

Andrew Simcox

Piper Well House and Barn,
Park Head Lane / Piper Well Lane,
Huddersfield HD8 8BA

Highway Technical Note



Control Sheet

CLIENT: Andrew Simcox
PROJECT TITLE: Piper Well House and Barn,
 Park Head Lane / Piper Well Lane, Huddersfield HD8 8BA
REPORT TITLE: Highway Technical Note
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	Approved by		I Ladbrooke				30/04/2026	
Issue Record	Issue	Date	Status	Description	Name			
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					Checked	I Ladbrooke		
					Approved	I Ladbrooke		
	03				Prepared			
					Checked			
					Approved			

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Acknowledgements

Traffic count data has been provided by Nationwide Data Collection and an image provided has been included in this report for illustrative purposes only.

The Crashmap database has been utilised to carry out a road traffic incident review.

www.crashmap.co.uk

Highway adoption records have been obtained from Kirklees Council.

Sanderson Associates drawings are based on plans provided by Oakleaf Architecture Ltd and Topographical Survey drawings provided by Fosse Surveying Limited.

Reference to information contained within, and extracts from, the Department of the Environment and Department of Transport Design Bulletin 32 Residential Roads and Footpaths 1st Edition.

Reference to information contained within the Department for Transport Manual for Streets 2007 and Manual for Streets 2 2010.

Reference to information contained within Kirklees Highway Design Guide 2019.

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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Andrew Simcox to provide access advice in relation to the proposed redevelopment of Piper Well House and Barn, Park Head Lane / Piper Well Lane, Huddersfield HD8 8BA. The existing and proposed site plans are included at **Appendix A**.
- 1.2 This technical note has been prepared to address junction visibility at the site access. The sections of this report provide details on the following:
 - Speed surveys undertaken and required visibility splays
 - Highway adoption records
 - Road traffic incident record
 - Site visibility
- 1.3 Note that the access visibility prepared in this report is based on drawings provided by Oakleaf Architecture Ltd and, as such, this technical note is subject to the accuracy of those drawings.

2. Speed Survey and Visibility Requirements

- 2.1 An automatic traffic count (ATC) was undertaken on Park Head Lane, approximately 140m east of the junction with Piper Well Lane (100m east of the proposed site access), between the 26th March and 1st April 2026 to record actual vehicle speeds and flows. The location of the ATC is shown in **Figure 1**.

Figure 1 – Location of ATC [Nationwide Data Collection]



- 2.2 The recorded vehicle speeds and flows are summarised in **Table 1** with the full data included at **Appendix B**.

Table 1 – Recorded vehicle speeds and flows

Direction of Travel	85th percentile speed (mph)	5-day average 24h flow	7-day average 24h flow
Eastbound	41.2	639	585
Westbound	37.9	777	709

- 2.3 The visibility requirements based on the recorded speeds have been calculated in line with Manual for Streets 2, utilising the ‘above 60kph’ parameters comprising 2 seconds reaction time and 0.25g deceleration rate given in Table 10.1. The resulting visibility requirements are shown in **Table 2**.

Table 2 – Visibility requirements

Direction of Travel	Direction of Visibility	85th Percentile Speed (mph)	Stopping Sight Distance (m)
Eastbound	Right (west)	*	**
Westbound	Left (east)	37.9	94.9

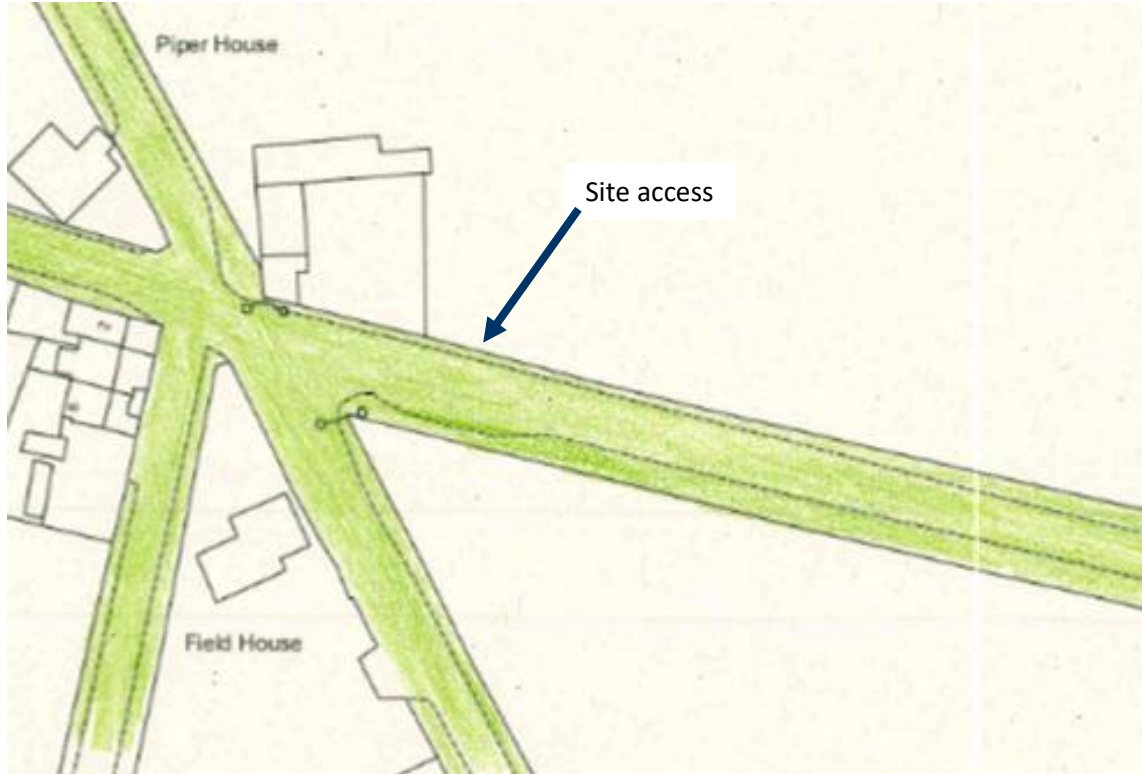
* 85th percentile eastbound speeds on Park Head Road at the junction of Park Head Lane/Piper Well Lane/Dearne Dike Lane/Haddingley Lane/Wall Nook Lane, to the west of the site access, were not recorded and sight line requirements have been derived from estimated speeds.

** Achievable visibility from the site access to the junction to the west is 35.0m.

3. Highway Adoption Records

- 3.1 Extent of highway adoption records were obtained from Kirklees Council. An extract is shown at **Figure 2** and the full plan is included at **Appendix C**.

Figure 2 – Extract of Highway Adoption Plan [Kirklees Council]



- 3.2 The highway boundary appears to be shown up to the back of the highway verge on Park Head Lane in the vicinity of the site.

4. Road Traffic Incident Review

- 4.1 Road traffic incident data has been obtained from the CrashMap database for the 26 years available within the database from 1999 to 2024. **Figure 3** shows the incident plot in the vicinity of the site access.

Figure 3 – Road traffic incident plot 1999-2024 [CrashMap]



- 4.2 As can be seen, no personal injury incidents have been recorded on Park Head Lane in the vicinity of the site access. Just one slight incident has been recorded at the junction of Park Head Lane/Piper Well Lane/Dearne Dike Lane/Haddingley Lane and Wall Nook Lane in the 26 years of data available. As such, there are no material highway safety problems associated with the existing highway arrangement.

5. Site Access Visibility

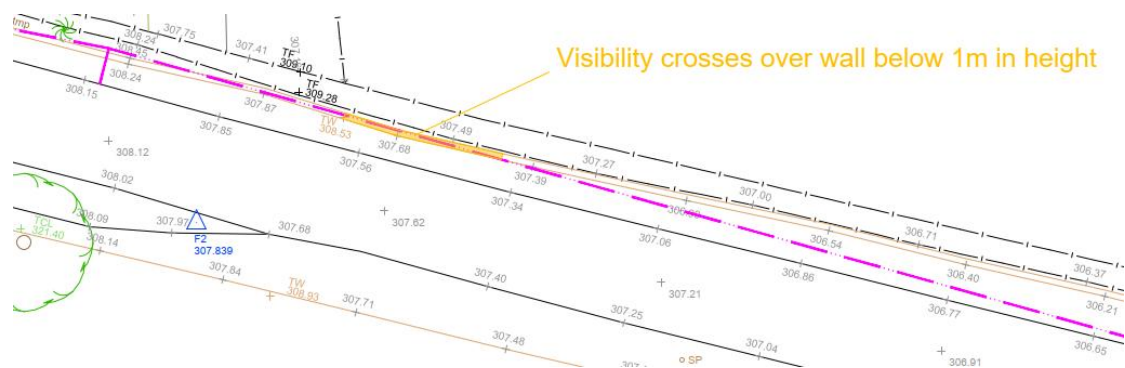
5.1 Site Access

- 5.1.1 The proposals would create a standard private drive access arrangement in accordance with Kirklees Highway Design Guide 2019, with a 5m access width and 4m access radii. The access gate would be set back 5m from the edge of the carriageway with the gates opening into the site. The access arrangements are shown on the drawing at **Appendix D**.
- 5.1.2 The proposed access provides a number of highway safety benefits in comparison to the existing site access. The proposed site access is located approximately 35m from the junction of Park Head Lane/Piper Well Lane/Dearne Dike Lane/Haddingley Lane/Wall Nook Lane and is to replace the existing access that is located approximately 20m closer to the junction.
- 5.1.3 The existing field gate access is flush with the highway boundary and has severely restricted visibility in both directions. The proposed access is to modern standards in relation to access width and also provides a 5m setback to allow space for vehicles entering/exiting the site to stop clear of the highway in order to open/close the gate. In addition, visibility is improved in comparison to the existing situation which also provides highway safety benefits.
- 5.1.4 The development proposals comprise the conversion of the existing house and barn into one three-bedroom property. As such, it can be expected that private cars will be the primary vehicle type accessing the site. This is in comparison to larger and slower agricultural vehicles such as tractors and vehicles with trailers that are likely to have accessed the site in the past, associated with the former use of the site.
- 5.1.5 Furthermore, the number of vehicle trips generated by a single dwelling is low and would be expected to be commensurate with the number of vehicle trips generated by the former use of the site with no significant intensification.

5.2 Visibility to the East

- 5.2.1 To the east a visibility splay of 2.4m x 94.9m is shown on Drawing 401891-002a and included at **Appendix D**. Visibility is in accordance with recorded vehicle speeds as summarised earlier at Table 2. The visibility splay crosses a section of existing highway boundary wall immediately east of the site. The extent of wall affected is coloured yellow on the plan and an extract is shown at **Figure 4**. Vehicles exiting the site would be able to see over the wall to the east as, based on the topographical survey, the wall is approximately 0.66m in height at this location.

Figure 4 – Extract of Drawing 401981-002a

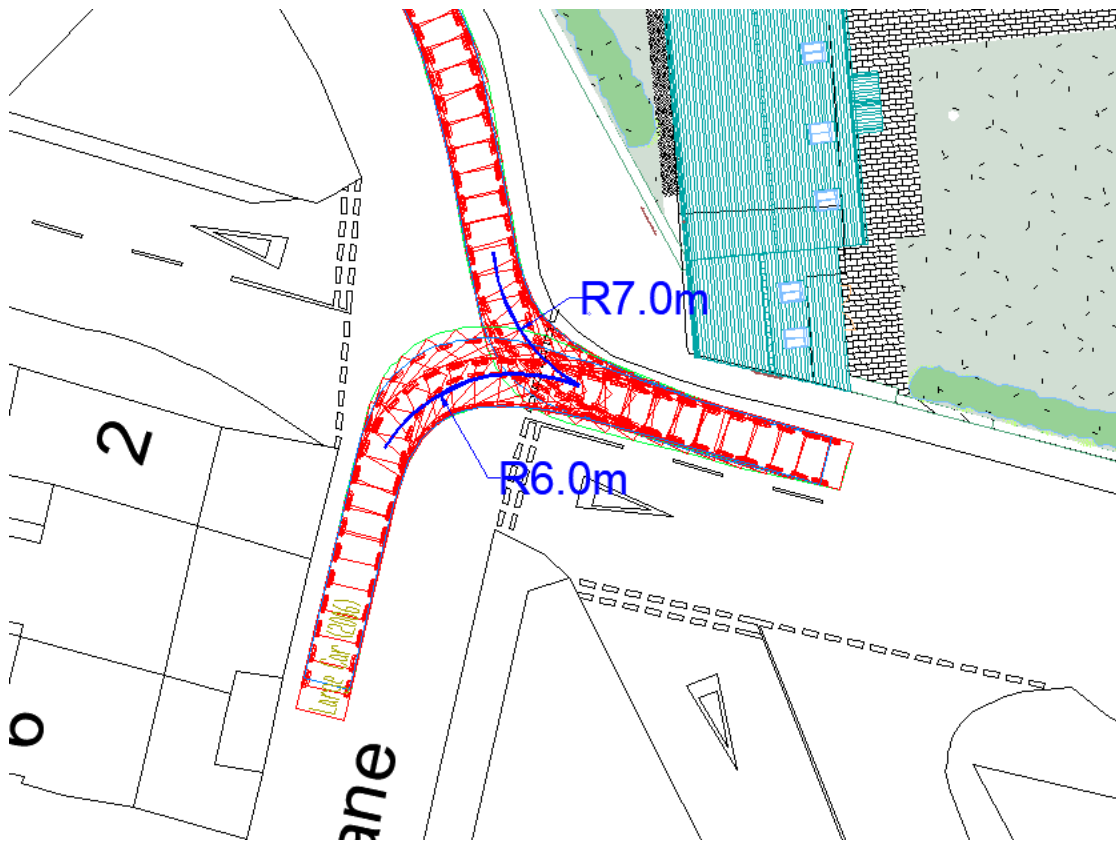


- 5.2.2 The visibility to the east is measured 0.5m into the carriageway and is in the non-critical direction for approaching vehicles. Measuring visibility to the nearside edge of approaching vehicles rather than the kerb line is considered to be in accordance with the guidance provided in paragraph 10.5.3 of the Department for Transport's Manual for Streets 2 which advises that *“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 a vehicle track”*.
- 5.2.3 Within the site boundary there is a section of the boundary wall (coloured orange on the drawing at **Appendix D**) which will be set back to the rear of the visibility splay as required.
- 5.2.4 The access visibility assessment is based on the topographical survey provided by Fosse and is included at **Appendix E**.

5.3 Visibility to the West

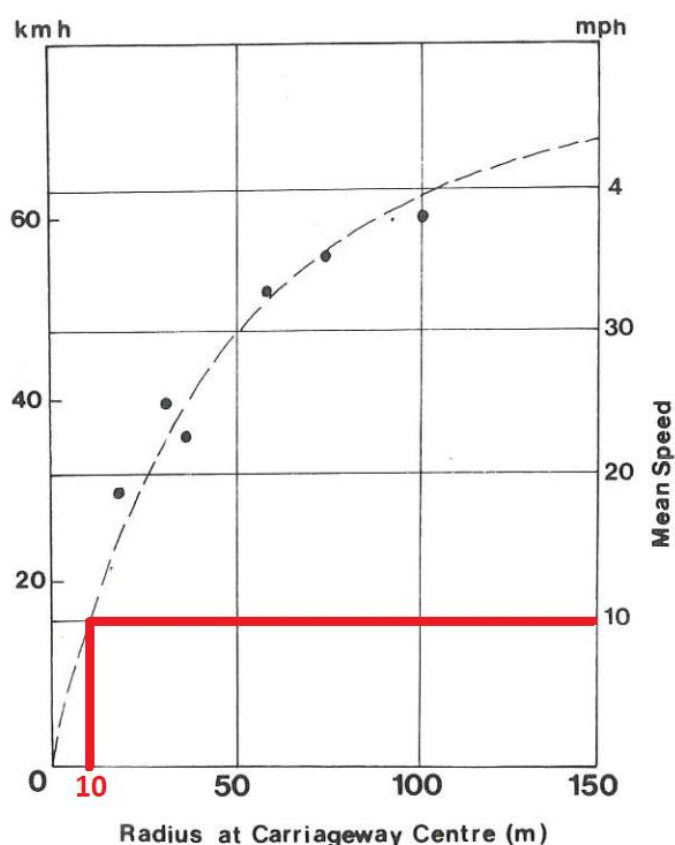
- 5.3.1 To the west of the access, visibility to the edge of carriageway is achievable at 2.4m x 35.0m, which is to the adjacent junction, as shown on Drawing 401891-002a. This is based on the wall and hedgerow within the site being set back to the rear of the visibility splay as required.
- 5.3.2 Vehicles travelling from Piper Well Lane to Park Head Lane turn through approximately 90-degrees with a radius of approximately 7.0m. Vehicles travelling from Haddingley Lane to Park Head Lane turn through approximately 90-degrees with a radius of approximately 6.0m. These radii are shown on **Figure 5**.

Figure 5 – Curve radii of vehicles turning into Park Head Lane



- 5.3.3 Former guidance contained within Department for Transport document Design Bulletin 32 (DB32) contains advice at Appendix 3 relating to the effect of horizontal curvature on vehicle speeds. Whilst this document has been withdrawn the advice has not been superseded. The guidance shows the relationship between vehicle speed and the radius of the carriageway centre, and states: “As shown at Figure 3 these results indicate that very substantial reductions in mean vehicle speeds occur with successive reductions in curve radii below 100m”
- 5.3.4 Using Figure 3 and assuming a worst case 10m centreline radius (which adds robustness to the assessment) the calculated mean vehicle speed turning into Park Head Lane is 10mph, as indicated at **Figure 6**.

Figure 6 – Design Bulletin 32 Appendix 3 Figure 3



3

5.3.5 DB32 also states that: “Figure 3 represents mean speeds only and as an additional safety factor it is recommended that 20% be added to these speeds when considering the stopping distances”. With a 20% additional safety margin, vehicle speeds are 12mph.

5.3.6 Based on Manual for Streets (MfS) table 7.1, included at **Figure 7**, a vehicle travelling at 12mph requires a stopping sight distance of 14m. The additional features needed to achieve this speed (as mentioned in the MfS table) is the adjacent junction and turn through approximately 90-degrees.

Figure 7 – Manual for Streets Table 7.1

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
Additional features will be needed to achieve low speeds												

- 5.3.7 In comparison, the 35m achievable visibility equates to vehicle speeds of approximately 26mph.
- 5.3.8 At a setback of 2.4m, visibility to vehicles emerging from Wall Nook Lane is also achievable. This is also the case for vehicles on approach from Haddingley Lane and Dearne Dike Lane. These sight lines are shown on Drawing 401891-002a.

6. Summary

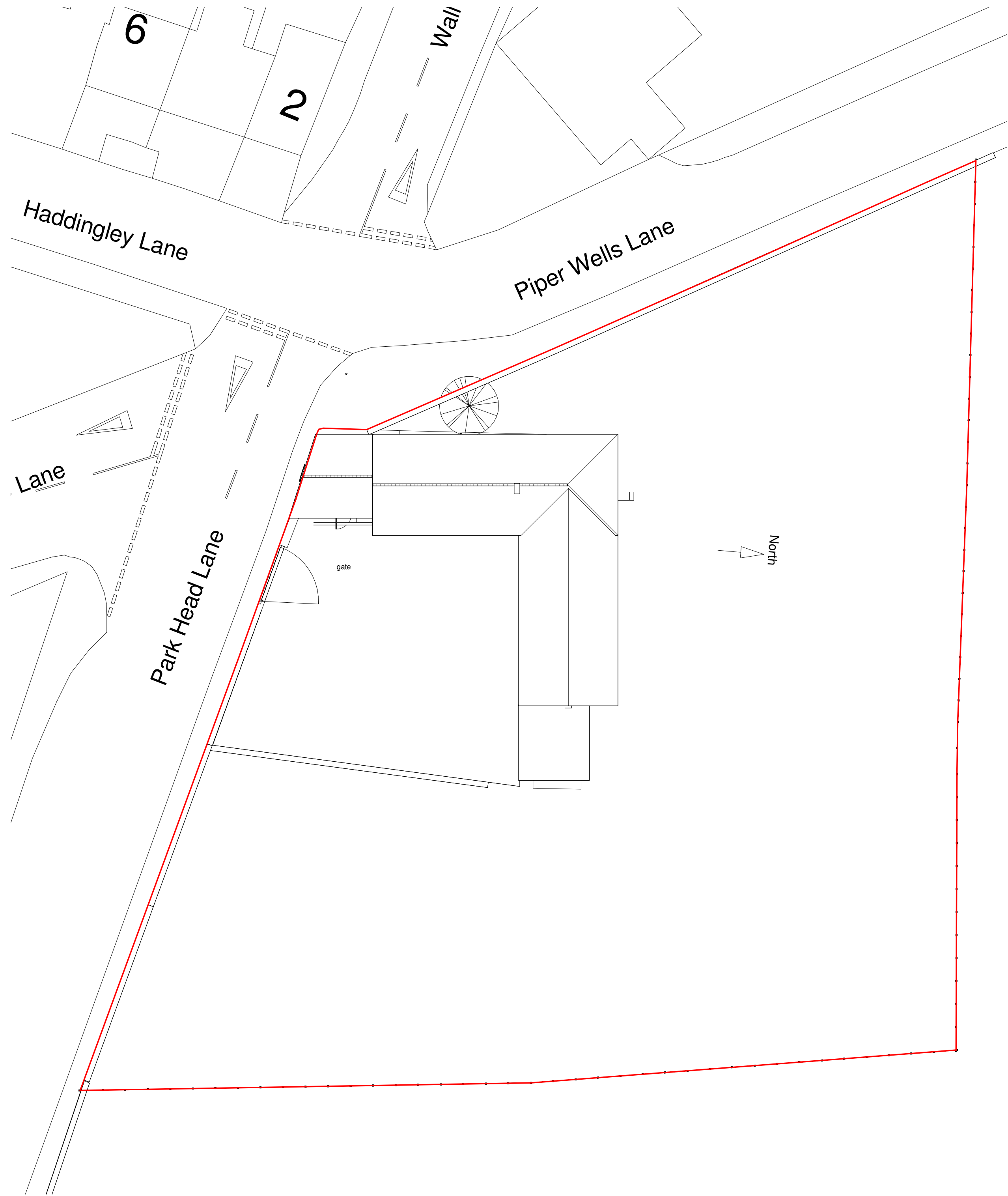
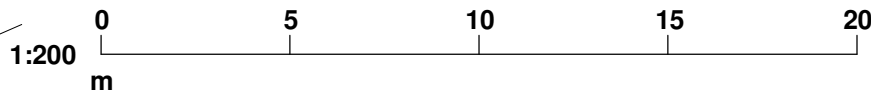
- 6.1 The proposals would create a standard private drive access arrangement in accordance with Kirklees Highway Design Guide 2019, with a 5m access width and 4m access radii. The access gate would be set back 5m from the edge of the carriageway with the gates opening into the site.
- 6.2 The proposed access provides a number of highway safety benefits in comparison to the existing site access. The proposed site access is located approximately 35m from the junction of Park Head Lane/Piper Well Lane/Dearne Dike Lane/Huddingley Lane/Wall Nook Lane and is to replace the existing access that is located approximately 20m closer to the junction. The proposals would also create a standard private drive arrangement in accordance with Kirklees Highway Design Guide 2019.
- 6.3 The existing field gate access is flush with the highway boundary and has severely restricted visibility in both directions. The proposed access is to modern standards in relation to access width and also provides a 5m setback to allow space for vehicles entering/exiting the site to stop clear of the highway in order to open/close the gate. In addition, visibility is improved in comparison to the existing situation which also provides highway safety benefits.
- 6.4 The development proposals comprise the conversion of the existing house and barn into one three-bedroom property. As such, it can be expected that private cars will be the primary vehicle type accessing the site. This is in comparison to larger and slower agricultural vehicles such as tractors and vehicles with trailers that are likely to have accessed the site in the past, associated with the former use of the site.
- 6.5 Furthermore, the number of vehicle trips generated by a single dwelling is low and would be expected to be commensurate with the number of vehicle trips generated by the former use of the site with no significant intensification.
- 6.6 The recorded vehicle speeds require a visibility splay of 2.4m x 94.9m to the east, which is achievable. The visibility splay crosses a section of existing highway boundary wall outside immediately east of the site, which is less than 1m in height (approximately 0.66m at this location) and would not impede visibility.
- 6.7 To the west, towards the junction of Park Head Lane/Piper Well Lane/Dearne Dike Lane/Huddingley Lane/Wall Nook Lane, access visibility of 2.4m x 35.0m is achievable, with appropriate setting back of the wall and hedgerow. This distance is considered to be in excess of that required based on estimated vehicle speeds approaching from this direction. Visibility is also achievable to vehicles on approach from Wall Nook Lane, Huddingley Lane and Dearne Dike Lane.
- 6.8 The highway safety record of the local highway network has been assessed with no highway safety problems identified. The proposed access arrangements with a standard junction layout and adequate visibility is unlikely to adversely affect the highway safety record.



Appendix A

Site Plans

NOTE:
Do not scale from this drawing, only use
figured dimensions for construction purposes.
for the avoidance of doubt, all dimensions are
to wall structure not finishes.
Contractors are to verify all dimensions on site
and notify the designer of any discrepancies.



1 Existing Site Plan
1 : 200



2 Proposed Site Plan
1 : 200

Rev	Description	Date
A	Initial issue	24/10/25
B	Updated to client comments	14/01/26
C	updated to client comments	11/03/26
D	Updated to client comments	13/04/26
E	Updated to client comments	16/04/26
F	T15 and T16 added	30/04/26

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

PROJECT

Piper Well Farmhouse & Barn,
Piper Well Lane, Shepley,
Huddersfield, HD8 8BA

TITLE

Site Plans

CLIENT

Simcox

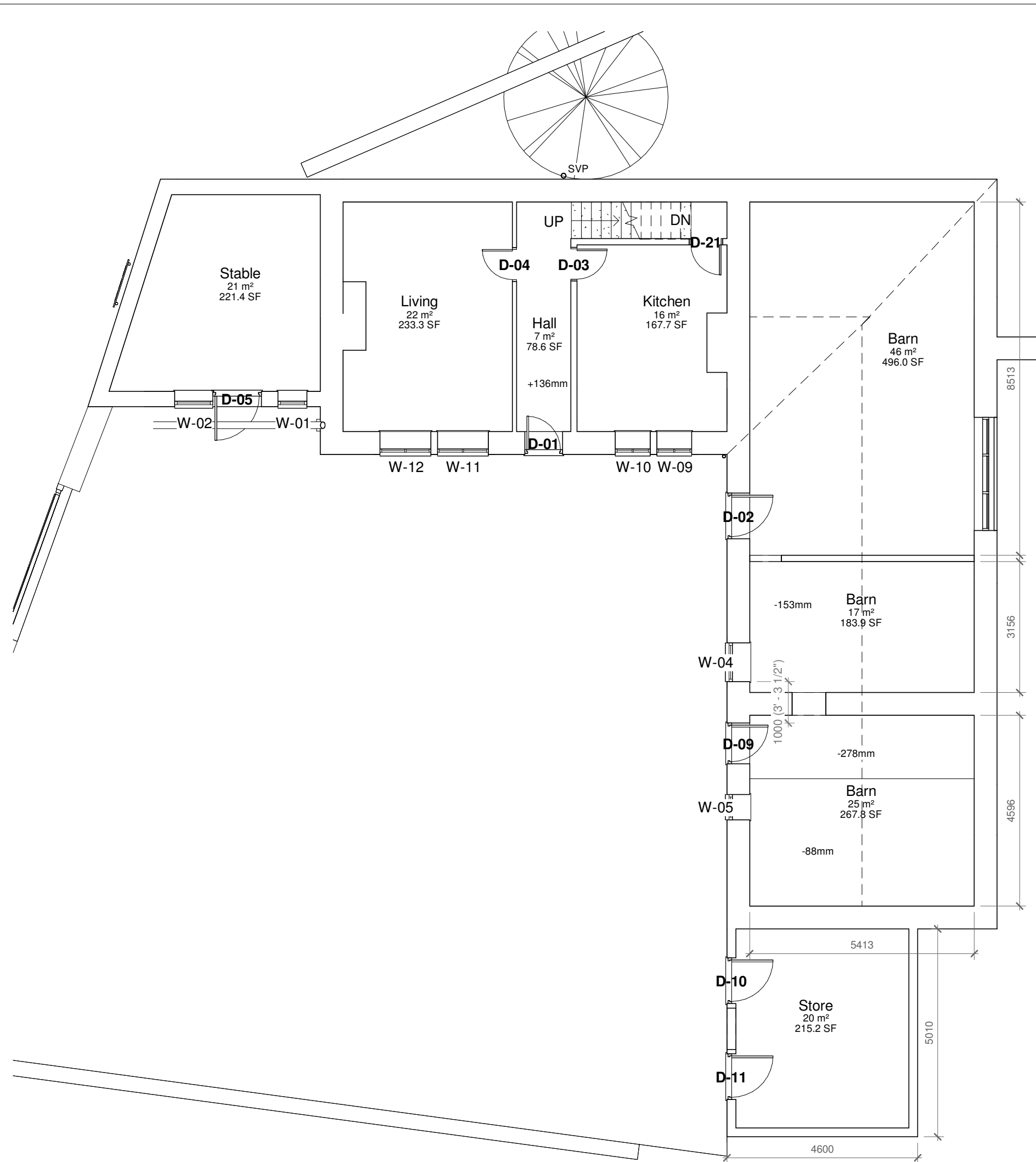
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SCALE (@ A1) 1 : 200		PROJECT NUMBER 2024-70

Oakleaf Architecture

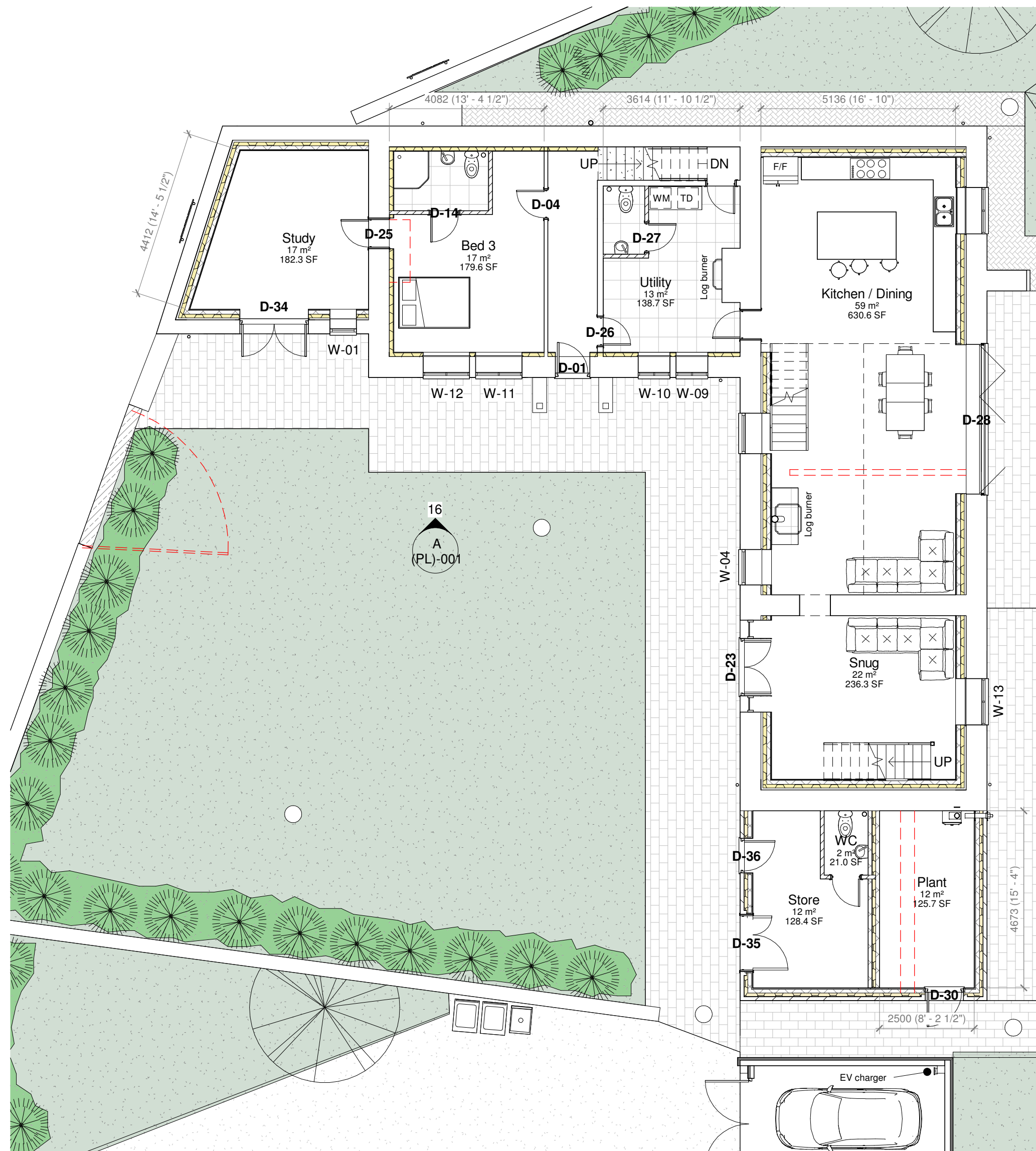


E-mail: oakleafarchitecture@outlook.com
ARCHITECTURE - PLANNING - BUILDING REGS

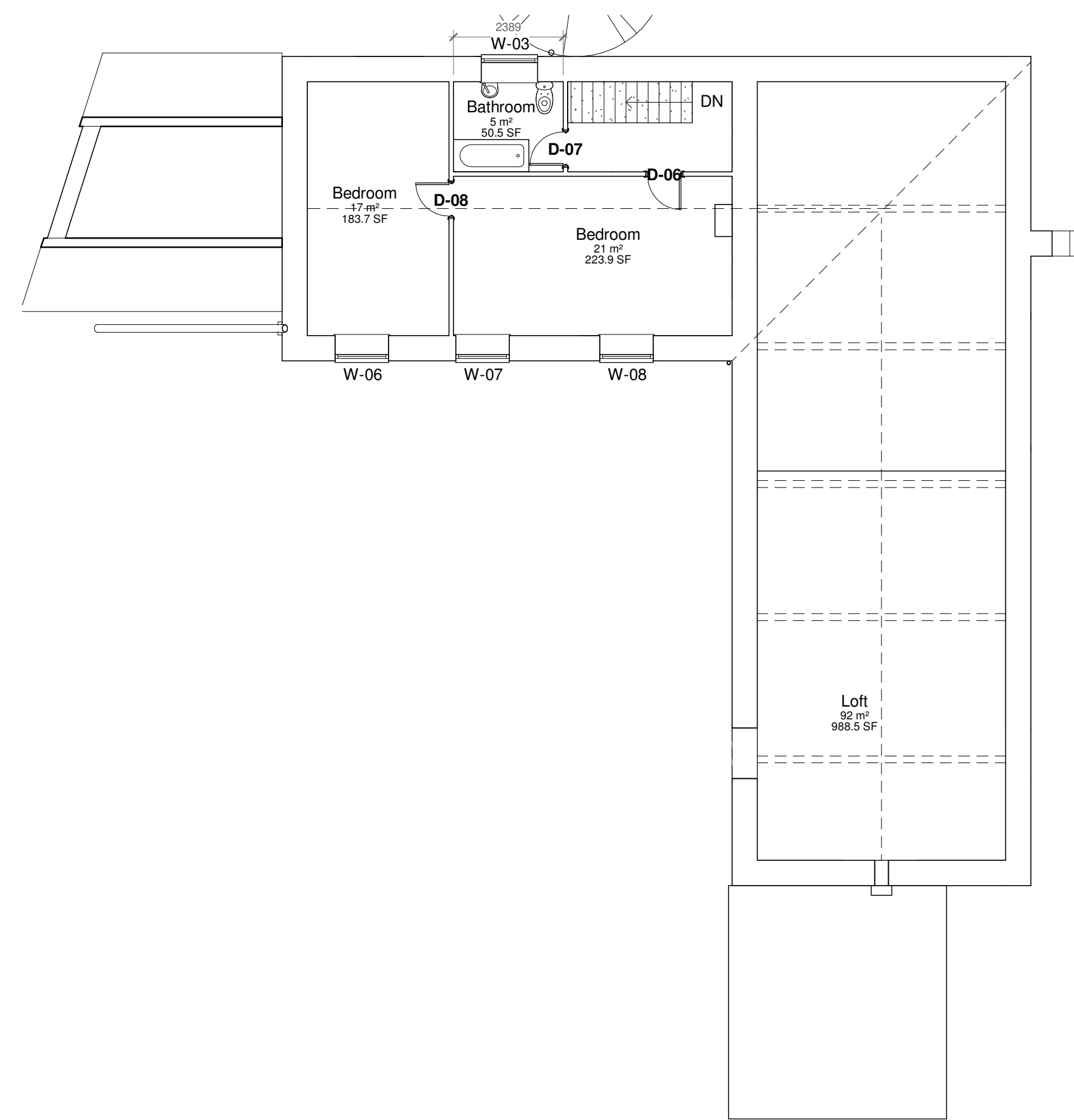
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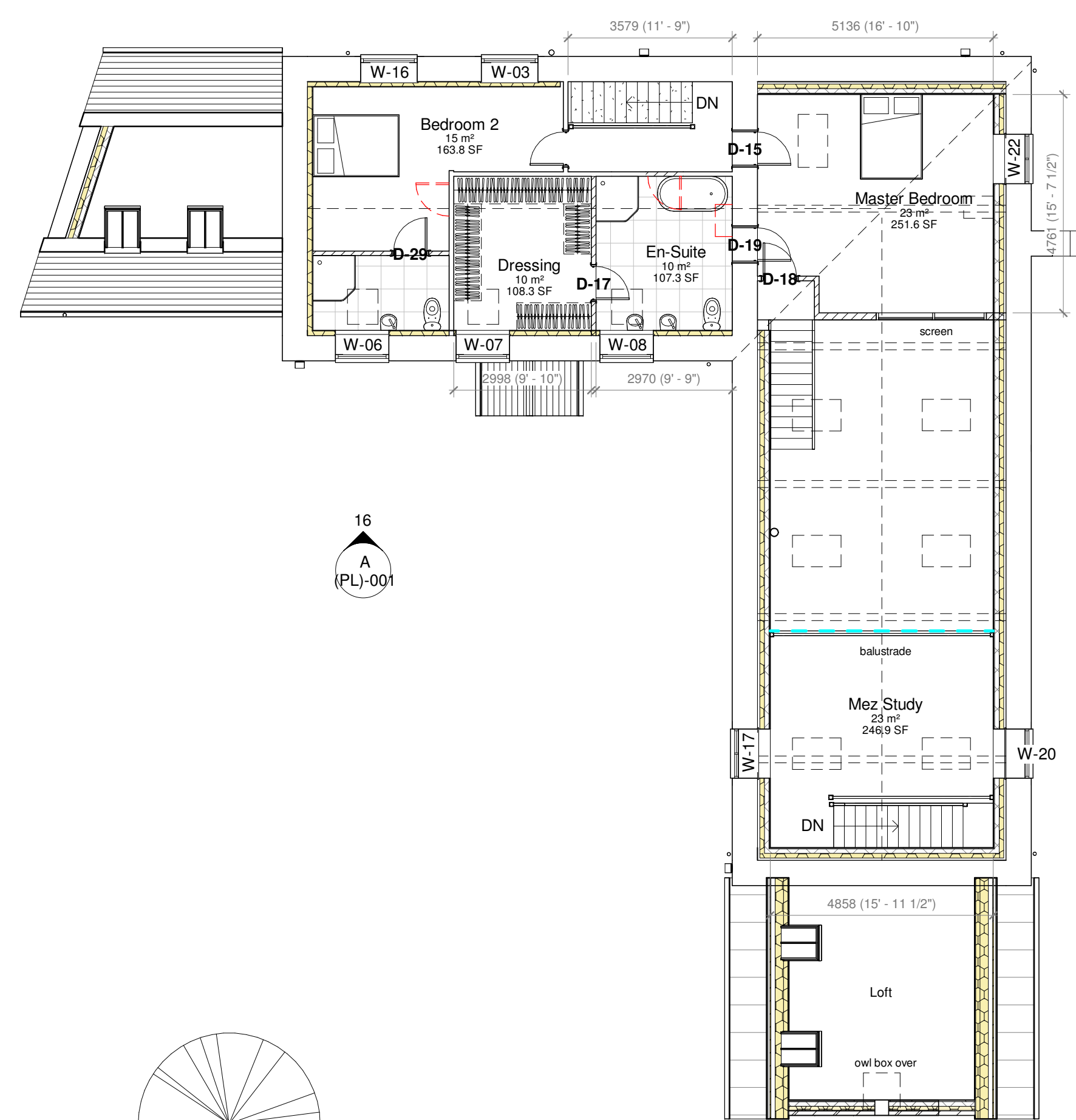
2 Existing Ground Floor Plan
1 : 100



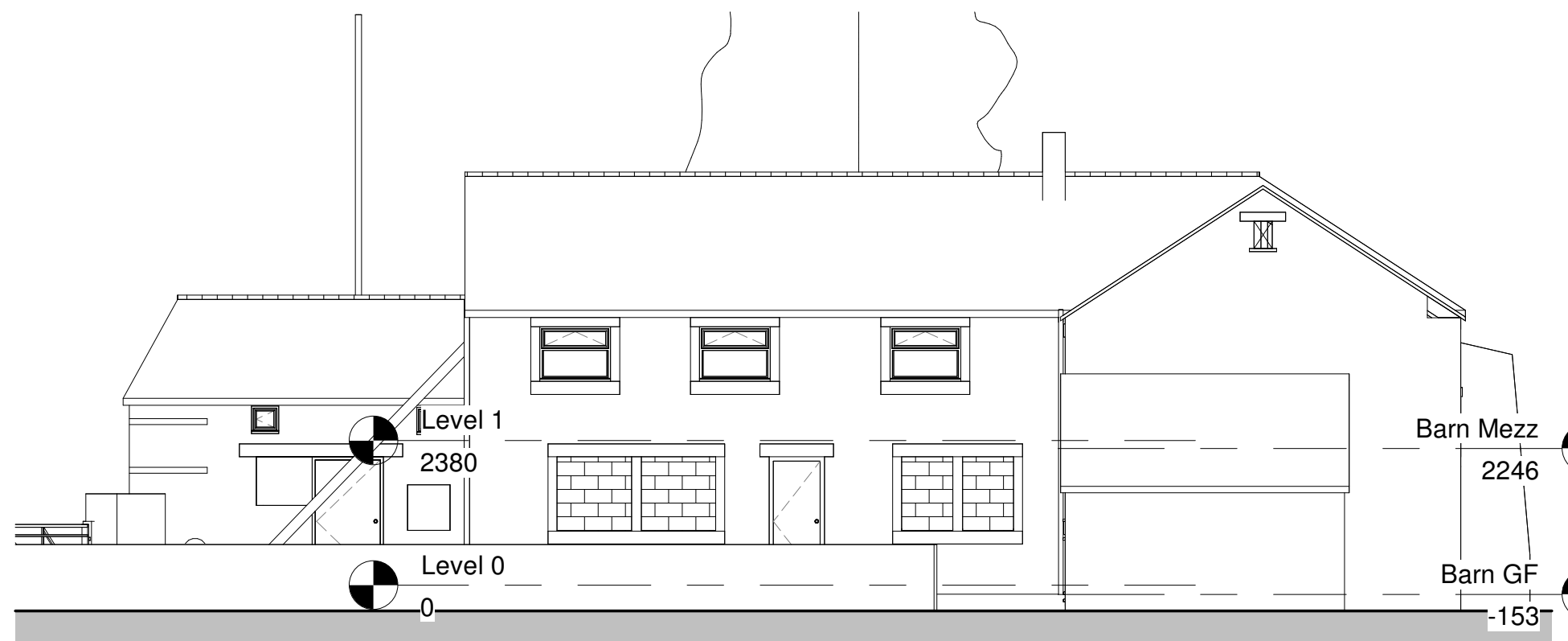
5 Proposed Ground Floor Plan
1 : 100



3 Existing First Floor Plan
1 : 100



6 Proposed First Floor Plan
1 : 100



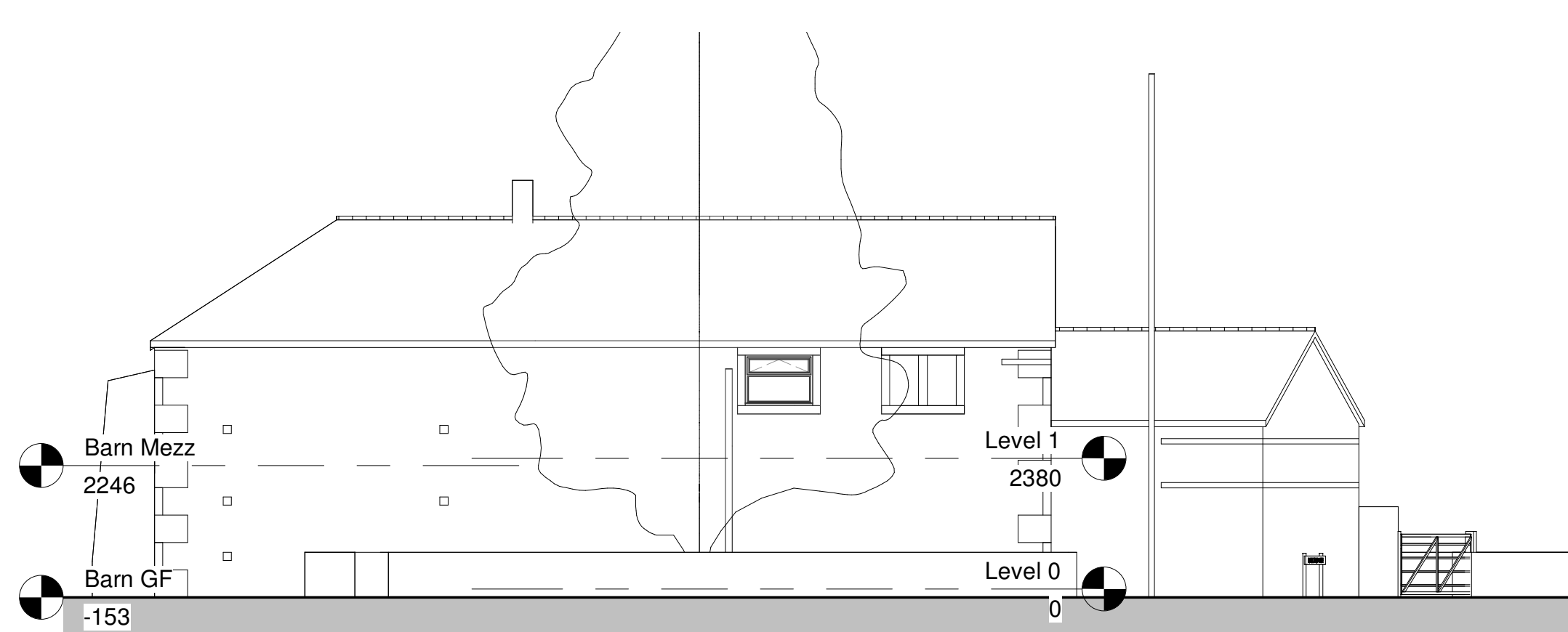
4 Existing Front (East) Elevation
1 : 100



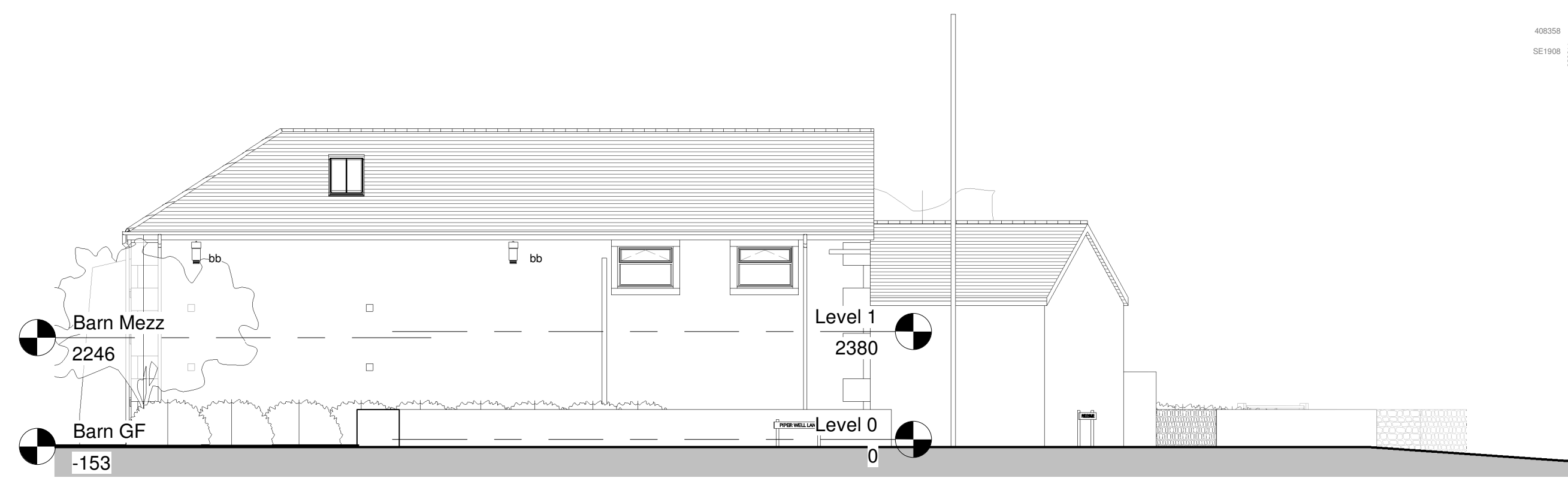
7 Proposed Front (East) Elevation
1 : 100



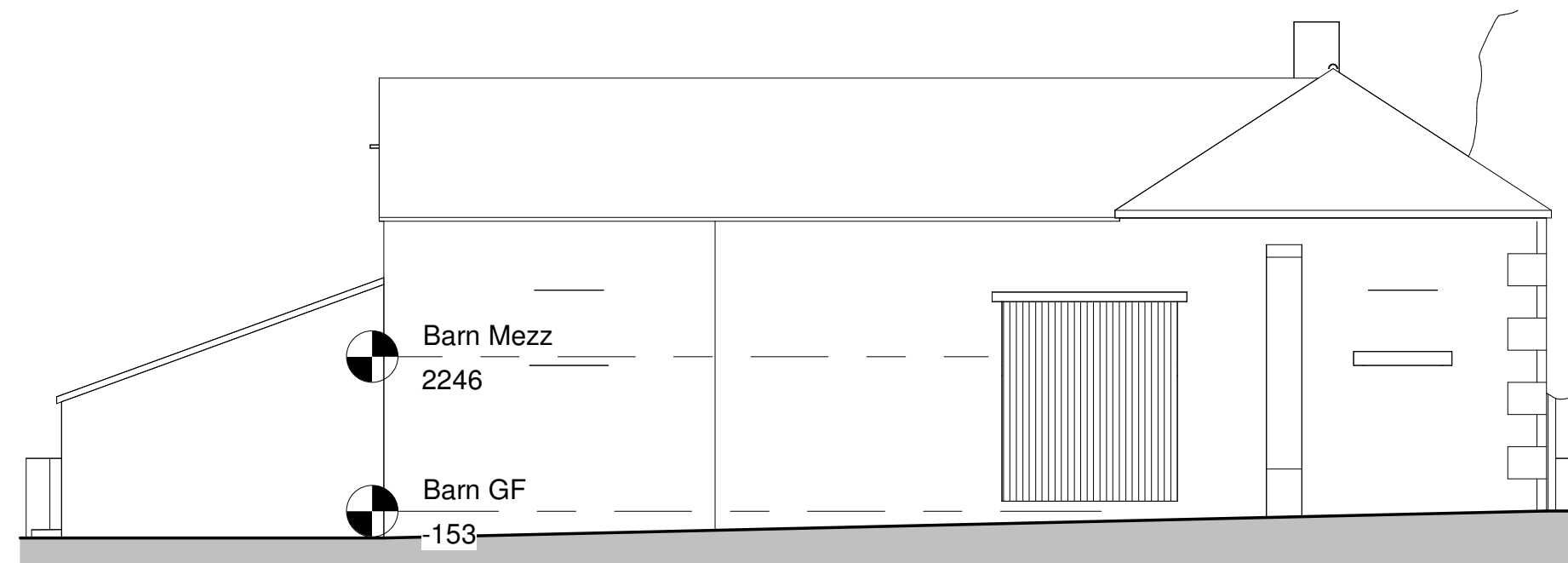
16 Courtyard internal elevation
1 : 100



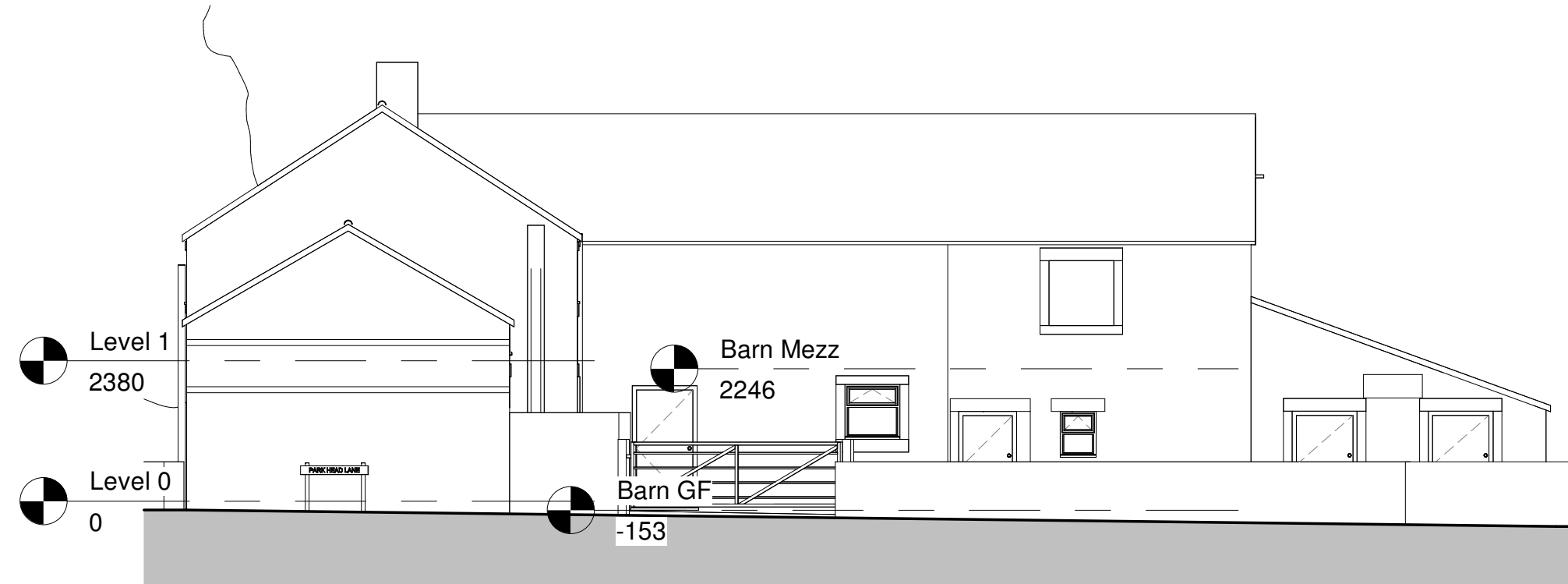
8 Existing Rear (West) Elevation
1 : 100



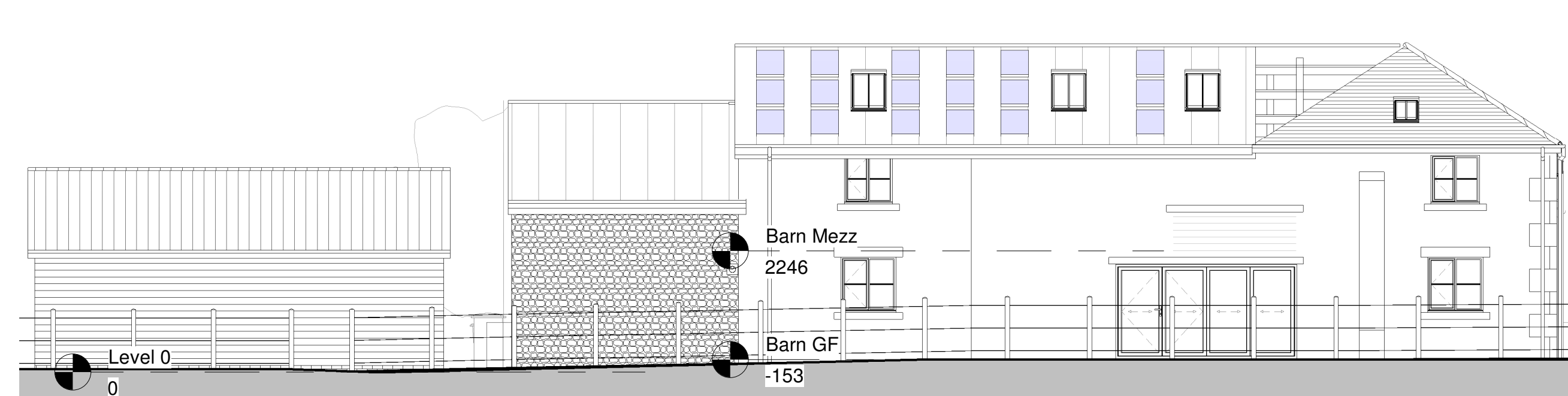
9 Proposed Rear (West) Elevation
1 : 100



10 Existing Side (North) Elevation
1 : 100



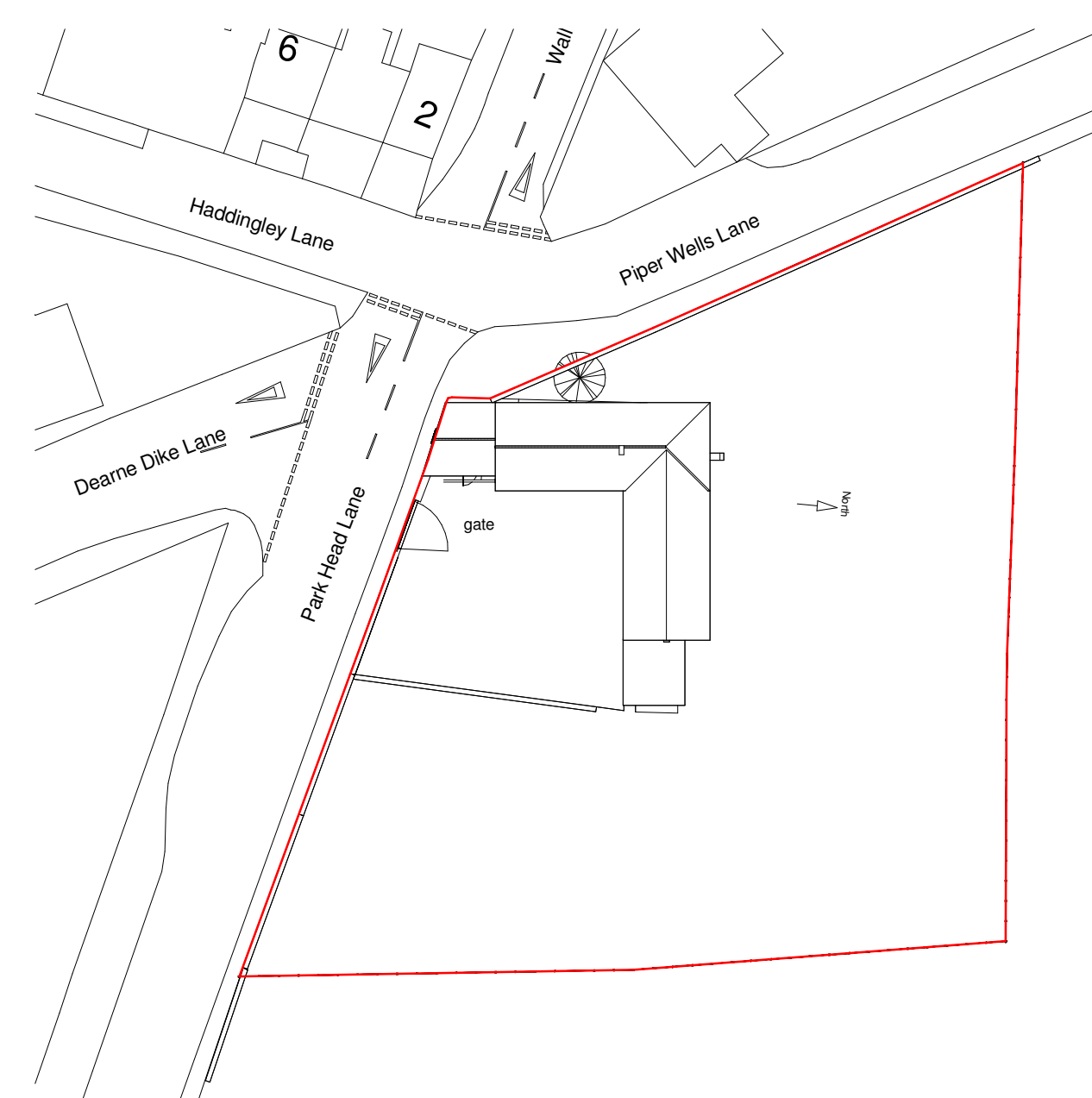
12 Existing Side (South) Elevation
1 : 100



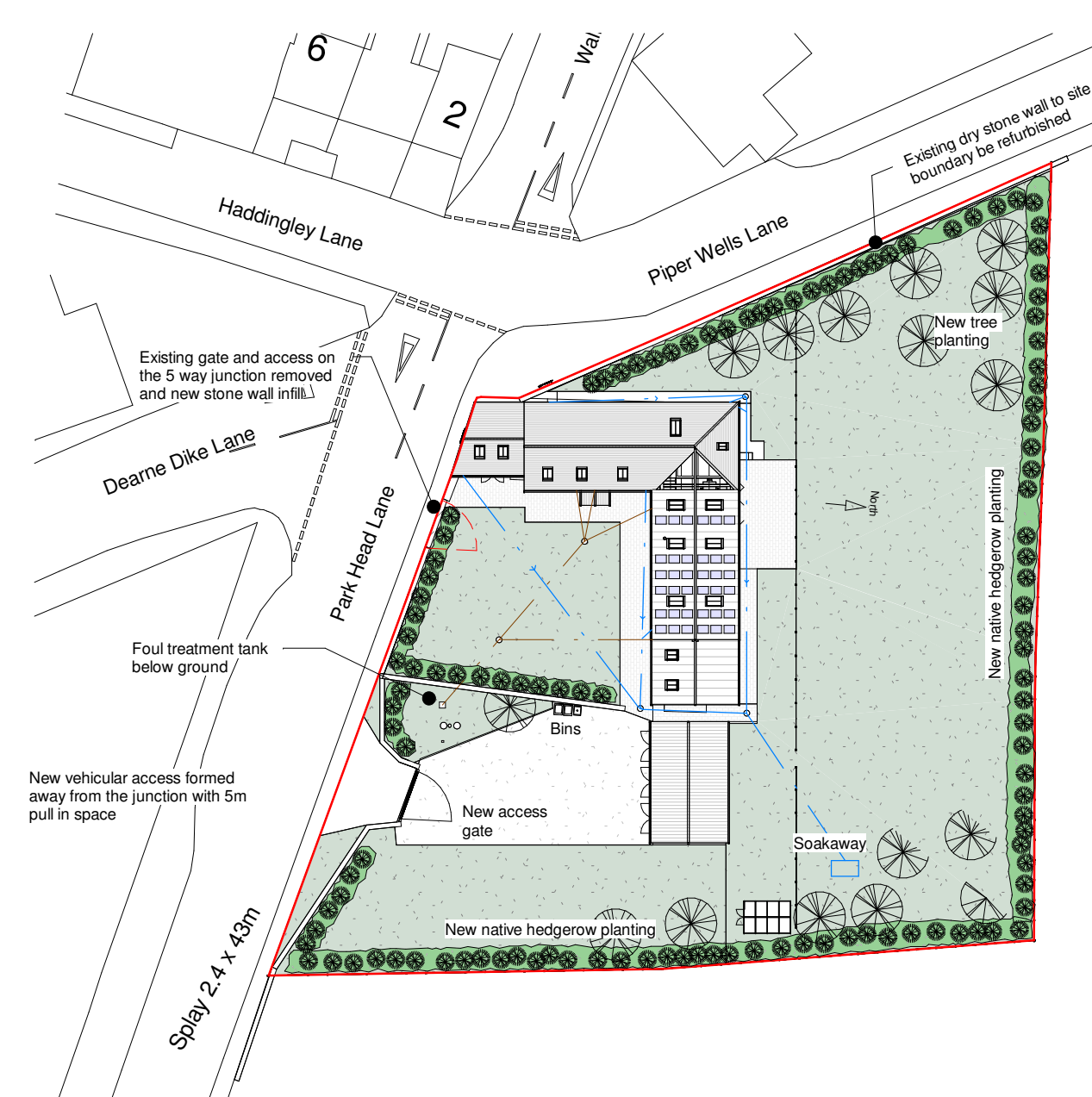
11 Proposed Side (East) Elevation
1 : 100



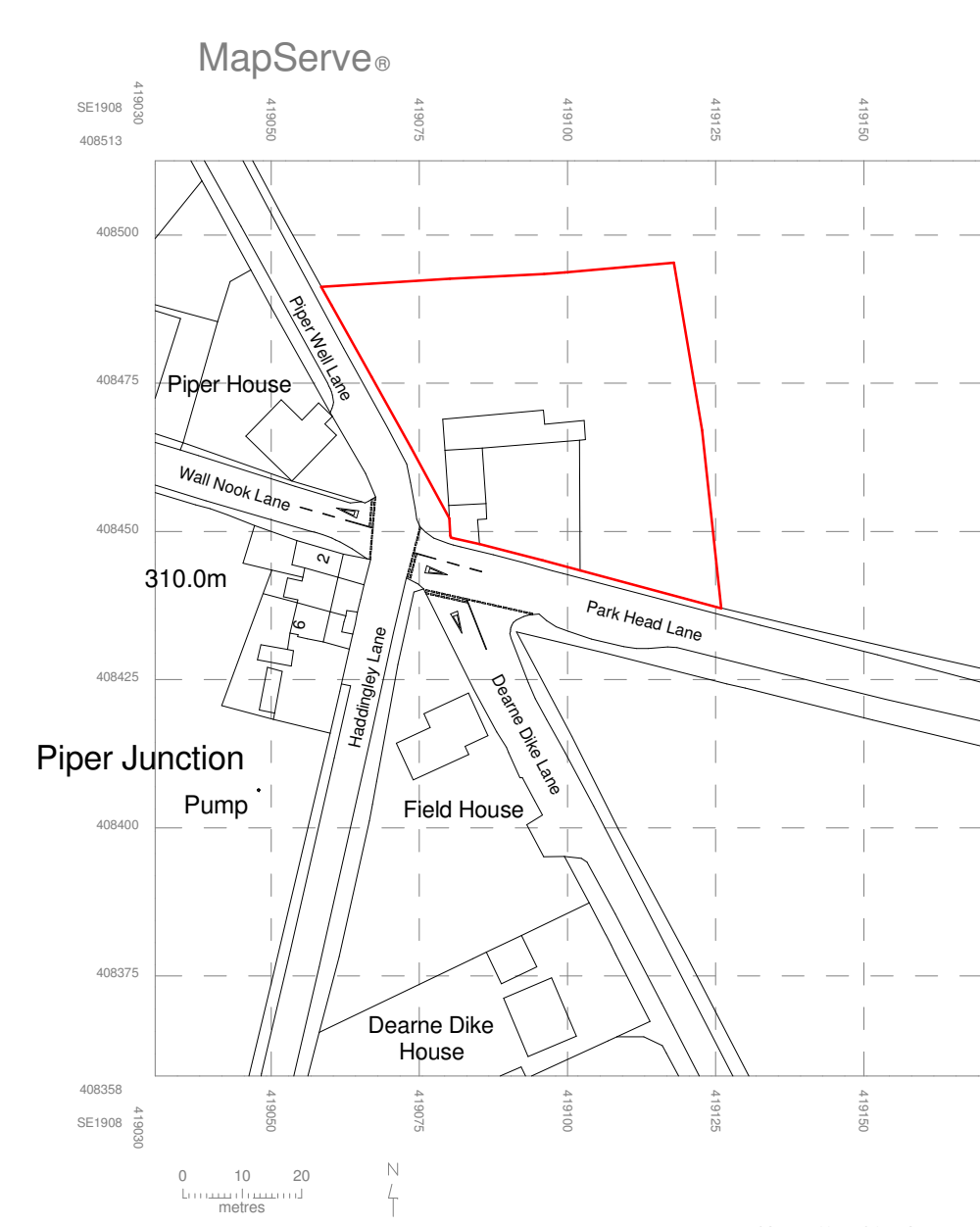
13 Proposed Side (South) Elevation
1 : 100



14 Existing Site Plan
1 : 500



15 Proposed Site Plan
1 : 500



1 Location Plan
1 : 1250

Materials Key:

Walls:
Stone to match existing.
Existing walls to raked out and re pointed with Lime mortar in Ironstone "Old white"

Roof:
Existing slate roof re slated to match existing, existing metal roof replaced with new standing seam metal roof.

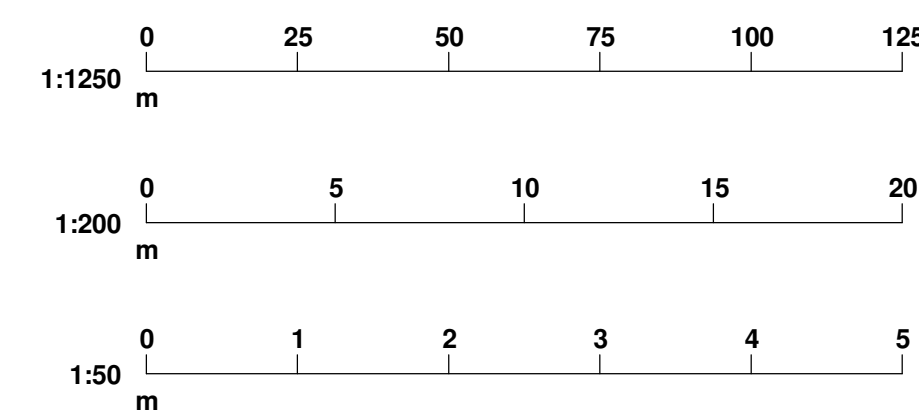
Windows:
New aluminium double glazed windows, stone gray RAL 7034, same as shown on elevations.

Doors:
New aluminium double glazed doors, tone gray RAL 7034, same as shown on elevations.

Gutters / RWP's:
New black RWP's, seamless aluminium Gutters to be half round

Other Key:
BB = Bat box

Notes:
Do not scale from this drawing, only use figured dimensions for construction purposes.
For the avoidance of doubt, all dimensions are to wall structure not finishes.
Contractors are to verify all dimensions on site and notify the designer of any discrepancies.



K	30/04	Drawn: T15 and T16 added	JP
J	18/04	Updated to client comments	JP
H	13/04	Updated to client comments	JP
G	11/03	Updated to client comments	JP
F	14/01	Updated to client comments	JP
E	24/10	Updated to client comments	JP
D	23/10	Updated to client comments	JP
C	26/09	Updated to client comments	JP
B	16/09	Updated to client comments	JP
A	16/09	Initial Issue	JP

CLIENT: Simcox

PROJECT: Piper Well Farmhouse & Barn,
Piper Well Lane, Shepley,
Huddersfield, HD8 8BA

TITLE: Existing and Proposed Plans

DRAWING STATUS:

FOR PLANNING

DRAWN BY: JP

SCALE: As indicated

DATE: 16/09/2025

Oakleaf Architecture



E-mail: oakleafarchitecture@outlook.com

ARCHITECTURE - PLANNING - BUILDING REGS

JOB No: 2024-70

DRAWING No: A (PL)-001

REV: K



Appendix B

ATC Data

2 Fieldhouse, Upper Cumberworth, Huddersfield HD8 8YA, UK

☼ 283°W (T) ● 53.571984, -1.711284 ±3m ▲ 362m



18009-1
20 Mar 2026 9:39:26

	Site / Location:	Park Head Lane [53.571983,-1.711402]	Project No:	18009	Photo No:	01-	Drawn By:	RN
	Survey Date:	Thursday, 26 March 2026 - Wednesday, 01 April 2026	Project Name:		Park Head Lane, Shepley			
	Survey Times:	00:00 - 00:00 (24 Hour)	Title:		Site Photograph			

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
01-	Park Head Lane [53.571983,-1.711402]	East	60	Thursday, 26 March 2026	Wednesday, 01 April 2026	4093	639	585	12	0.3	0	0.0	0	0.0	35.4	41.2
		West	60	Thursday, 26 March 2026	Wednesday, 01 April 2026	4966	777	709	4	0.1	0	0.0	0	0.0	32.9	37.9
		Both Directions	60	Thursday, 26 March 2026	Wednesday, 01 April 2026	9059	1416	1294	16	0.2	0	0.0	0	0.0	34.0	39.6

18009
Park Head Lane, Shepley
Mar 26

[illegible][illegible]

18009
Park Head Lane, Shepley
Mar 26

[illegible]



18009
Park Head Lane, Shepley
Mar 26

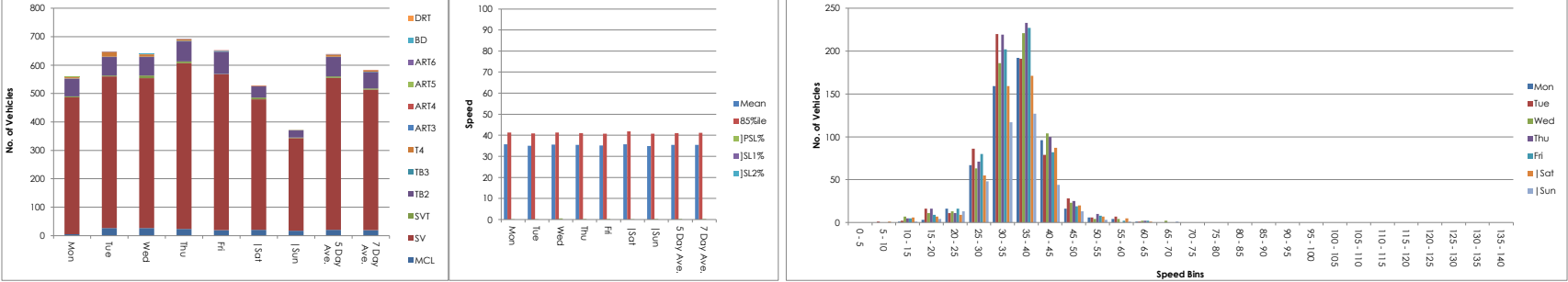
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Virtual Day (7)

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Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 70 DfT	JSL2% 70 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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Mon	561	5	482	3	62	1	4	0	2	2	0	0	0	1	0.2	0	0.0	0	0.0	35.7	41.3	0	0	1	3	16	67	159	192	96	16	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



[illegible]

[illegible][illegible]

18009
Park Head Lane, Shepley
Mar 26



Site
Location
Direction

01-
Park Head Lane [53.571983,-1.711402]
West

18009 01-
Park Head Lane, Shepley Park Head Lane [53.571983,-1.711402]
Mar 26 West

18009
Park Head Lane, Shepley
Mar 26

		Classification												Speed Bins (mph)																																					
Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 70 DFT	JSL2% 70 DFT	Mean	Vpp 85	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.5	-	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.9	-	0	0	0	0	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	19	0	14	0	4	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.7	39.3	0	0	0	0	0	7	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	51	0	40	0	7	3	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.3	38.9	0	0	0	0	5	22	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	50	1	47	0	2	0	0	0	0	0	0	0	0	1	2.0	0	0.0	0	0.0	35.5	39.9	0	0	0	0	1	4	20	20	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	45	1	38	0	4	0	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	30.4	36.5	0	0	1	0	3	19	12	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	44	4	33	0	5	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.7	38.3	0	1	1	2	1	6	20	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	55	4	47	0	3	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33	37.2	0	0	0	1	0	16	16	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	51	1	41	2	4	1	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	30.9	37.5	0	1	2	1	4	12	14	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	57	8	41	1	4	0	2	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	29.4	35.6	0	0	6	0	4	14	22	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	43	1	40	0	1	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.7	37.4	0	0	1	0	1	15	14	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	66	1	57	1	5	0	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	32.3	38.2	0	1	0	0	5	13	28	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	85	1	76	0	6	1	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	34.4	38.8	0	0	0	0	1	14	33	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	95	0	92	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.4	42	0	0	0	0	2	8	31	28	30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	56	4	52	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.4	37	0	0	1	2	0	12	25	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	30	0	26	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.5	38.8	0	0	0	0	0	4	14	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.6	40.9	0	0	0	0	1	2	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37	-	0	0	0	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.8	-	0	0	0	0	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	39.7	-	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	698	26	604	4	44	5	10	0	2	1	2	0	0	1	0.1	0	0.0	0	0.0	33.1	38.5	0	3	12	6	22	138	257	196	50	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04-22	768	26	665	4	52	5	11	0	2	1	2	0	0	1	0.1	0	0.0	0	0.0	33.3	38.7	0	3	12	6	23	144	284	225	54	14	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04-00	779	26	676	4	52	5	11	0	2	1	2	0	0	1	0.1	0	0.0	0	0.0	33.3	38.7	0	3	12	6	25	147	285	228	56	14	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	795	26	690	4	54	5	11	0	2	1	2	0	0	1	0.1	0	0.0	0	0.0	33.3	38.7	0	3	12	6	26	148	289	237	57	14	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Day (7)

Virtual Day (7)

Time	Total	Classification												JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 70 DFT	JSL2% 70 DFT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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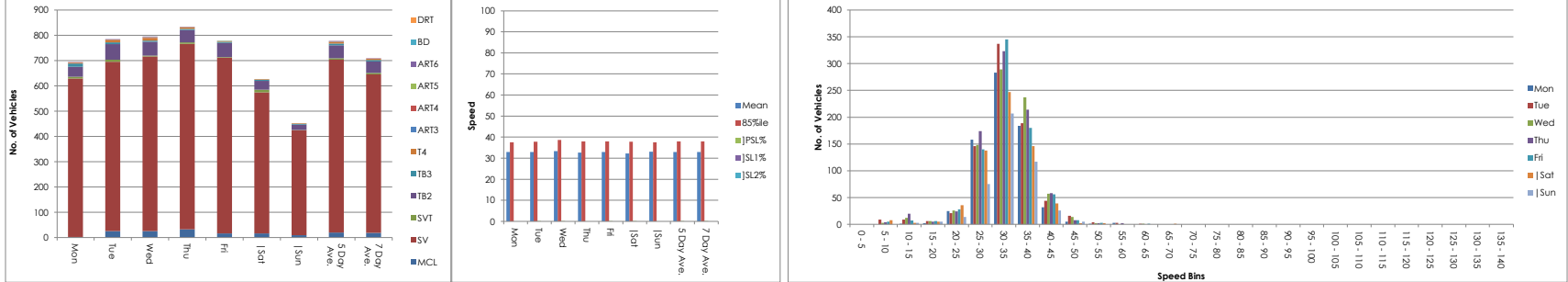
Site
Location
Direction

18009 01-
Park Head Lane, Shepley Park Head Lane [53.571983,-1.711402]
Mar 26 West

18009
Park Head Lane, Shepley
Mar 26

[illegible]

Summary Graphs



[illegible]

[illegible]

Site
Location
Direction

18009 01-
Park Head Lane, Shepley Park Head Lane [53.571983,-1.711402]
Mar 26 Both Directions

18009
Park Head Lane, Shepley
Mar 26

[illegible][illegible]

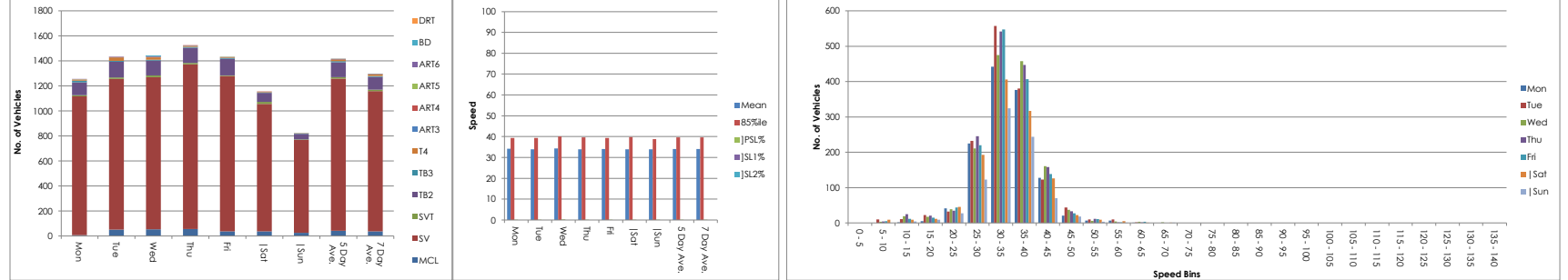
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Park Head Lane, Shepley Park Head Lane [53.571983,-1.711402]
Mar 26 Both Directions

[illegible][illegible]

18009
Park Head Lane, Shepley
Mar 26

[illegible]

Summary Graphs



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m}$ & axles=2		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}$, $d(1) \leq 3.2\text{m}$ & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, $d(1) \geq 2.1\text{m}$, $d(1) \leq 3.2\text{m}$, $d(2) \geq 2.1\text{m}$ & axles=3,4,5		
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m}$ & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}$, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		

ATC SPEED BINS & DATA HEADINGS

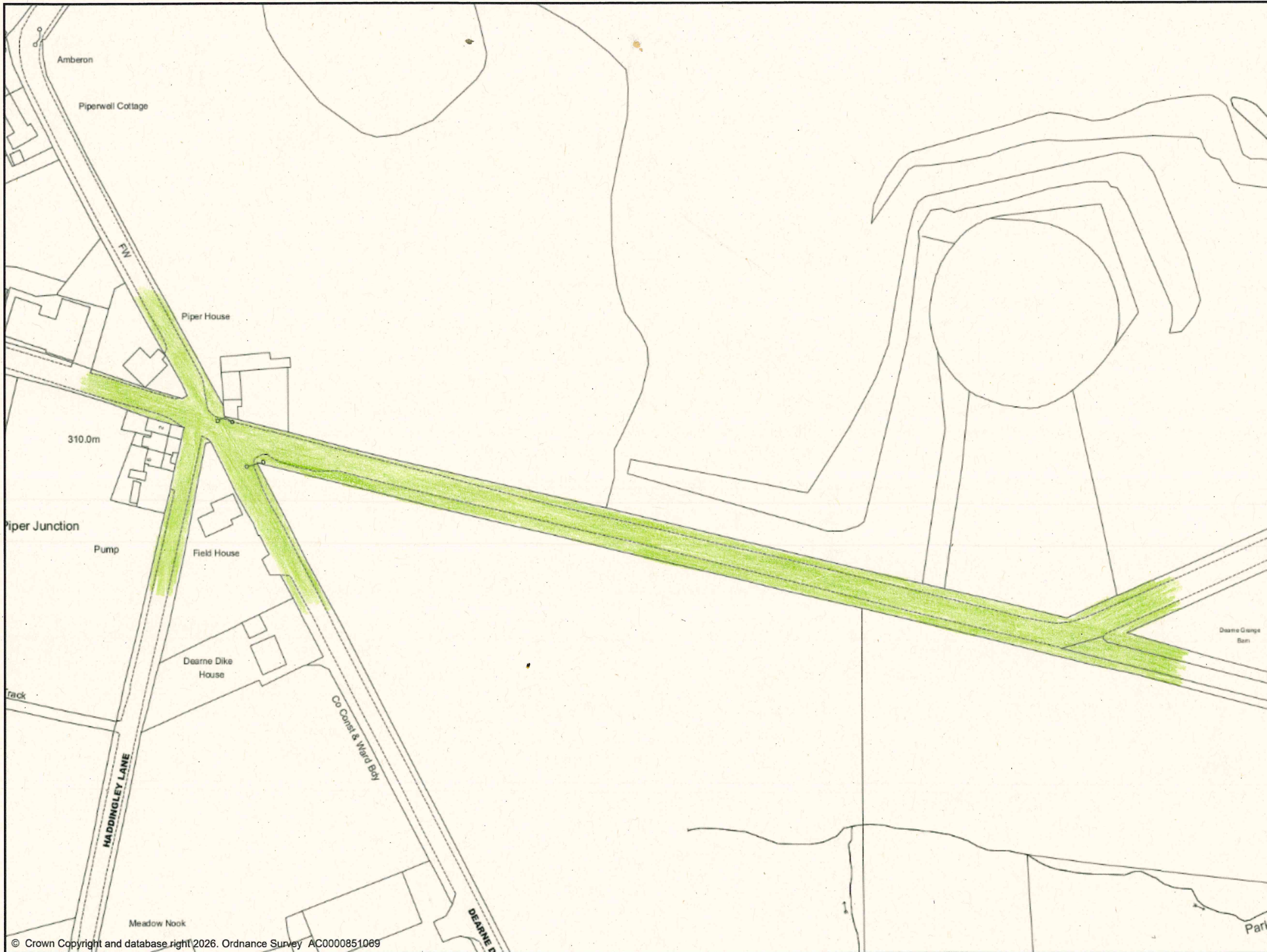
Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 10mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



Appendix C

Highway Adoption Records



Scale = 1:1250

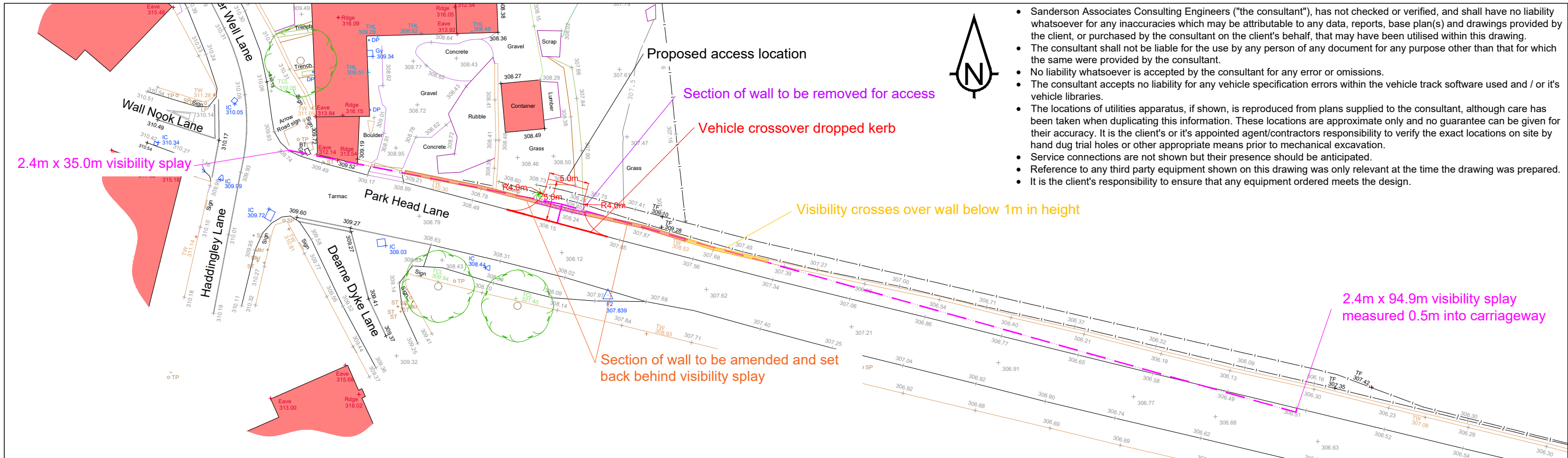
© Crown Copyright and
database right 2025.
Ordnance Survey
AC0000851069

maps@kirklees.gov.uk

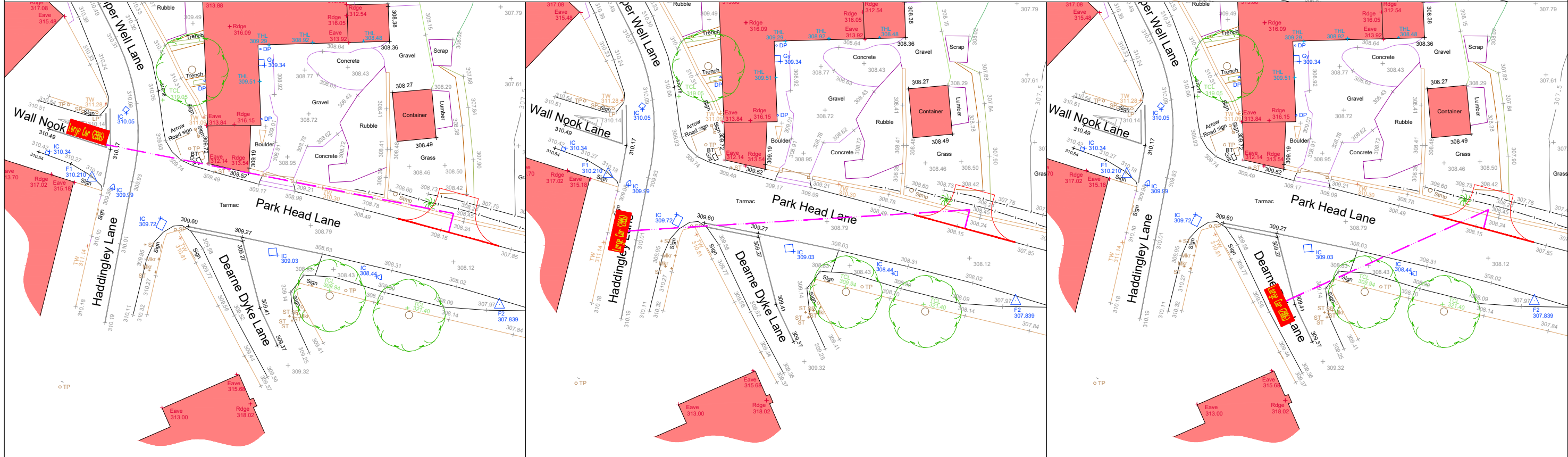


Appendix D

Drawing 401891-002a Visibility Splays



- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
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- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
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- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.



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A	PROPOSED ACCESS LAYOUT AND NOTES ADDED	DW	10/06/2026	IEL
-	FIRST ISSUE	DW	08/06/2026	AA
Rev	Amendment	Drawn	Date	Checked

Project Title
Piper Well House and Barn,
Park Head Lane/Piper Well Lane,
Huddersfield

Drawing Title
Visibility Splays

Scale @A3 1:500	Drawn By DW	Checked By AA
Project Number 401891	Date April 2026	Approved By AA
Drawing Number 401891-002	Rev A	



Appendix E

Topographical Survey - Fosse Surveying Limited



FAIRHURST



Sanderson House, Jubilee Way, Grange Moor,
Huddersfield, WF4 4TD



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