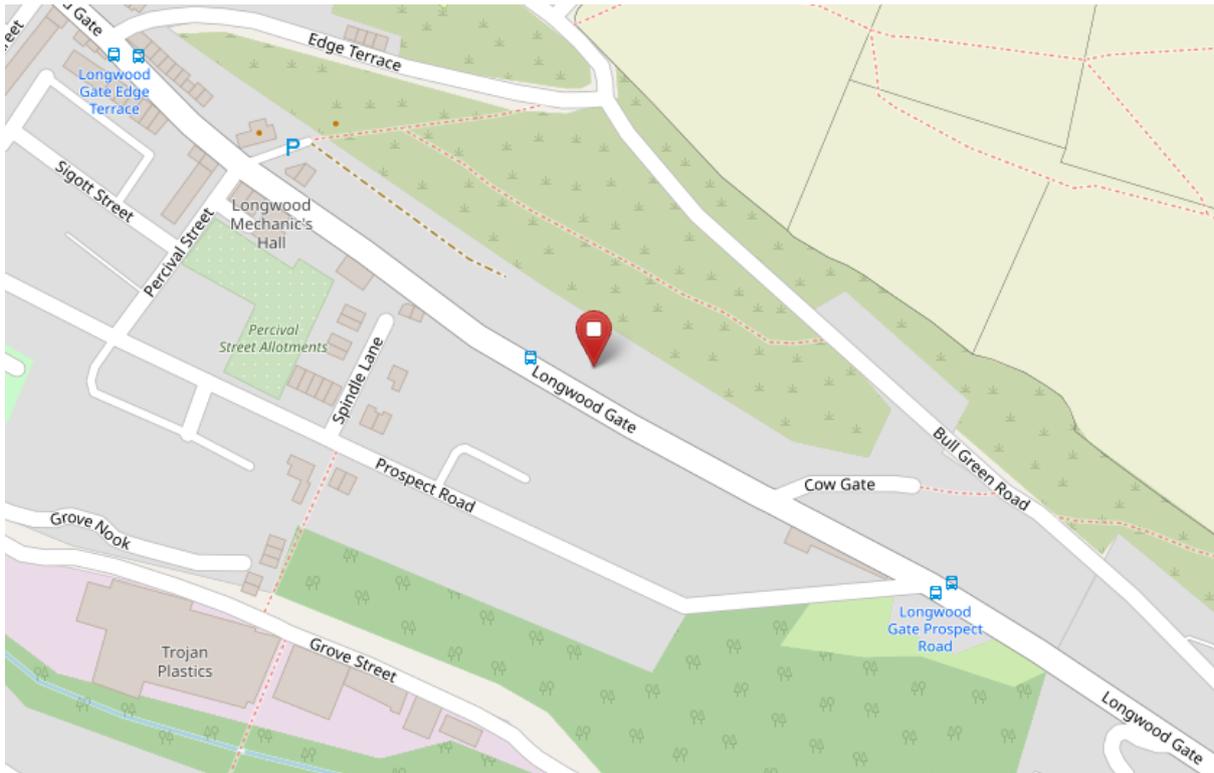
Appendix A Visibility & Swept Path Analysis Drawing

## Figures

Figure 1	Site location .....	4
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## 1.0 Introduction

- 1.1 Paragon Highway Consultants have been appointed to prepare this Technical Note concerning the comments received from the Council in relation to proposed access for a residential development off Longwood Gate, Longwood, Huddersfield. The site location can be found in Figure 1 below.



*Figure 1 Site location*

- 1.2 The proposals comprise the erection of two detached dwellings, each served by a new vehicular access with associated internal turning and parking provision. Both dwellings will be three bedroom properties, with access taken via a new vehicular crossing off Longwood Gate.
- 1.3 The application site currently consists of vacant scrubland and extends to approximately 0.04 hectares in total.
- 1.4 The comments received from the Council are shown below.

- *There is reference to 'Low level stone wall to match existing with opening onto highway providing visibility splays as Highway engineer detail' on drawing (24311)12\_Scheme as proposed Elevations rev C. Can this detail be provided as it does not appear to be confirmed in any of the other submitted plans / documents.*
- *Visibility is sub standard for a 30 mph road, the submitted plans indicate sightlines of 2.4 x 39.1 and 38.1 respectively. Please can any points considered to be justification of the shortfall of required visibility be set out.*
- *No swept paths to determine if vehicles can enter and exit the site in forward gear have been provided, please can these be submitted.*

1.5 This report explains how the latest proposal addresses the above comments.

## 2.0 Development Proposals – Visibility & Swept Path Analysis

### Visibility

- 2.1 Kirklees Council has raised concerns regarding the visibility splays at the proposed access. The previously submitted drawings indicated visibility splays of 2.4m x 39.1m and 38.1m to the nearside kerb line respectively, which were considered substandard against the requirement for a 30mph road. Manual for Streets (MfS) guidance sets the desirable minimum 'Y' distance at 43.0m for a 30mph road.
- 2.2 A further assessment has been undertaken and demonstrates that 2.4m x 43.0m is achievable in both directions when the splays are measured to the nearside wheel track rather than to the kerb line. Section 10.5.3 of Manual for Streets 2 supports this methodology, stating:
- "The Y distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right along the main alignment. For simplicity it has previously been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the kerb line. Therefore a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track."*
- 2.3 This approach therefore represents a robust and policy compliant assessment. The drawing provided at Appendix A demonstrates the achievable visibility splays of 2.4m x 43.0m, measured 0.5m into the carriageway, which accord with MfS requirements for a 30mph road.
- 2.4 To maintain these sightlines, the proposed boundary wall and any planting or structures within the visibility envelope will be limited to a maximum height of 1.0m above carriageway level. This ensures that the splays remain unobstructed at all times.

### Swept Path Analysis

- 2.5 Swept path analysis has been undertaken using a private car to confirm that vehicles can safely enter the site, manoeuvre within, and exit onto the highway in a forward gear. A small turning area is provided to the front of

both properties, which enables vehicles to reverse from the parking bays and complete the manoeuvre without reliance on the public highway.

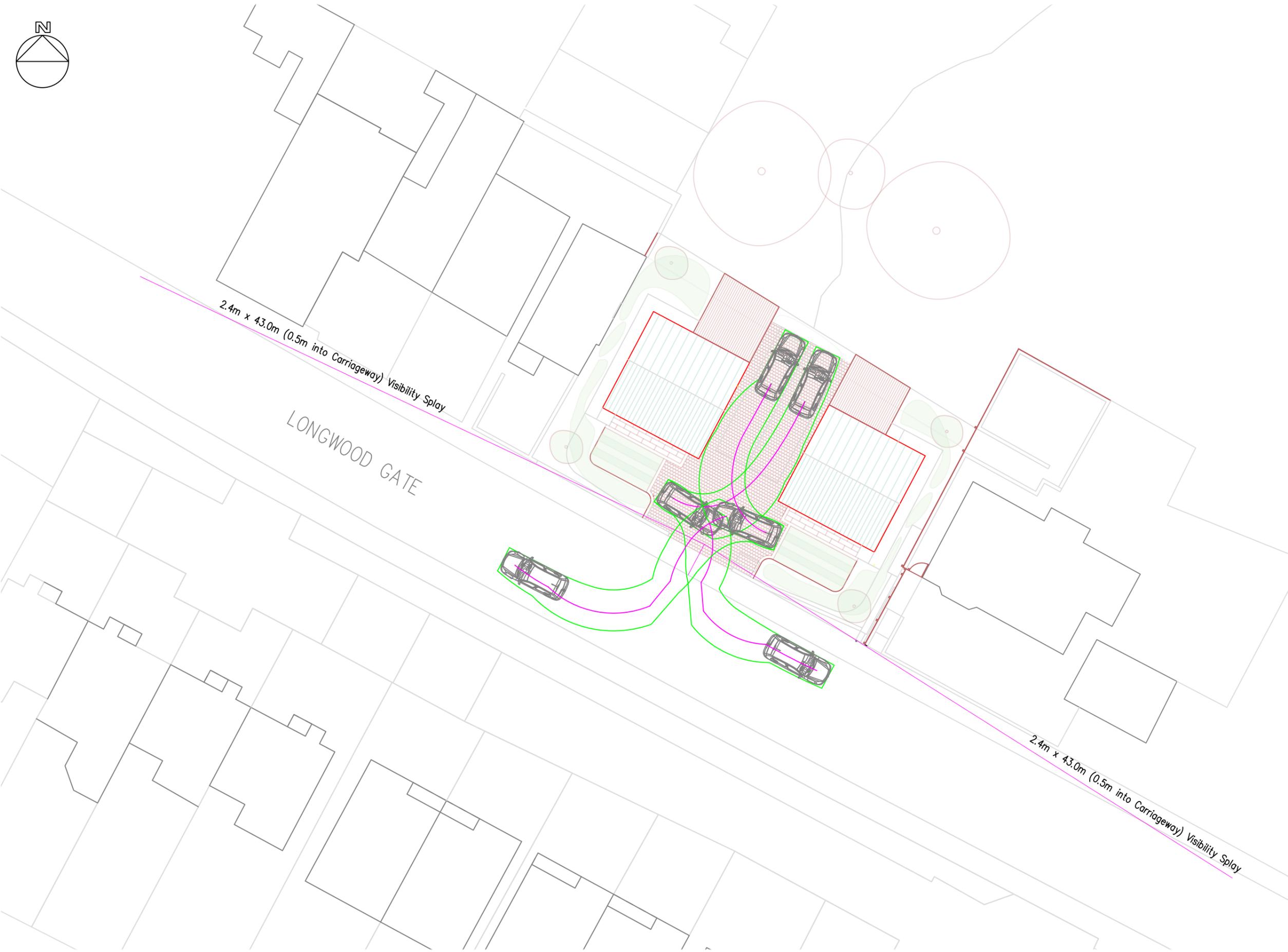
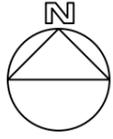
- 2.6 The results of this assessment are illustrated on the plan at Appendix A, which clearly demonstrates that vehicles can enter and exit the site in a safe and convenient manner.

### **3.0 Conclusion**

- 3.1 In summary, the proposed access arrangements have been carefully reviewed and are considered to be acceptable in highway safety terms. The updated visibility assessment demonstrates that the required 2.4m x 43.0m splays for a 30mph road are achievable in both directions when measured in accordance with Manual for Streets 2 guidance, and these will be safeguarded through appropriate boundary treatments. Furthermore, swept path analysis confirms that vehicles can enter, turn within, and exit the site in a forward gear without conflict. On this basis, the proposals are considered to provide safe and suitable access in accordance with national and local highway design guidance.

# Appendix A

## Visibility & Swept Path Analysis Drawing



General Notes

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



PROJECT TITLE  
LONGWOOD GATE, LONGWOOD, HUDDERSFIELD

DRAWING TITLE  
VISIBILITY & SPA DRAWING

DRAWING NUMBER	PROJECT	VEL.	TYPE	ROLE	NUMBER
FRGN - 2441	HGN	DR	CH	0001	

CLIENT  
KURT SCHRAMM

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:250	A3	JH	LJO	LJO	SEPT 25

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