

File Note

31 January 2018
Version 1.0
Issue



1 Introduction

Fore Consulting Ltd (Fore) was appointed in 2015 as part of a multi-disciplinary team for Kirklees Council to examine the potential to bring forward development on a site at Bradley Park Golf Course, on the northern fringes of Huddersfield.

In September 2016, an overall delivery statement looking at the viability of the site was produced, and which was accompanied by a number of supporting documents, including a masterplan design study and a transport report. The “Bradley Masterplan: Transport and Access Appraisal” report contained the following:

- A review of the existing transport situation;
- A high level review of the site access options;
- Preliminary estimates of likely traffic generation and distribution for the site;
- Impacts of the proposal on the existing and future highway network;
- Possible public transport, walking and cycling improvements, including their influence on masterplan for the site; and
- Potential for smarter choice travel initiatives.

The intention was to use the masterplan design study and the supporting documents as part of the necessary evidence for the Examination in Public of the Kirklees Local Plan, in order to allow the Council to promote the site for inclusion within the Local Plan.

As part of the representations to the Local Plan, Optima Highways (Optima) prepared a report in January 2016 on behalf of Thornhill Estates, that considered the suitability of the site for inclusion in the Local Plan, and in particular concentrated on the suitability of the access proposals that had been developed in advance of Fore’s September 2016 report that accompanied the masterplan design study.

The purpose of this note, therefore, is to provide the Council with a response to Optima’s comments on the access proposals, to update any of the access arrangement drawings as a

result of Optima's comments, and to set out any implications for the Council to consider as part of the Examination in Public.

It should be noted that, at this stage, this note concerns geometric standard, road safety and existing operational issues only. Following the production of a revised delivery programme for the housing planned for the site, Fore will update the September 2016 report at a later date, which will address some further comments from Optima regarding the sustainability of the site and trip generation and distribution, as well as capacity assessments.

2 Summary and Response to Comments

2.1 Bradford Road Access Junction

The comments received from Optima in relation to the Bradford Road proposed access junction can be summarised as follows:

- Restricted visibility over the existing crest. Visibility to the right (north) would need to be demonstrated as acceptable, particularly due to the vertical alignment and approaching vehicle speeds;

Drawing 3267 SK001 01 illustrates that there is adequate visibility to the north. The drawing shows a visibility splay of 2.4m (X distance) by 120 m (Y distance) which is an appropriate distance for a 40mph road according to DMRB TD 9/93 Table 2.

- There is a constrained access corridor width (18.3m). The width constraints are further restricted as the two adjacent properties currently have driveway access from the existing track, whilst access to the adjacent farm and fields would need to be retained;

Drawing 3267 SK001 01 illustrates that there is adequate width to form an access and the access to the two adjacent properties can be maintained. A swept path analysis has been undertaken and shows satisfactory access for larger vehicles (e.g. buses and refuse vehicles). This is shown in Drawing 3267 SK001 02.

- There is an offset of 160m from the Bradley Bar Roundabout and an appropriate junction form would be needed to ensure no blocking back occurred between the two junctions;

This issue has been noted and has been considered within the Transport Scoping Report (January 2018), which confirms that there is no predicted blocking back between the two junctions based on the predicted traffic flows in 2025.

- No right turn into or out of Site has been provided;

A cross section of the public highway at the point of the proposed site access indicates that there is available width to provide a right turn lane into the site based on the provision of similar facilities on Bradford Road. The central reserve in this location is currently 3.7m wide. The existing right turn lane provided to the north is 2.5m wide, whilst to the south there is a 3.7m wide right turn lane.

- Inadequate footway/cycleway provision.

Drawing 3267 SK001 01 illustrates that adequate pedestrian and cycle facilities can be provided.

2.2 Lamb Cote Road/Bradley Road Junction

The comments received from Optima in relation to the Lamb Cote Road/Bradley Road proposed access junction can be summarised as follows:

- The design shown requires third party land (No. 332 Bradley Road) and is therefore not deliverable;
- A swept path analysis shows large vehicles aren't able to left turn into or out of the Site and therefore the servicing requirements of the Site cannot be completed;
- Access to No. 334 Bradley Road is restricted by the proposed secondary signal head;
- The junction separation between Lamb Cote Road and the Public House cannot be resolved within the adopted highway or within the allocation boundary;
- Public Footpath PRoW would need to be retained.

We recognise that within the current known constraints that a junction form of a suitable standard cannot be provided in this location for use by a significant number of vehicles. This access location would be most appropriate for a greenway connection or a road access for a small number of properties. In recognition of this arrangement the other comments are no longer considered relevant.

Kirklees Council have confirmed the land ownership with respect to Property 332 on Bradley Road. This has shown that Kirklees Council own a small piece of land adjacent to the east side of Lamb Cote Road. The Council is now arranging for the proper registration of this land with an Absolute Title. There is a live garden tenancy in relation to this land (allied to Property 332) that would require termination should the land be required to provide a suitable access.

2.3 Tithe House Way/Bradley Road Junction

The comments received from Optima in relation to the Tithe House Lane/Bradley Road proposed access junction can be summarised as follows:

- Land Ownership - there appears to be a ransom strip restricting access. Tithe House Way is an adopted road with a carriageway width of 6.1m, a footway of 2.0m width is provided along the eastern flank and contains the street lighting for the road. A large grassed area with a width of circa 6-8m which isn't maintained or adopted is located to the west of the street. The unmaintained area appears to contain a ransom strip between the potential allocation and the adopted highway boundary;

The land ownership has been confirmed by the Council. Most of the land required to the west of Tithe House Way is either within the proposed allocation land or the highway boundary. However, there is a small piece of land at the boundary of Tithe House Way and Bradley Road that is not in the Council's ownership. This land was sold by the Council some time ago and while most of the land in that title eventually became adopted highway serving the housing development this small piece is still owned by Beazer Homes.

- Access for No. 206 Bradley Road might be impacted if Tithe House Way is widened to accommodate signals. Access to No. 206 Bradley Road is currently taken from the east of the dwelling and widening Tithe House Way would impact access to the current driveway;
- Impact on trees along Bradley Road in order to provide appropriate signal provision;
- A swept path analysis shows large vehicles aren't able to left turn into or out of the Site and therefore the servicing requirements of the Site cannot be completed;
- Inadequate footway/cycle provision including loss of Bradley Road Cycle Lanes.

The statement concerning access for property No. 206 is correct and a conversation with the owners of the property would need to take place to see if the access could be moved to Tithe House Way if a signal junction was taken forward. We are also aware that a central island could not be provided to house signal equipment for the proposed right turn lane. This is illustrated in Drawing 3627 SK001 05.

Having reviewed the design we also recognise the presence of driveways for properties to the south of Bradley Road could also impact on the ability to provide a suitable signal junction in this location without further consideration as to how a suitable access can be maintained. Given these issues, an enhanced priority junction layout has been designed that can be accommodated within the highway and has adequate provision for pedestrians and cyclists. This is shown in Drawing 3627 SK001

09. Swept path analysis of this arrangement has been undertaken and shows satisfactory access for larger vehicles (e.g. buses and refuse vehicles) (see Drawing 3627 SK001 10). The performance of this alternative arrangement will be tested in the next phase of work in order to understand the implications on capacity and the number of dwellings that it could support.

2.4 Other Comments

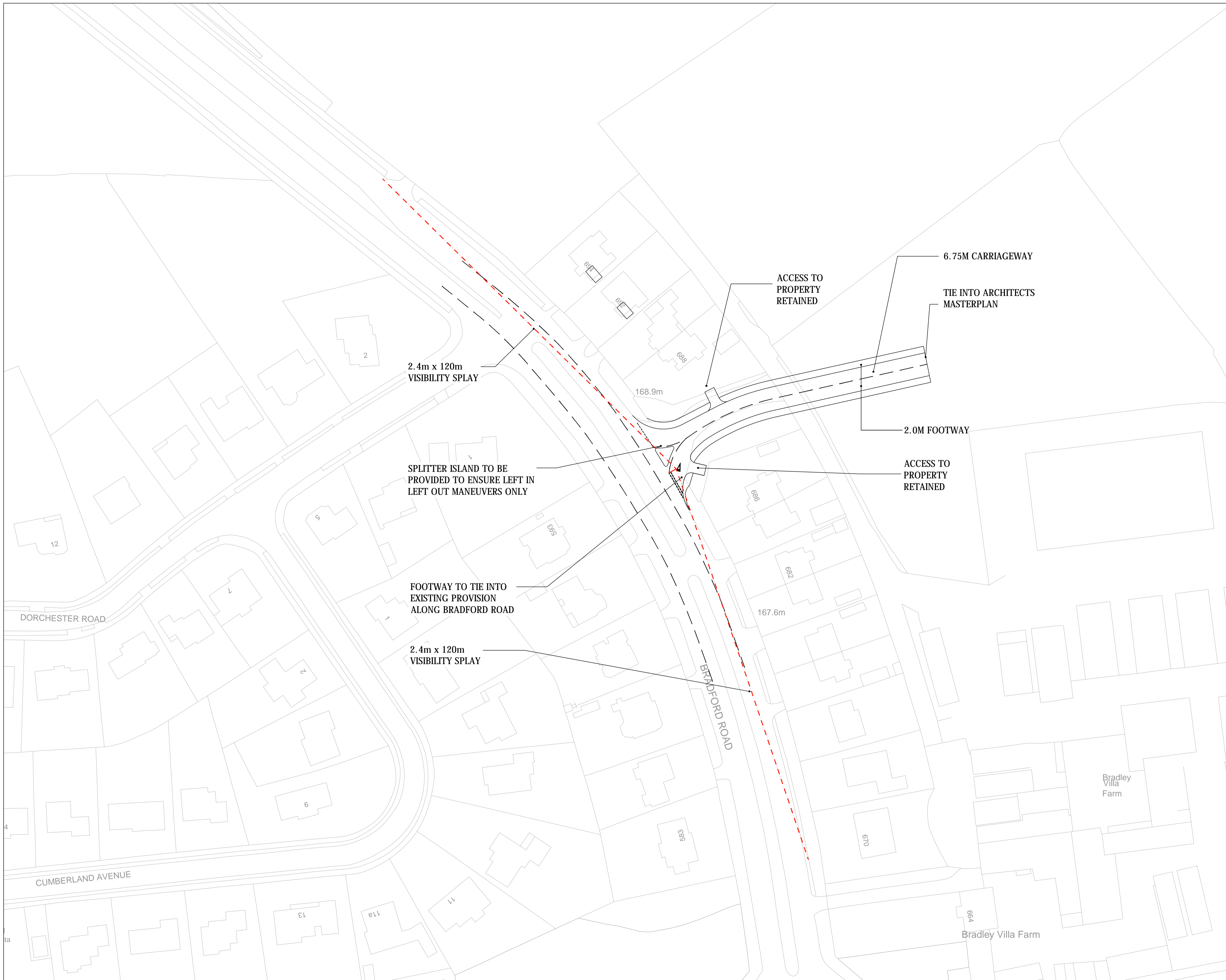
Many of the comments received refer to standards as set out in the West Yorkshire Design Guide. This Guide from 1985 is not in current use. A Kirklees Street Design Guide is currently being developed and in the interim, Kirklees Council indicate that Manual for Streets 1 & 2 and the Design Manual for Roads and Bridges should be referred to (Highways Development Delivery leaflet - <http://www.kirklees.gov.uk/beta/planning-applications/pdf/guide-to-preapplication-highways-advice.pdf>). In cases where additional technical detail is sought the Kirklees Highways Design Guide (1985) may be referred to.

The Optima report also references necessary capacity in relation to the junction designs, making assumptions about the level of capacity that will be required related to the size of the allocation - these issues are addressed in the Transport Scoping Report (January 2018). The response to the comments received set out in this Note concerns only the issues in relation to geometric standards, road safety and existing operational issues.

DO NOT SCALE

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO FULL TOPOGRAPHICAL SURVEY & DETAILED DESIGN INCLUDING CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH, DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECTS, ENGINEERS & SPECIALISTS DRAWINGS AND SPECIFICATIONS.



REV	DESCRIPTION	DATE	BY

CLIENT:
KIRKLEES COUNCIL

PROJECT:
BRADLEY MASTERPLANNING

DRAWING TITLE:
POTENTIAL SITE ACCESS BRADFORD ROAD

PRELIMINARY

FORE CONSULTING LIMITED
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34 WELLINGTON STREET
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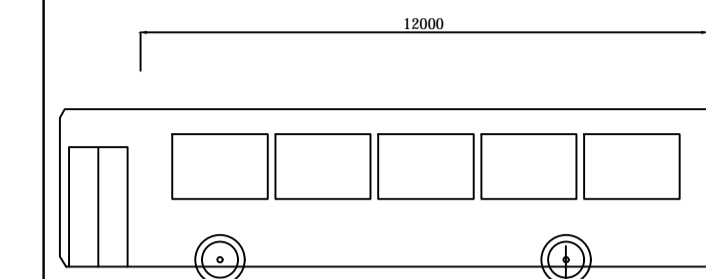
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STANDARD RIGID BUS

OVERALL LENGTH	12.000m
OVERALL WIDTH	2.550m
OVERALL BODY HEIGHT	3.069m
MIN BODY GROUND CLEARANCE	0.309m
TRACK WIDTH	2.550m
LOCK TO LOCK TIME	4.00S
KERB TO KERB TURNING RADIUS	10.771m



REV	DESCRIPTION	DATE	BY
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CLIENT:
KIRKLEES COUNCIL

PROJECT:
BRADLEY MASTERPLANNING

DRAWING TITLE:
**POTENTIAL SITE ACCESS
BRADFORD ROAD
AUTOTRACK ANALYSIS**

PRELIMINARY

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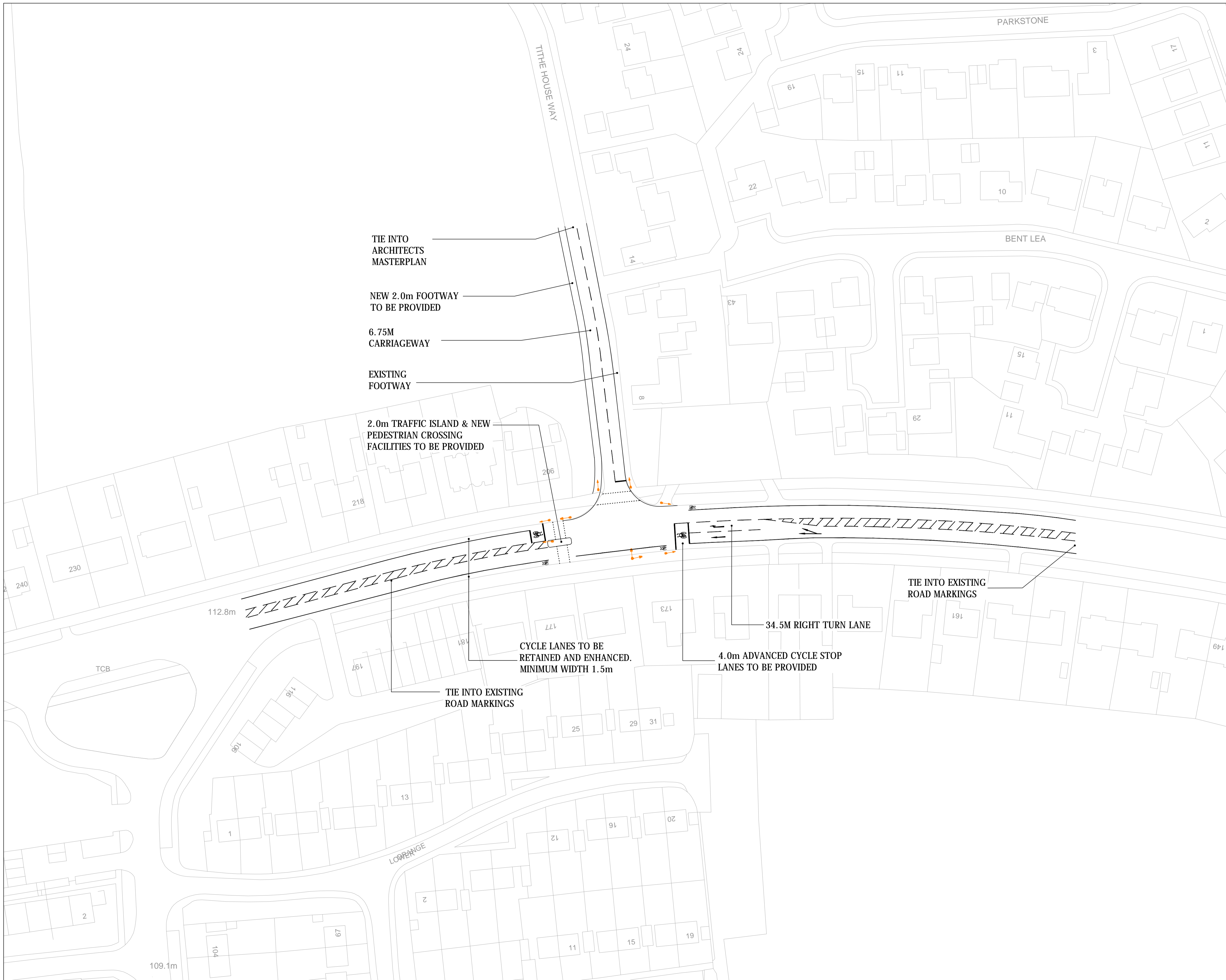


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PROJECT
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CLIENT:
KIRKLEES COUNCIL

PROJECT
BRADLEY MASTERPLANNING

DRAWING TITLE
POTENTIAL SITE ACCESS
BRADLEY ROAD
OPTION 2 - PRIORITY RIGHT TURN LANE

PRELIMINARY

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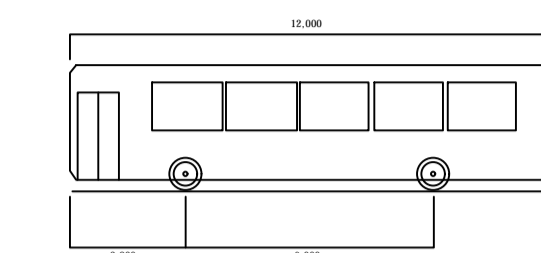


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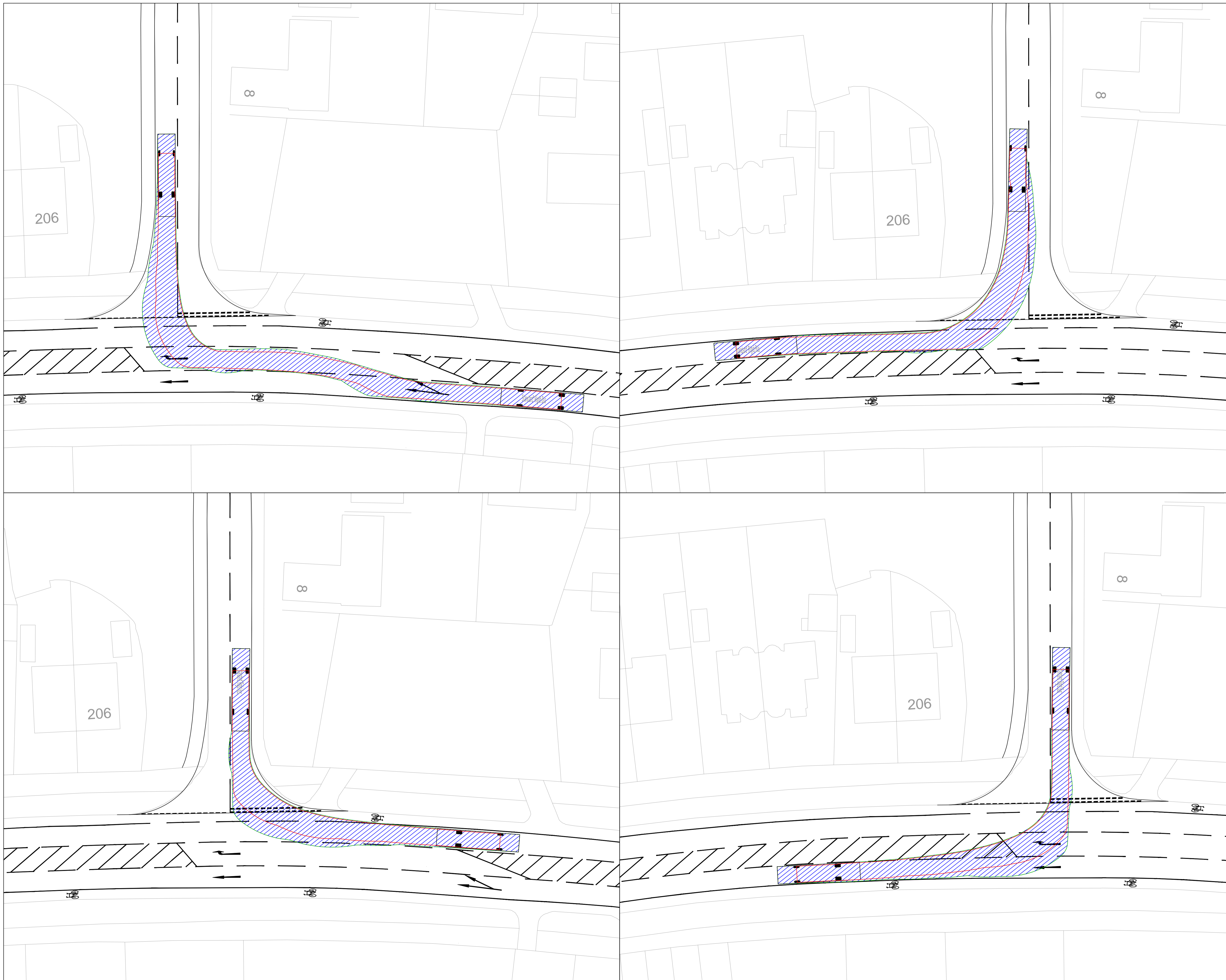
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3. AUTOTRACK DATA



'STANDARD' RIGID BUS

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OVERALL BODY HEIGHT	3.0698M
MIN BODY GROUND CLEARANCE	0.3098M
MAX TRACK WIDTH	2.350M
LOCK TO LOCK TIME	4.00S
KERB TO KERB TURNING RADIUS	10.771M



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CLIENT:
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PROJECT:
BRADLEY MASTERPLANNING

DRAWING TITLE:
**POTENTIAL SITE ACCESS
BRADLEY ROAD
OPTION 2 AUTOTRACK ANALYSIS**

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