TRANSPORT ASSESSMENT
TRAVEL PLAN
TRANSPORT STATEMENT
ROAD SAFETY AUDIT
HIGHWAY STATEMENT
TRAFFIC SURVEY

PROPOSED PARTIAL DEMOLITION AND CONVERSION OF FORMER INDUSTRIAL BUILDING TO RESIDENTIAL USE AND CONSTRUCTION OF NEW DWELLINGS

HOYLE ING, MANCHESTER ROAD, LINTHWAITE

10039/March 2011

HY CONSULTING

CONTENTS

APPENDICES

1 INTRODUCTION

1.1.1 HY Consulting has been appointed by James Dyson's in support of a planning application for the proposed part demolition and conversion of existing industrial premises to residential use and construction of 10 new dwellings on land at Hoyle Ing, Manchester Road, Linthwaite near Huddersfield. The proposals are to demolish part of the premises to make way for parking and turning and for the construction of 8 new houses and two apartments. The remaining parts (2 No.) of the premises will be converted in to 6 houses. A total of 16 dwellings are therefore proposed. Parking and turning spaces within the site are proposed to allow vehicles to enter and leave in forward gear. A site location plan is included at Appendix A.

1.1.2 The site is in the settlement of Linthwaite located about 5 km south west of Huddersfield. The site lies to the northernmost corner of the junction of the A62 Manchester Road with a local access road called Hoyle Ing.

1.1.3 The most recent use of the premises has been as a dye works which has relocated to a site elsewhere in the District.

1.1.4 This Transport Statement considers the access, servicing and transport sustainability provision associated with the proposed development.

1.1.5 The proposals compliance with current policy relating to transport sustainability for new developments is then assessed.

2 EXISTING SITUATION

2.1 Site Description

2.1.1 The site lies to the northernmost corner of the junction of the A62 Manchester Road with a local access road called Hoyle Ing. The site is in the settlement of Linthwaite located about 5 km south west of Huddersfield.

2.1.2 The most recent use of the premises has been as a dye works which has relocated to a site elsewhere in the District. This had been in operation for many years and at one time employed 50 people.

2.1.3 In common with many buildings of its age, the space allocated for delivery vehicles and servicing was extremely limited with several access doors and load handling areas being located via dropped crossings on the footway fronting the A62 Manchester Road with some limited access from Hoyle Ing. Parking for employees was located on land higher up Hoyle Ing which does not form part of this application or assessment. The photograph below shows how some deliveries were previously made to the site.

2.1.4 At one time the premises and a building to the south side of Hoyle Ing was in the same ownership and was linked via a bridge over Hoyle Ing. The two sites are now in different ownerships as is the bridge link between them.

2.2 Highway Network

Hoyle Ing

2.2.1 Hoyle Ing is a local access road serving a number of residential properties to the east of the A62 Manchester Road and is one of several minor routes in to Linthwaite. It rises steeply up from Manchester Road before levelling out in the settlement.

2.2.2 Hoyle Ing is a single carriageway and is lightly trafficked carrying about 66 vehicles per hour at peak periods (based upon a survey carried out on 31 January 2011).

2.2.3 At first there are no footways adjacent to the carriageway along Hoyle Ing but when the residential development commences then a footway has been provided along one side. There is street lighting along this road and it is subject to a 30 mph speed limit.

A62 Manchester Road

2.2.4 The A62 Manchester Road was formally a trunk route linking Leeds to Manchester. This was superseded many years ago when the M62 was constructed. It is however an important arterial route and carries about 820 vehicles per hour at peak periods in the vicinity of the site (based upon a survey carried out on 31 January 2011).

2.2.5 In the vicinity of the site Manchester Road is a single carriageway some 9.2m wide with footways and street lighting to main road standards to either side. Parking is restricted to both sides of the road in the vicinity of the junction with Hoyle Ing. However beyond that then parking is allowed within lay byes formed by kerb build outs. A yellow box road marking has been provided on the Manchester bound carriageway to keep the junction clear.

2.2.6 A traffic signal controlled junction with Coldwell Street and Bargate is located about 110m south west of the Hoyle Ing junction. Tactile paving and formal pedestrian crossing facilities and advance stop lines for cyclists are provided here.

2.2.7 The A62 is subject to a 30 mph speed limit in the vicinity of the site.

Linthwaite

2.2.8 Linthwaite is reasonably large settlement to the south west of Huddersfield. As could be expected, there is a range of local convenience stores, hairdressers, post office and other retail outlets in the area. These are located along the A62 just to the west of the Bargate junction so are in easy walking distance of the site.

2.2.9 There is a high school and a school for younger age groups located more within the built up part of the settlement again within the normally accepted walking distance to a school (2000m). Similarly these local facilities and a range of other commercial premises all lie within the normally accepted commuting distance for people to walk to work (2000m).

2.3 Pedestrians and Cyclists

2.3.1 There are footways to both sides of the A62 Manchester Road and to the southernmost side of Hoyle Ing where it meets the residential area in Linthwaite but none in between the junction of these two roads and the latter.

2.3.2 There are advance stop lines at the traffic signal junction between the A62 and Bargate. There are occasional cycle facilities along the A62 towards Huddersfield.

2.3.3 National transport policy in relation to new developments is set out in PPG13 Transport. This document states that walking and cycling offer the greatest potential to replace short car journeys of 2km and 5km respectively. The pedestrian and cycle catchments are shown on the plan at Appendix B. There is a reasonable density of development and local service centres within these distances of the site (in Slaithwaite, Linthwaite, Milnsbridge, Cowersley and the outskirts of Huddersfield particularly).

2.4 Public Transport Provision

2.4.1 There are stops on the A62 Manchester Road just south west of its junction with Hoyle Ing. Both have high boarding kerbs and flag signs. The Huddersfield bound stop also benefits from being on a footway build out and has a shelter and timetable case.

2.4.2 The 184 / 185 combined service uses these stops between Huddersfield, Marsden and Manchester running every 10 minutes during the day Monday to Saturday and half hourly in the evening and on Sundays.

2.4.3 There are also stops further south west (about 400 to 600m away which are also used by services 181 and 183 which when combined operate twice per hour Monday to Saturday during the day between Huddersfield and Marsden. Whilst these stops are further away than the normally accepted distance, they are not so far away so as not to be used. It is more likely that new residents in the development would use the more convenient closer stops on Manchester Road mentioned above.

2.4.4 There are train stations in Huddersfield, Slaithwaite and Marsden which can be accessed using the bus services mentioned above. These stations are on the Leeds – Huddersfield and Manchester Line. From Huddersfield there is a wide variety of routes to main line destinations elsewhere in the UK. Slaithwaite and Marsden are on the Huddersfield Line which operates an hourly service between Huddersfield and Manchester.

2.4.5 It is therefore considered that the site benefits from being in proximity to a high frequency and good quality public transport links for travelling around the area.

3 THE DEVELOPMENT PROPOSALS

3.1 Project Description

3.1.1 The applicant seeks permission for the partial demolition part of the premises to make way for parking and turning and for the construction of 8 new houses and two apartments. The remaining parts (2 No.) of the premises will be converted in to 6 houses. Parking and turning spaces within the site are proposed to allow vehicles to enter and leave in forward gear.

3.1.2 The architect's plans showing the proposals are included at Appendix C.

3.2 Site Access

3.2.1 The proposals will reduce and remove a number of access points to the site, particularly on the frontage to the A62 where deliveries were carried out across the footway or in a forecourt / loading area at the corner with Hoyle Ing.

3.2.2 Two new vehicle access points will be created off Hoyle Ing, one serving a small parking area in front of the part of the building to be converted in to 5 houses, and the other serving the rest of the development. Hoyle Ing will be widened and realigned slightly to provide a footway along the site frontage. The corner radii of Hoyle Ing with the A62 will be improved to 6.0m. The bridge linking the buildings to each side of Hoyle Ing will be removed.

3.2.3 There is good visibility in each direction from the proposed site accesses due to the improved alignment of Hoyle Ing and that vehicle speeds are low due to the proximity of the junction with the A62. The visibility splays at the improved junction with the A62 are greater than 90m at a distance of 2.4m from the channel line.

3.3 Parking

3.3.1 The number of spaces proposed complies with the guidelines set out in the Kirklees UDP.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access to the site will be provided from Hoyle Ing. Secure cycle parking will be provided within the site for use by residents.

3.5 Servicing

3.5.1 The servicing requirements for the proposed development can be adequately catered for by use of the road layout as proposed.

4 DEVELOPMENT IMPACT

4.1 Traffic Generations

Existing Uses

4.1.1 The former use of the site as a dye works utilised a building amounting to 35,000 sq ft (3252 sqm). Given the location of the site and the current market requirements for industrial buildings and servicing needs it is unlikely that such a use would be reintroduced on the site in its present form and scale. Indeed it is more likely some storage / warehouse use might use the site but that would still require servicing areas to be created.

4.1.2 It is therefore assumed that a warehouse use could occupy about 50% of the site with the remainder used for servicing / deliveries. Using the TRICS database for a commercial warehouse use outside London, Scotland and Ireland gives a daily generation rate of 4.835 trips per 100 sqm which equates to 79 movements per day.

Proposed Uses

4.1.3 Using generation rates from the TRICS database the following daily rates and flows for the residential accommodation on the site can be determined.

	DAILY RATE	DAILY TWO WAY FLOW
Houses (14 units)	5.223 per unit	73
Flats (2 units)	2.484 per unit	5
TOTAL	----	78

4.2 Traffic Assessment

4.2.1 A comparison of the traffic generations for a potential reuse of 50% of the site as a commercial warehouse and the proposed residential development as given in 4.1.2 and 4.1.3 above shows that the levels of traffic would be almost equal.

4.2.2 However it should be noted that the residential development would generate very few heavy goods vehicle movements when compared to a warehouse use on the site. In addition the residential development would provide a significant improvement to Hoyle Ing in terms of width and provision for pedestrians and the removal of a redundant structure over the highway.

4.2.3 A traffic survey was carried out at the Hoyle Ing / A62 junction on 31st January 2011. The survey was carried out during the weekday peak hours (07.30-9.30 and 16.00-18.00). A copy of the results is included at Appendix D. The survey shows that a maximum of 50 vehicles per hour turn out of Hoyle Ing in the morning peak (07.30-08.30) and 33 vehicles turn in to Hoyle Ing during the evening peak (16.30-17.30). This equates to less than one vehicle per minute (or nearly one vehicle every two minutes) during any peak period.

4.2.4 Typical peak hour trip rates for residential developments are 0.6 vehicles (departures) and 0.2 vehicles (arrivals) for the morning peak, mirrored for the evening peak, per dwelling. This equates to a maximum of 10 departures and 3 arrivals per hour. Since Hoyle Ing currently carries residential traffic it can be assumed that the traffic distribution identified in the survey can be used to estimate the distribution of traffic associated with the proposed development.

4.2.5 For the evening peak hour arrivals turning right from the A62 (worst case scenario) only 6 vehicles are predicted to turn right. This increase in traffic (which takes no account of the existing uses) is considered to be negligible and therefore easily accommodated on the highway network.

4.3 Sustainability

4.3.1 National transport policy in relation to new developments is set out in PPG13 Transport. This document states that walking and cycling offer the greatest potential to replace short car journeys of 2km and 5km respectively. There is a reasonable density of development and local service centres within these distances of the site (in Slaithwaite, Linthwaite, Milnsbridge, Cowersley and the outskirts of Huddersfield particularly).

4.3.2 The site is located adjacent to a bus route which provides a ten minute of service during the day. There are train stations in Huddersfield, Slaithwaite and Marsden which can be accessed using this bus service. These stations are on the Leeds – Huddersfield and Manchester Line. From Huddersfield there is a wide variety of routes to main line destinations elsewhere in the UK. Slaithwaite and Marsden are on the Huddersfield Line which operates an hourly service between Huddersfield and Manchester

4.3.3 Therefore the availability of public transport facilities at the site location is considered very good having regard to its location.

5 PLANNING POLICY

5.1 Transport Policy

5.1.1 When considering transport policy compliance for planning applications, the main thrust of local and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking.

5.1.2 National transport policy relating to transport and development is set out in Planning Policy Guidance Notes 13 'Transport'. The current Local Transport Plan is the second West Yorkshire Local Transport Plan (LTP2) which covers the period 2006 to 2011. The consistent objectives across all these documents are look to developments which promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

5.1.3 It is considered that the small scale of the development proposals will generate a similar level of traffic movements to a commercial reuse of the site. The proximity of a very good level of provision of public transport services will encourage residents not to use the private motor car to travel from and to the site. Thus it is considered the proposed development on this site will comply with national and local planning policies for access by non car modes of transport.

6 SUMMARY AND CONCLUSIONS

6.1.1 This statement shows that the proposed development and access proposals are considered to be acceptable in terms of highway safety, capacity and sustainability. The car parking and servicing provision is also considered acceptable having regard to the nature and scale of the development and the character of the local area.

6.1.2 The development location and sustainable travel initiatives are therefore considered to be compliant with national and local transport policy for new developments.

6.1.3 This report concludes that the development is considered acceptable in terms of traffic impact and accessibility provision, and that there are no highway safety or capacity reasons why planning consent for the proposed development should not be granted.

APPENDICES

Appendix A

Site Location Plan

SITE LOCATION

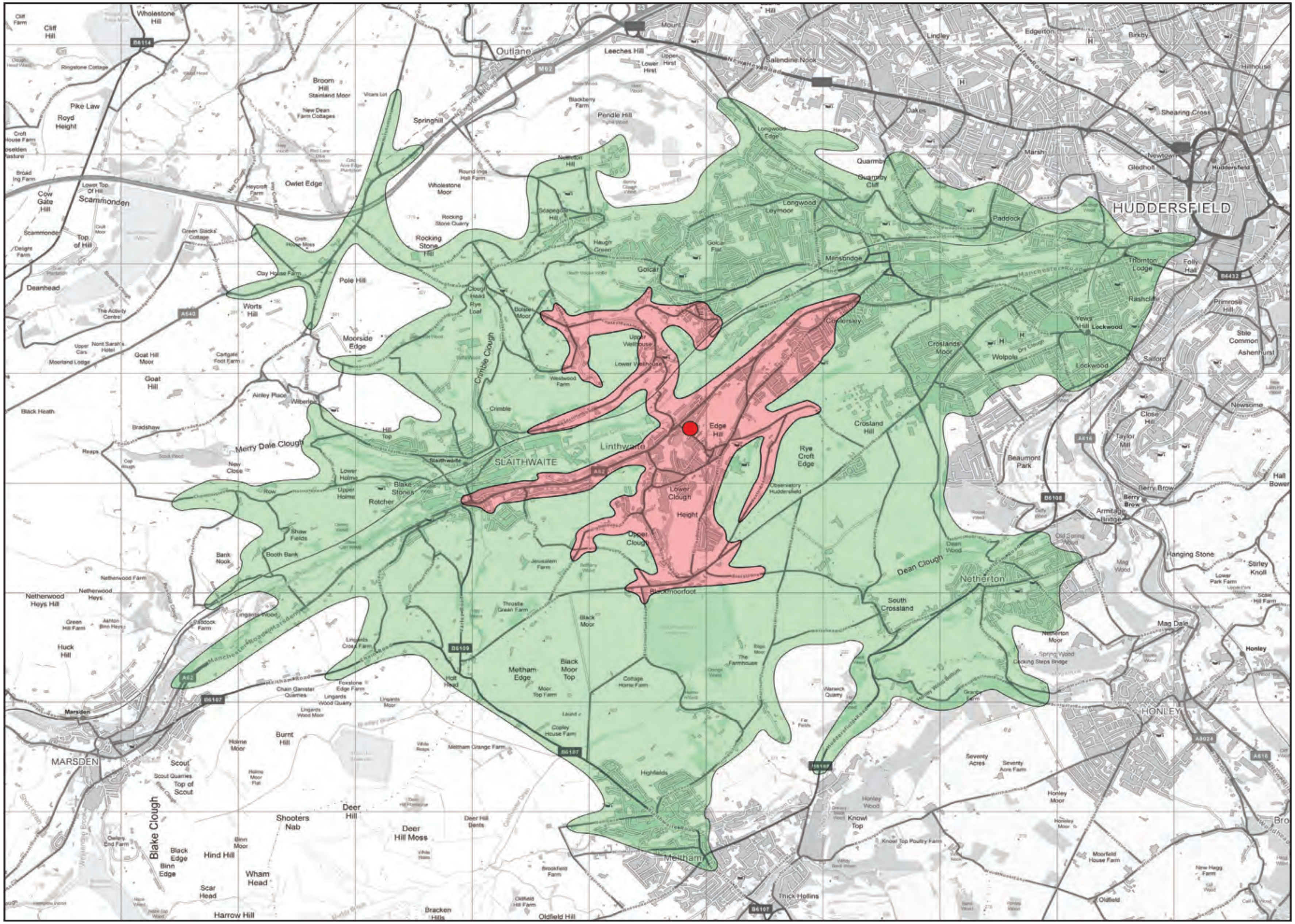
BUS STOP

FIGURE 1

SITE LOCATION PLAN

Appendix B

Pedestrian & Cycle Catchment Plan



SITE LOCATION

2KM WALK CATCHMENT

5KM CYCLE CATCHMENT

FIGURE 2
CYCLE / PEDESTRIAN
CATCHMENT AREA

Appendix C

Architects Plans

Drawing subject to post demolition survey

NOTE:
SURROUNDING CONTEXTUAL BUILDINGS AND INFORMATION ARE BASED ON RECEIVED ORDINANCE SURVEY DRAWINGS AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ASSUMED SITE BOUNDARY IS SUBJECT TO CONFIRMATION

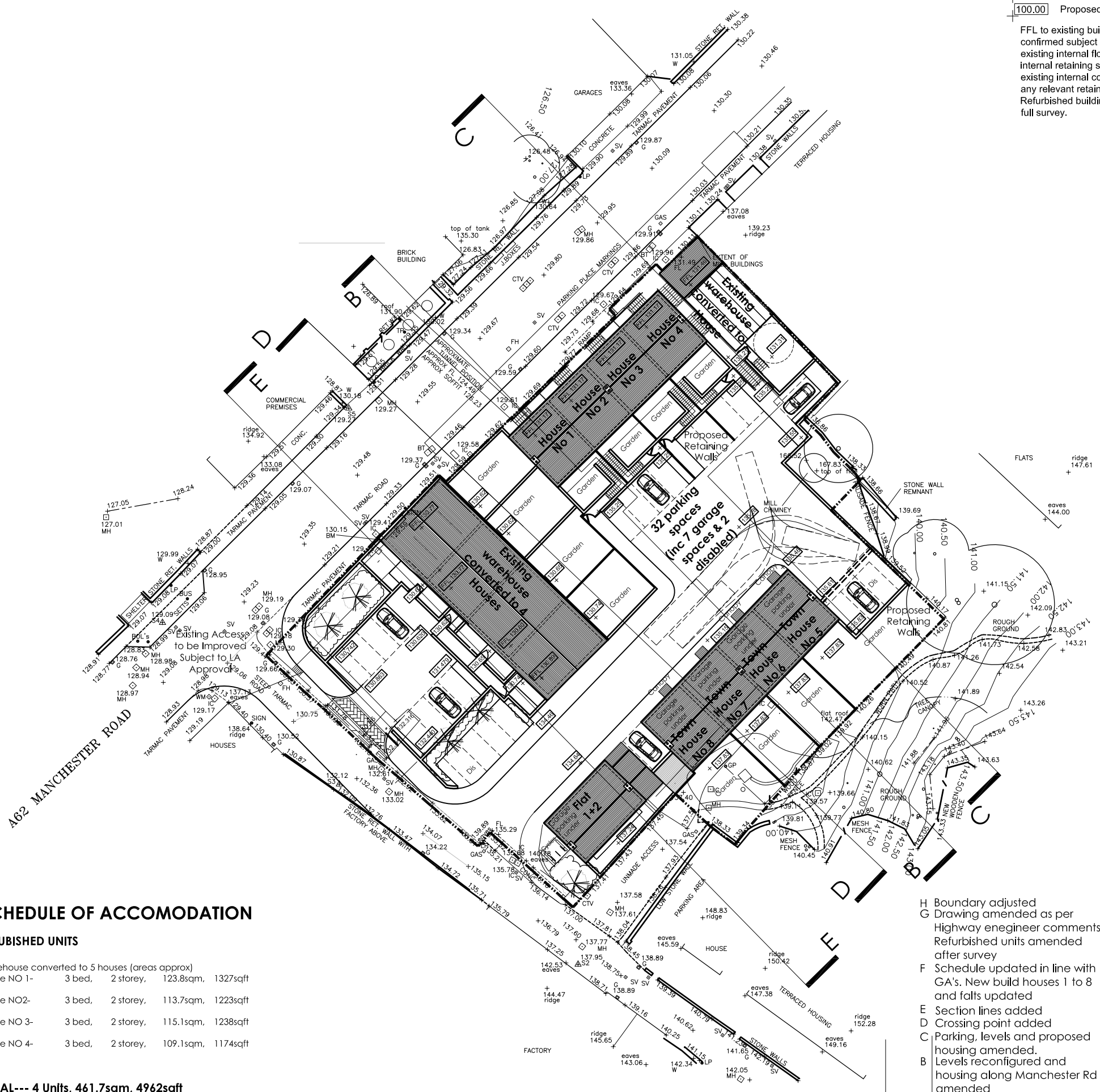
NORTH

All proposed level indicative only

100.00 Existing level

100.00 Proposed level

FFL to existing buildings to be confirmed subject to survey of all existing internal floor levels, any internal retaining structure and existing internal courtyard (with any relevant retaining structure). Refurbished buildings subject to full survey.



SCHEDULE OF ACCOMODATION

REFUBISHED UNITS

Warehouse converted to 5 houses (areas approx)

House NO 1-	3 bed,	2 storey,	123.8sqm,	1327sqft
House NO2-	3 bed,	2 storey,	113.7sqm,	1223sqft
House NO 3-	3 bed,	2 storey,	115.1sqm,	1238sqft
House NO 4-	3 bed,	2 storey,	109.1sqm,	1174sqft

TOTAL--- 4 Units, 461.7sqm, 4962sqft

Warehouse converted to detached (area approx)

House NO 1-	3 bed,	2 storey,	119.3sqm,	1284sqft

TOTAL--- 1 Unit, 119.3sqm, 1248sqft
TOTAL REFURBISHED UNITS 6- 581sqm, 6246sqft

NEW BUILD

House NO 1-	2 bed,	2 storey,	84.4sqm,	908sqft
House NO2-	2 bed,	2 storey,	84.4sqm,	908sqft
House NO 3	2 bed,	2 storey,	84.4sqm,	908sqft
House NO 4	2 bed,	2 storey,	84.4sqm,	908sqft

TOTAL--- 4 Units, 337.6sqm, 3632sqft

Town House 5-	3 storey,	3 bed,	109.2sqm,	1175sqft (exc garage)-Entrance lobby 10.4 sqm/111sqft
Town House 6	3 storey,	3 bed,	109.2sqm,	1175sqft (exc garage)-Entrance lobby 10.4 sqm/111sqft
Town House 7-	3 storey,	3 bed,	109.2sqm,	1175sqft (exc garage)-Entrance lobby 10.4 sqm/111sqft
Town House 8-	3 storey,	3 bed,	109.2sqm,	1175sqft (exc garage)-Entrance lobby 10.4 sqm/111sqft

TOTAL--- 4 Units, 436.8sqm, 4700sqft

Flat 1-	1 storey,	2 bed,	57.6sqm,	620sqft
Flat 2-	1 storey,	2 bed,	57.6sqm,	620sqft

TOTAL--- 2 units, 115.2sqm. 1240sqft
TOTAL NEW UNITS 10- 889.6sqm, 9572sqft

OVERALL TOTAL- 15 Units, 1470.6sqm, 15818sqft

Revisions		
H	Boundary adjusted	25-03-11asr
G	Drawing amended as per Highway enegineer comments. Refurbished units amended after survey	24-03-11asr
F	Schedule updated in line with GA's. New build houses 1 to 8 and falts updated	03-03-11asr
E	Section lines added	25-01-10asr
D	Crossing point added	06-10-09asr
C	Parking, levels and proposed housing amended.	04-10-09asr
B	Levels reconfigured and housing along Manchester Rd amended	27-11-09asr
A	Parking and residential configuration amended	25-11-09asr

Project Title	PROPOSED DEVELOPMENT HOYLE ING DYEWORKS HOYLE ING MANCHESTER ROAD LINTHWAITE
Client	GLEDHILLS
Status	DRAFT
Scale	1:500 — Drawing Size A3
Drawn By	ASR — Checked By PSM — Date 11/09
Drawing Title	PROPOSED SITE PLAN
Job-Dwg No	10714-151 — Rev H

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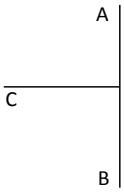
Appendix D

Traffic Survey

Survey: Hoyle Ing, Linthwaite
Date: 31/01/2011
Job No.: 10039

Arm A: A62 Towards Oldham
Arm B: A62 Towards Huddersfield
Arm C: Hoyle Ing



Time	B - A		A - B		C - A		A - C		C - B		B - C	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
AM (07:30 - 09:30)												
07:30 - 07:45	59	8	88	7	9				5		1	
07:45 - 08:00	84	10	91	4	8		1		3			
08:00 - 08:15	63	4	107	5	6				8		4	
08:15 - 08:30	53	4	58	1	6		1		5		2	
08:30 - 08:45	45	2	65		7		2		6		1	
08:45 - 09:00	73	5	72	5	6				5		1	
09:00 - 09:15	55	4	75	2	3				1			
09:15 - 09:30	77	3	88	4			3		4		1	
AM Total	509	40	644	28	45	0	7	0	37	0	10	0
PM (16:00 - 18:00)												
16:00 - 16:15	72	3	57	5	2		3		3		1	
16:15 - 16:30	103	1	62	2	3		5		1		3	
16:30 - 16:45	130	2	115	3	6		5		5		4	
16:45 - 17:00	93	5	73	2	1		5		2		1	
17:00 - 17:15	100	2	95	4	4		3		2		3	
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17:45 - 18:00	73	3	71	2	2		5		3		4	
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