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**PROPOSED RESIDENTIAL DEVELOPMENT AT VICTORIA WORKS,
FISHER STREET, HONLEY**

HIGHWAY STATEMENT

091A / July 2016

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement relating to the proposed residential development at the Victoria Works, Fisher Street, Honley. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to provide a residential development consisting of 17 new apartment properties with the demolition of the existing industrial unit. The existing access is to be improved in terms of sightlines along with a new footway to the site frontage. Appropriate infrastructure in terms of hard surfacing and drainage will be provided in addition to car parking facilities and turning areas.
- 1.1.3 This Highway Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the development proposals is also presented.
- 1.1.4 The site was the subject of a similar proposals under planning application 2006/62/92311/W3 but was subsequently withdrawn in September 2006.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The present use of the site is industrial with associated parking and service accesses.

2.1.2 The site is located on the junction of Meltham Road and Fisher Green with the vast majority of the site extending along Fisher Green to the west. The northern boundary fronts onto Meltham Road with the southern and eastern boundaries being land locked. The site currently has the benefit of a single access point immediately adjacent to the Meltham Road / Fisher Green junction which is used for both service and employee parking. A second access exists approximately 54m to the south east of the Meltham Road / Fisher Green junction, however this serves the adjacent apartments which front onto Meltham Road / Moor Bottom. However, as part of the proposals this existing access will also be used to serve the proposed development and improved accordingly in terms of sightlines and footway provision. Fisher Green serves a small number of small developments predominantly to its western flank.



Photograph 1 – Existing proposed vehicular access onto Fisher Green

2.1.3 The site is located in the area of Honley and is approximately 5.2Km of Huddersfield Town Centre, the nearest major town.

2.2 Local Highway Network

- 2.2.1 The development will be accessed from Fisher Green which serves a small number of small to medium sized developments as well the industrial unit on the application site. Fisher Green from its junction with Meltham Road to the north continues in a south easterly direction for a length of 110m to its junction with Bradshaw Road. Meltham Road under varying guises generally runs from east to west from the A6024 Woodhead Road through Honley Village Centre and continuing thereafter to Meltham. Approximately 175m North West of the Fisher Green junction Bradshaw Road meets with Moor Bottom via a simple priority give way junction. To the South West Bradshaw Road continues directly until its junction with Wilshaw Road.



Photograph 2 – Fisher Green looking north westerly



Photograph 3 – Fisher Green looking south easterly

2.2.2 Fisher Green is a two-way single carriageway road with footway provision to the western side only. The carriageway width is approximately 6.0m with a western footway of approximately 2.3m in width. To the east is generally a hard margin of approximately 300mm in width. On inspection, in the immediate vicinity of the site access, the carriageway and footway are in good condition and are considered to be suitable for their day to day use. Street lighting is considered to be to residential road standards and is subject to a 30mph speed limit. However, given its relatively short length of circa 110m, and presence of on street parking as there are no Traffic Regulation Orders in place, vehicular speeds are considerably less than that permitted.

2.2.3 The site is located within easy reach of the bus services on both Meltham Road and Bradshaw Road. Further details of the bus services available from the local fare stages are shown in section 2.3 below.

2.3 Transport Sustainability

2.3.1 The site is in a reasonably sustainable location being within a short walking distance of bus services and the numerous local shops and essential services within the Honley Village Centre area.

2.3.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.3.3 However the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's UDP still apply.

2.3.4 Paragraph 35 of the NPPF states that "developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles;
- and
- consider the needs of people with disabilities by all modes of transport

2.3.5 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed to for residents to walk to work and recreation in the nearby villages and settlements of Honley, Netherton, Brockholes, Netherthong and parts of Berry Brow.

2.3.6 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport”. The 5km cycle catchment area from the site would include the additional settlements of Thongsbridge, New Mill, Holmfirth, Holmbridge, Linthwaite, Golcar and parts of Huddersfield Town Centre. The majority of these locations contain service centres that contain local services, shops, and employment potential.

2.3.7 There are 3 bus stops within 85m of the site, one on Meltham Road to the north west and two on Bradshaw Road to the south. The table identifies the bus services that use these stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
308	Huddersfield – Newsome – Honley- Holmfirth	30mins	60mins
911	Meltham – Honley – Honley Station Farnely Tyas – Thurstonland – Honley Station	60mins	N/A

2.3.8 As can be identified from the above table, there are 2 bus services that operate from the nearest stop. These provide 3 buses per hour throughout the day to the local towns and settlements with a bus services every 30mins to Huddersfield. The bus services are therefore considered to be of a sufficient standard and will provide an alternative to the private car in line with current Government guidelines.

2.3.9 Further to the above, there are three railway stations in proximity to the site, Honley 1.4Km to the Northwest, Brockholes 1.8Km to the south east and Berry Brow 2.4Km to the north. These stations provide regular services to Huddersfield and Sheffield.

- 2.3.10 The site is considered to be in a sustainable location being within close proximity of the bus stops which provide a regular connection to neighbouring settlements and the town of Huddersfield, that has a multitude of amenities, facilities and transport opportunities. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The development proposed is for a residential development consisting of 17 residential apartments, the demolition of the existing industrial unit and the creation of onsite parking facilities. New footway provision is also to provide to the Fisher Green and Meltham Road frontage thereby improving the junction of Fisher Green and Meltham Road by increasing the achievable sightlines in an easterly direction.

3.2 Vehicular Access

- 3.2.1 The existing vehicular access to the south of the building which currently serves the adjacent apartments fronting onto Meltham Road / Moor Bottom is to be utilised to serve the proposed development whilst also maintaining access to the existing apartments. The private access will be a uniform 5.0m in width therefore allowing simultaneous traffic flows along its length, it will also be splayed at the junction to improve both sightlines and vehicular/pedestrian intervisibility along the new footway.
- 3.2.2 The footway will be 1.8m in width and will be provided along the Fisher Green frontage with the existing wall being set back accordingly and reduced in height to 900mm. This will allow improved visibility well above that currently achievable from the existing access.
- 3.2.3 In terms of visibility from the site access, due the footway and boundary provision / improved sightlines in the region of 2.4m x 22 southwards and 43m northwards can be achieved more so when measuring to the wheel track as advocated by MfS2 paragraph 10.5.3. Furthermore, as Fisher Green is relatively short in length and subject to a degree of on street car parking the observed vehicle speeds are well below that permitted and therefore the achievable sightlines are considered to be robust.
- 3.2.4 Nonetheless, as there is shortfall in sightlines when based on the permitted vehicle speeds consideration should be given to MfS2 paragraph 10.4.2 as follows -

“It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this.”

And also Paragraph 10.5.9 of MfS2

“The Y distance should be based on the recommended SD values. However based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended level will not necessarily lead to a significant problem.”

As it noted that on street parking occurs along Fisher Green consideration should be given to paragraph 10.7.1 of MfS 2

“Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice”

Accordingly from MfS 1 & 2 it is considered that the sightlines achievable are commensurate with the location, local situation and traffic flows and speeds along Fisher Green.

3.3 Parking Provision

3.3.1 A total number of 29 car parking spaces of which 8 will be garages will be provided which is a ratio of 1.7 spaces per apartment. The council's parking standards for such a development is 1.5 spaces per apartment therefore there will be over provision of circa 3 spaces. All the parking bays and garages conform to the council's requirements.

3.3.2 The level of parking provision on the site will be in accordance with the car parking standards outlined within the Councils current car parking guidelines.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access will be made via the existing vehicular and proposed pedestrian accesses from Fisher Green.

3.4.2 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.5 Servicing

3.5.1 Given that public highways are to two sides of the development, it is well within the recommended pumping distances. Bin collection will be from Meltham Road using the proposed bin store.

4 TRAFFIC IMPACT

4.1 Existing Traffic

4.1.1 The site is currently occupied by an existing industrial unit and therefore generates a number of vehicular trips including HGV's.

4.1.2 From the information available the site is currently B2 use with ancillary office accommodation with a split of 278sqm of B1 and 650sqm of B2, 928sqm in total.

4.1.3 Table 4A provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the existing use class.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
<u>B1 - per 100sqm</u>						
Trip Rate	1.79	0.28	2.07	0.27	1.54	1.81
Generated Trips	5	1	6	1	4	5
<u>B2 - per 100sqm</u>						
Trip Rate	0.75	0.18	0.93	0.08	0.79	0.87
Generated Trips	5	1	6	1	5	6
Total	10	2	12	2	9	11

Table 4A – Predicted Development Trip Rates & Generation for existing

4.1.4 As can be seen from the above table, the existing use class on site is anticipated to have generated 12 and 11 two way trips during the morning and evening peak hours, in addition to HGV traffic which is anticipated at circa 3 vehicle trips per day.

4.2 Development Traffic

4.2.1 To determine the anticipated traffic generation of the proposed development of 17 apartments the national TRICS database interrogated accordingly.

4.2.2 Table 4B provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1800-1900 hours) and likely traffic generation of the proposed new dwellings. The TRICS data is shown at Appendix C.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.078	0.241	0.319	0.215	0.110	0.325
Generated Trips	1.326	4.097	5.423	3.655	1.87	5.525

Table 4B – Predicted Development Trip Rates & Generation for development

4.2.3 As can be seen from the above table, the proposed development of 17 apartments is anticipated to generate approximately only 5 - 6 two way trips during the morning and evening peak hours.

4.2.4 From the two tables above it can be seen that the proposed development will result in a reduction in the number of vehicle trips generated by circa 6 and 5 two-way vehicle trips during the morning and evening peak hours.

4.2.5 Furthermore, it should be noted that given the close proximity of the bus and train services available the actual trip rate could in fact be lower than that predicted by TRICS.

- 4.2.6 It is considered that the anticipated level of traffic generated by the proposed development in the peak periods will be a reduction in that currently experienced and would nonetheless not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5 CONCLUSIONS

- 5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of 17 residential apartments is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2 The site is considered to be in a sustainable location being within close proximity of the bus stops which provide a regular connection to neighbouring settlements and the town of Huddersfield, that has a multitude of amenities, facilities and transport opportunities. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable locations.
- 5.1.3 It is considered that the anticipated level of traffic generated by the proposed development in the peak periods will be a reduction in that currently experienced and would nonetheless not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network

Appendix A

Location plan / catchment

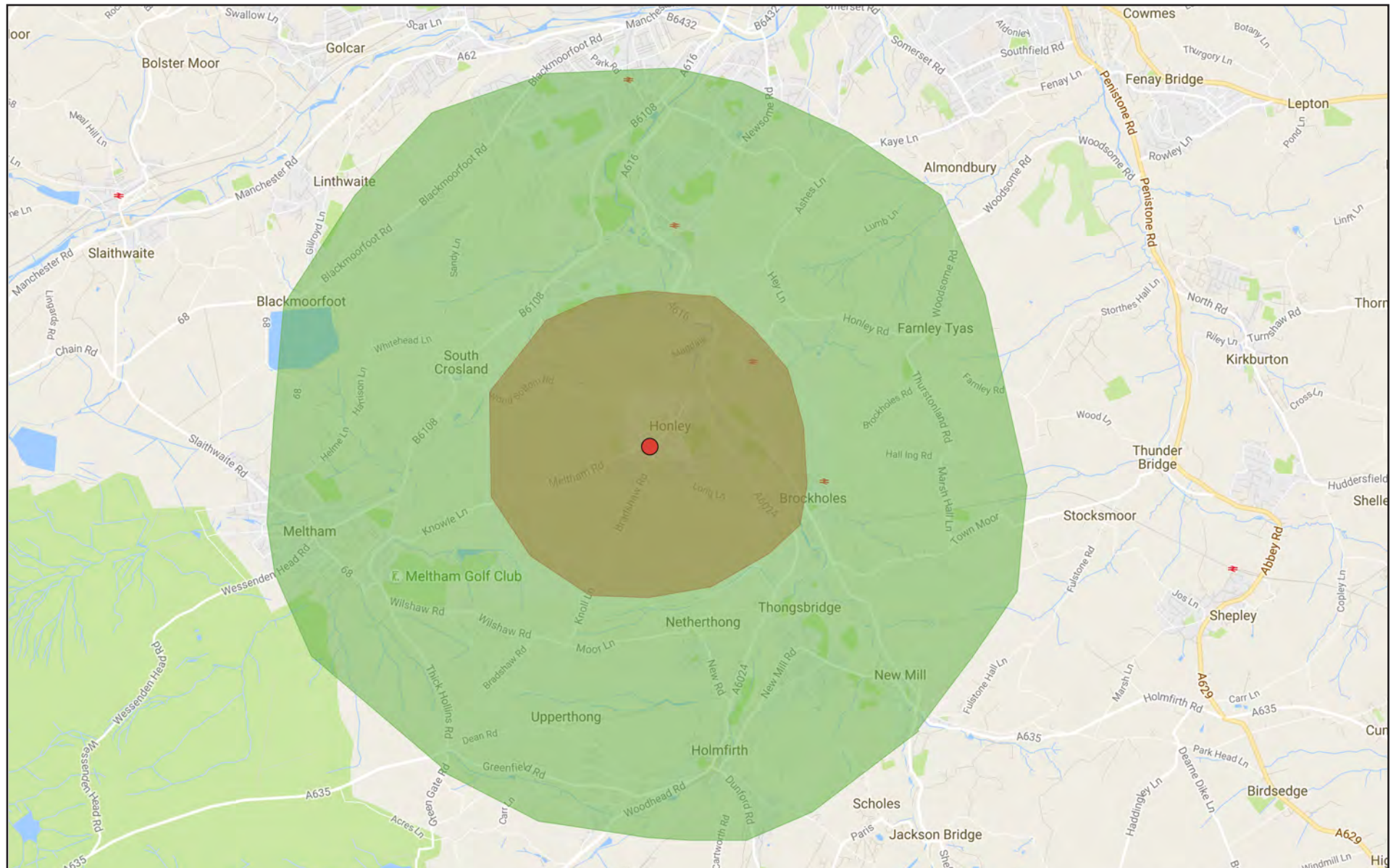


 SITE LOCATION

 BUS STOP LOCATION



UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY



- 5km CYCLE CATCHMENT
- 2km WALKING CATCHMENT
- SITE LOCATION

Appendix B

Proposed Layout Plan

