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Plot B, Crosland Road / Lindley Moor Road,
Lindley,
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Transport Statement

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Acknowledgements:

The TRICS database has been used in this report to calculate trip rates for the employment and residential land uses and then traffic generations for these uses.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

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Contents

Page No

1 Introduction 5
2 Existing Situation 8
3 Development Proposals 12
4 Sustainable Travel 16
5 Multi Modal Assessment 24
6 Traffic Generations 26
7 Summary 28

Appendices

APPENDIX A

Figure 1 - Site Location Plan

Figure 2 – Wider Highway Network

Figure 3 – 800m & 2km Walking Radii

Figure 4 – 5km Cycling Radii

Figure 5 – Bus Stop Locations

Figure 6 - Huddersfield Railway and Bus Stations

APPENDIX B

Accident Data

APPENDIX C

Site Layout

APPENDIX D

TRICS Data

1 Introduction

1.1 Sanderson Associates (CE) Ltd have been appointed by Stirling Scotfield (Huddersfield) LLP to provide a Transport Statement in support of a reserved matters planning application for the Unit on Plot B at the proposed mixed use development including employment and residential uses located on land off Lindley Moor Road, Lindley, Huddersfield. A site location plan can be found at **Appendix A (Figure 1)** together with **Figure 2** showing the wider relationship to the highway network Plot B has the benefit of outline planning permission under planning ref 2014/62/93136/W.

1.2 A Transport Assessment reference 7038-001-03 was submitted as part of application (2014/62/93136/W) in September 2014. The proposal detailed in the September 2014 assessment consisted of a large production and warehouse facility with ancillary office accommodation on Plot A with an overall gross internal floor area of 220,000 sqft (20,439 sqm), a further B2/B8 employment unit (plot B) of 50,000 sqft (4,645 sqm) floor area together with up to 253 new dwellings (plot C). The outline application site has an overall area of circa 18.48 Hectares and is allocated by Kirklees Council's UDP for employment opportunities. The site is allocated under Policy B8.1 in conjunction with residential allocation reference H8.17 located off Weatherhill Road / Cowrakes Road, Lindley.

1.3 The large production and warehouse facility with ancillary office accommodation on Plot A was amended during the course of determining the planning application and the revised proposals for Plot A consisted of an alternative B2/B8 development comprising of a total employment floor area of 14,864sqm. The proposals on plot B and C remained the same. These amended proposals gained Outline Planning Consent under application number 2014/62/93136/W.

1.4 Addendum Transport Assessment (7038/006/01) draws on the information contained in the Transport Assessment submitted with the application (2014/62/93136/W) in September 2014 and assessed the change in proposals for Plot A.

1.5 This Transport Statement draws on the information contained in the Addendum Transport Assessment (7038/006/01) submitted in 2015 and assesses the change in proposals for Plot B. As part of the Transport Assessment (reference 7038-001-03) trip rates for B2 and B8 employment were included and these were used in the Addendum assessment and have also been used in this Transport Statement.

1.6 The National Planning Policy Framework is the relevant planning policy on which this proposal should be judged and the following two sections relating to highways/transportation are considered to be the most relevant.

Paragraph 4 Promoting Sustainable Transport - whose key objectives are:-

- Balancing the transport system in favour of sustainable transport modes, giving people a real choice about how they travel.
- Locating developments which generate significant movements in areas where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- Protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.
- Promote a mix of uses to provide opportunities to undertake day-to-day activities on site by locating key facilities such as primary schools and local shops within walking distance of most properties.
- If setting parking standards LPA's should take into account, accessibility of the site; type, mix and use; availability of public transport; car ownership levels and an overall need to reduce the use of high-emission vehicles.

Paragraph 32.

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".*

2 Existing Situation

2.1 Application Site and Local Highway Network

2.1.1 The site is situated off the A643 Lindley Moor Road / Crosland Road, in proximity to Junctions 23 and 24 of the M62. The application site, 'Plot B', is currently undeveloped and has Outline Planning Consent under application number 2014/62/93136/W for a B2/B8 employment unit with a GFA of 50,000 sqft (4,645 sqm).

2.1.2 At present the site does not benefit from an adopted access and the area is largely utilised for agricultural purposes. The site covers approximately 4.2 acres of land, which is bound by Crosland Road to the east, Lindley Moor Road to the north, and a definitive public footpath (*Ref: HUD/408/10*) to the west.

2.1.3 The A643 known locally as Lindley Moor Road is a single all-purpose carriageway subject to a speed limit of 50mph. The road is relatively straight and runs parallel to the M62 between junctions 23 and 24. The road is lit to the relevant standards and there are no Traffic Regulation Orders (TRO's).

2.1.4 Between the junctions of Lindley Moor Road / Haigh House Hill and Lindley Moor Road / Crosland Road the road ascends to form a crest which reduces forward visibility on the crest.

2.1.5 Highway improvements have been undertaken by the Council to specifically deal with this issue which have incorporated new white line markings, signage and pedestrian refuge islands. The latter are located between the aforementioned junctions. The refuge islands provide an illuminated bollard, a keep left sign and a beacon lighting. The beacons are elevated to maximise their visibility over the crest of the hill and also prevent overtaking near to the adjacent junctions.

2.1.6 The additional white lining maintains lane discipline and provides dedicated turning lanes where required. The additional signage indicates the location of each junction with associated distances.

2.1.7 Within the immediate vicinity of plot A, lane widths along the A643 are typically between 3.0 and 3.2m. The central hatching/dedicated turning lanes vary in width but are typically between 2.5 and 3.0m.

2.1.8 A footway exists along the entire length of the northern flank of the A643 carriageway. The footway is approximately 1.7m wide.

2.1.9 An informal gravelled verge exists along the southern flank of the carriageway and extends approximately between the junction of Crosland Road/ Lindley Moor Road through to the beginning of the residential area situated to the west, upon which a formal footway has been provided. The verge is of varying widths and widens from 1.3m to the east to a maximum of 3.0m in the west.

2.1.10 Crosland Road meets Lindley Moor Road as the minor arm of a priority T-junction, and provides a typical carriageway of 6.4m. No formal footways are provided along this road, although there are verges. The road has a derestricted speed limit between its junction with Lindley Moor Road and upon meeting with the wider residential area to the south.

2.1.11 The definitive public footpath (*Ref: HUD/408/10*) which forms the western boundary to the site, is accessed opposite Haigh House Hill and exits onto Crosland Road. The footpath continues across the adjacent field (*Ref: HUD/408/20*) onto Weatherhill Road and allows access to the surrounding residential area known locally as Birchencliffe. Numerous other signed footpaths are also available to the north of the M62 and provide access to local villages within 2km of the site.

2.1.12 Cycle lanes are present within the wider area, the nearest being located along New Hey Road to the south west of the site. There are numerous bus stops within the surrounding residential areas situated to the west and east of the site, and these facilities are described in greater detail in Section 4 of this report.

2.1.13 It should be noted that the outline planning permission envisaged significant improvements to the local pedestrian and cycle facilities along Lindley Moor Road and Crosland Road together with other highway works including signalisation of the Lindley Moor Road / Crosland Road Junction.

2.2 Personal Injury Accident Data

2.2.1 Personal injury accidents within the vicinity of the site have been obtained from Leeds City Council for the most recent 5 year period available up to 24th July 2016.

2.2.2 The area of interest was selected to provide a comprehensive picture of recorded injury accidents in the locality and the data sheets, accident location and area of interest plans are included in **Appendix B**.

2.2.3 A total of 8 accidents have been recorded during the five year period assessed, all of which were slight in severity and occurred in proximity to the Lindley Moor Road / Crosland Road junction.

2.2.4 For ease of reference the type of accident that have occurred are summarised in the table below:

	2011		2012		2013		2014		2015		2016		Total
	SL	SE	SL	SE	SL	SE	SL	SE	SL	SE	SL	SE	
Failed to Give way			1		2				1		1		5
Loss of Control	1		1		1								3
Total	**1**		**2**		**3**				**1**		**1**		8

Table 2.2.4 – Summary of Accident Data by Type

2.2.5 As can be seen from the above table the most frequent accidents are of drivers failing to give-way. The contributory factors suggest that the vehicles emerging from Crosland Road on to Lindley Moor Road either failed to look properly, or misjudged the speed / path of the oncoming vehicles. As part of the overall outline application, a package of highway improvements were proposed including the signalisation of the Lindley Moor Road / Crosland Road junction. The development of which should materially reduce the likelihood of this type of incident, as emerging vehicle movements will be controlled by traffic signals rather than drivers discretion.

2.2.6 With regards to the incidents where the vehicles lost control; one was due to adverse road conditions (snow and ice), and the remaining two incidents involved drivers under the influence of alcohol.

2.2.7 No incidents have occurred in proximity to the plot B site frontage on Crosland Road. The number, type and severity of accidents recorded over a 5 year period do not indicate any significant clusters or trends.

3 Development Proposals

3.1 The site (plot B) is proposed to be occupied by MACS Truck's, who's business services include provision of vehicle bodies for lorries and trailers, vehicle repair and conversion and ancillary sales. The company has existing premise in Huddersfield approximately 3km to the south east of the application site at; 817-819 New Hey Road, Outlane, Huddersfield, West Yorkshire, HD3 3FG.

3.2 All staff from the existing site, which comprise of 20 workshop and, 15 admin / sales will transfer to the proposed site, and the old site will be sold / rented out. No changes are proposed in regards to the operational / opening hours of the site, which can be summarised as follows;

- Workshop: 6am – 6pm, Monday – Friday. 6am – 12pm (noon) on Saturday.
- Admin: 9am – 5pm, Monday – Friday.
- Sales: 7am – 6pm, Monday – Friday, and Saturday mornings.

3.3 The Reserved matters application comprises a B2 employment building with 15 workshop bays for working on vehicles / truck bodies and ancillary office use, with an overall internal GFA of approximately 18,715sqft (1,739sqm). The overall external floor area is 1,819sqm of which 353sqm is internal office space. The site also provides 53 car parking spaces (including 3 disabled spaces) for staff and visitors, as well as 50 trailer parking spaces. A copy of the proposed site layout is included at **Appendix C**.

3.4 As part of the development the formation of a new access off Crosland Road is proposed with associated security gates and barriers, together with new footway / cycleway links. The proposed location of the access is approximately 260m south of the junction with Lindley Moor Road.

3.5 Improvement of the existing public footpath along the western boundary of the site is proposed. This includes the provision of a separate cycleway facility which

provides a direct link between Lindley Moor Road (in proximity to Haigh House Hill) and Crosland Road to the south of the proposed access. Furthermore Crosland Road will be improved and provided with a footway and kerbing on the west side to join with the existing provision to the south opposite Romsey Close. Details for the surrounding highway improvements have been submitted to the Council as Highway Authority as part of a Section 278 Agreement which include the access to plot B.

3.6 Parking Provision

3.6.1 Parking standards were obtained from Kirklees Councils UDP. The proposed planning use class for the site is General Industrial Use (B2), a summary of the maximum permitted parking spaces in urban and Rural areas is provided below:

General Industrial Use (B2)

- 1 space per 50sqm GFA in locations with medium public transport accessibility
- 1 space per 40sqm GFA in locations with poor public transport accessibility
- Cycle parking 1 space per 500sqm GFA

3.6.2 A total external floor area of 1,819sqm is proposed for industrial use and in accordance with the above for a B2 use a maximum total of 36 spaces could be provided for the medium public transport accessibility and a maximum total of 45 spaces could be provided for the poor public transport accessibility in accordance with the parking standards.

3.6.3 As part of the proposals 53 spaces including 3 disabled spaces are to be provided within a car parking area to the south of the proposed unit.

3.6.4 It is acknowledged that the proposed car parking provision is in excess of the maximum car parking standards set out by the Council. However, due to the location of the site where on-street parking would be inappropriate and allowing for future staff increases (circa 10 staff), together with customers and visitors, visiting the site, to discuss their requirements for vehicle bodies, it is considered that the

proposed number of car parking spaces is appropriate and provides potential for future expansion of the site.

3.6.5 In addition to the maximum amount of car parking spaces, a minimum of 1 bicycle space/stand per 500sqm for B2 (3 spaces).

3.6.6 Cycle parking for 12 bicycles will be provided within plot B and will therefore provide a sheltered, lit and secure location for bicycles.

3.7 Wider Highway Improvements

3.7.1 As part of the Outline Planning Application ref 2014/62/93136/W highway improvements were agreed as part of the overall development proposals, these include the following:-

- Signalisation of the Lindley Moor Road / Crosland Road junction, which include formal pedestrian crossing facilities across the southwestern arm of Lindley Moor Road, as well as across a newly constructed left filter lane from Crosland Road.
- A widening of Crosland Road in proximity to public footpath (*Ref: HUD/410/10*) to accommodate a pedestrian refuge traffic island. This feature will act as a traffic calming measure along the proposed site frontage and will discourage overtaking vehicles.
- Improvement of the existing public footpath along the western boundary of the site is proposed. This includes the provision of a separate cycleway facility which provides a direct link between Lindley Moor Road (in proximity to Haigh House Hill) and Crosland Road to the south of the proposed access.
- Proposals on Plot C include for a reduction of speed limit along Crosland Road. Crosland Road will be reduced to 30mph as part of highway improvements.

- Proposals include for a reduction of speed limit along A643 Lindley Moor Road. The A643 Lindley Moor Road will be reduced to 40mph as part of highway improvements.

4 Sustainable Travel

4.1 This section comprises an assessment of accessibility for the proposed development which relates to the following categories;

- Walking
- Cycling
- Public Transport, by bus or rail

4.2 Walking

4.2.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

4.2.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

4.2.3 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips in journeys under 2km. **Figure 3 (Appendix A)** provides a 2km walking radius from the site.

4.2.4 Amenities available within a 2km walking distance include:

- Sainsbury's (Salandine Nook)
- Fisheries
- Post Office
- Library

- Public Park
- Beauty Salon
- Barbers

4.2.5 Plot B is served by Crosland Road. Since the Plot B area of the application site is currently undeveloped there are no footways present along the southern flank of Lindley Moor Road (although there is one on the northern side) or along the western flank of Crosland Road although proposals for these form part of the overall proposals. However, improvements to the existing infrastructure are planned as part of the overall proposals.

4.2.6 A public footpath, Ref HUD/410/10, runs west to east through Character Area 2 connecting Crosland Road with Weatherhill Road. Weatherhill Road provides footways along both sides of the carriageway to the south which tie in with the wider local footway network. In addition to this public footpath Ref HUD/408/20 runs partially through the southern section of Employment Area 2 and also through the Miller Homes residential development and provides a further link between Crosland Road and Weatherhill Road. There are existing footways along the southern part of Crosland Road from Romsey Close to Cowrakes Road.

4.2.7 From Crosland Road and Weatherhill Road, access to Cowrakes Road can be gained, which provides access to well established residential areas and local services and facilities. Bus stops are located on Cowrakes Road, Crosland Road (south of Cowrakes Road) and Weatherhill Road.

4.2.8 The existing definitive public footpath that forms the western boundary of the site will be surfaced and upgraded to provide a combined footway cycle facility, as previously discussed in paragraph 3.7.1. Signs will be introduced to ensure the footpath is easily identifiable.

4.3 Cycling

4.3.1 In relation to the site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are as follows. A 5km radius of possible destinations can be found on **Figure 4 (Appendix A)** at the rear of this report. It is recognised that cycle routes will not follow the simple radius of this plan but it provides an indication of the general area which may be accessed by cycle.

4.3.2 A list of nearby destinations within 5km, along with the corresponding cycle time based on 12 km per hour is summarised below:

Origin/Destination	Distance	Time
Lindley	1.8km	9 minutes
Greetland	3.6km	18 minutes
Elland	4.3km	21 ½ minutes
Golcar	3.3km	16 ½ minutes
Stainland	4.4km	22 minutes
Huddersfield	4.3km	21 ½ minutes

4.3.3 Cycle lanes are present within the wider area, the nearest being located along New Hey Road to the south west of the site.

4.3.4 Cycle parking for 12 bicycles is proposed, whilst shower and changing facilities will also be provided in the proposed unit to cater for the requirements of employees and will be available from first occupation.

4.4 Bus Facilities

4.4.1 The closest bus stops to plot B (see **Figure 5**) are located on Lindley Moor Road, approximately 650m northwest of the proposed access, which offer the E5 service.

There are also bus stops along Crosland Road (south of Cowrakes Road) some 570m to 650m from the access to Plot B which offer the 377 and 378 services.

4.4.2 Further stops are also located on Cowrakes Road approximately 645 to 670 m from the Plot B access which offers the 370 and 371 services. Furthermore bus stops on Weatherhill Road could be accessed through the Miller Homes residential allocation using the public footpath network which offers the 343 and 501 services.

4.4.3 The bus stops on Lindley Moor Road are unmarked in both directions. The bus stops on Crosland Road provide for a southbound shelter and a northbound pole. The bus stops on Cowrakes Road provide shelters in both directions. The bus stops on Weatherhill Road provide both north and southbound shelters with accompanying timetables and are located approximately 55m south of the existing public footpath Ref HUD/410/10 which runs along the northern fringe of Alderstone Rise.

4.4.4 Details of the facilities provided at each of the stops identified above are indicated below;

Lindley Moor Road

Distance to stop:	Approximately 650m from the plot access
Direction of travel:	South-West
Facilities:	Not marked
Bus Services	E5

Distance to stop:	Approximately 650m from the plot access
Direction of travel:	North-East
Facilities:	Not marked
Bus Services	E5

Weatherhill Road

Distance to stop:	Approximately 575m from the plot access
Direction of travel:	North
Facilities:	Shelter, pole, timetable
Bus Services	343, 501

Distance to stop:	Approximately 565m from the plot access
Direction of travel:	South
Facilities:	Shelter, pole, timetable

Bus Services 343, 501

4.4.5 A summary of the existing available services from these stops is set out overleaf:-

Service No.	Operates Along:	Route	Frequency (mins)	
			Mon – Sat Daytime	Sundays & Evenings
E5	Lindley Moor Road	Elland - Blackley – Jagger Green - Elland – Elland	2 services	No Service
343	Weatherhill Road	Huddersfield - Marsh – HRI – Lindley – Blackley – Elland – Barkisland - Halifax	60	No Service
501	Weatherhill Road / Lindley Moor Road	Huddersfield – Marsh – Lindley – Ainley Top – Elland – West Vale - Halifax	No Service	60

Table 4.4.5 – Summary of Bus Services

4.4.6 There are a number of other bus stop facilities and main bus routes operating throughout the local area. These include Moor Hill Road / Cowrakes Road to the south of Plot B, Crosland Road (to the south of the Moor Hill Road / Cowrakes Road junction) and Laund Road (to the west of Crosland Road). A summary of these services is provided in the table below:-

Service No.	Operates Along:	Route	Frequency (mins)	
			Mon – Sat Daytime	Sundays & Evenings
377	Moor Hill Road, Crosland Road	Huddersfield – Marsh – Oakes – Outlane	60	No Service
378	Laund Road, Moor Hill Road, Crosland Road	Huddersfield – Marsh – Oakes – Lindley – Mount	60	No Service
370	Moor Hill Road, Cowrakes Road	Rawthorpe – Huddersfield – Lindley Circular	30	60
371	Moor Hill Road, Cowrakes Road	Dalton – Huddersfield – Lindley Circular	30	60

Table 4.4.6 – Summary of Further Bus Services

4.4.7 As can be seen from the table above, service numbers 370 / 371 collectively provide a 15 minute frequency service available on Cowrakes Road / Moor Hill Road.

4.5 Access to rail facilities

4.5.1 The closest train station to Plot B is Huddersfield Railway Station, which is a fully staffed facility located approximately 5.4km to the south-east, and provides the following facilities. **Figure 6** shows the location of the railway station and bus station.

- Canopies and seating
- Car park with CCTV - 150 spaces
- Cycle racks - 24
- Newsagent
- Passenger information displays
- Public telephones
- Taxi rank
- Ticket office
- Toilets
- Waiting rooms

4.5.2 The station is operated by both Northern Rail and First Trans Pennine and is serviced by the Caldervale, Huddersfield and Penistone Lines which provide numerous links to both local and main line destinations. A summary of the available destinations and frequencies are detailed below:

Caldervale Line (Operator: Northern)

Leeds - Bramley - New Pudsey - Bradford Interchange - Halifax - Brighouse - Huddersfield / Sowerby Bridge - Mytholmroyd - Hebden Bridge - Burnley - Preston - Blackpool North / Todmorden - Walsden - Rochdale - Manchester Victoria

Route	Frequency (minutes)		
	Monday - Saturday		Sunday
	Daytime	Evenings	Daytime
	(0800 - 1800)	(1800 - 2300)	(0900 - 2200)
Leeds - Bradford Interchange - Halifax - Huddersfield	60 mins	60 mins	120 mins

Huddersfield Line (Operators: First Trans Pennine Express and Northern)

Leeds - Cottingley - Morley - Batley - Dewsbury - Ravensthorpe / Wakefield Westgate - Wakefield Kirkgate - Mirfield - Deighton - Huddersfield - Slaithwaite - Marsden - Stalybridge - Manchester Victoria / Manchester Piccadilly - Manchester Airport / Warrington - Liverpool Lime Street

Route	Frequency (minutes)		
	Monday - Saturday		Sunday
	Daytime	Evenings	Daytime
	(0800 - 1800)	(1800 - 2300)	(0900 - 2200)
Leeds - Dewsbury - Mirfield - Huddersfield (local)	60 mins	60 mins	120 mins
Leeds - Huddersfield - Manchester Piccadilly (First TransPennine Express)	4 per hour	30 mins	20 mins
Wakefield Westgate - Wakefield Kirkgate - Mirfield - Huddersfield	60 mins	60 mins	No service
Huddersfield - Ashton-under-Lyne - Manchester Victoria	60 mins	60 mins	60 mins

First Trans Pennine Express services extend hourly from Manchester Piccadilly to Liverpool, and half-hourly to Manchester Airport.

Penistone Line (Operator: Northern)

Huddersfield - Lockwood - Berry Brow - Honley - Brockholes - Stocksmoor - Shepley - Denby Dale - Penistone - Barnsley - Meadowhall – Sheffield

Route	Frequency (minutes)		
	Monday - Saturday		Sunday
	Daytime	Evenings	Daytime
	(0800 - 1800)	(1800 - 2300)	(0900 - 2200)
Huddersfield - Denby Dale - Barnsley - Sheffield	60 mins	60 mins	60/120 mins

Summary of Approximate First and Last Train Times at Huddersfield Train Station				
Line	**Route**	**Mon - Fri**	**Saturday**	**Sunday**
Caldervale	Huddersfield - Leeds	0829-0008	0831-2359	1017-2304
	Leeds - Huddersfield	0729-2225	0729-2225	0829-2108
Huddersfield	Leeds - Manchester	0001-2355	0256-0010	0305-2320
	Manchester - Leeds	0012-2353	0009-2352	0025-2313
	Wakefield - Huddersfield	0659-2315	0803-2315	-
	Huddersfield - Wakefield	0532-2135	0637-2135	-
Penistone	Huddersfield - Sheffield	0610-2218	0610-2218	0919-1919
	Sheffield - Huddersfield	0649-2355	0749-2359	1053-2053

4.5.3 As can be seen from the above, there are numerous frequent and varied train services that allow access to the town centre. All bus services provide access into the town centre and either stop at the bus station or adjacent to Huddersfield Railway Station. Huddersfield Bus Station is approximately 240m from the Train Station.

5 Multi Modal Assessment

5.1 In line with National guidance, the potential multi-modal trip generations for the proposed development have been calculated using the trips rates from the approved outline application. The Employment use trip rates were agreed by the Local Authority and Highways Agency and were derived from the TRICS 2011(a) database, which was the latest data at the time of its production. A copy of the TRICS Multimodal and vehicular trip rate output is included in **Appendix D**.

5.2 The following provides a summary of the range of multimodal two-way trip rates along with the corresponding modal percentage split and generated trips for the application site floor area based on a B2 planning use class. The data has been split between AM and PM weekday peak periods. A separate 24 hour modal trip rate has also been provided.

Industrial Estate 18,715sqft (1,739sqm)			
	2 Way Trip Rate per 100 sqm	**% Modal Split**	**Generation (people)**
AM Peak Hour Modal Split			
Pedestrians	0.025	3.0%	1
Cyclists	0.005	0.6%	0
Public Transport Users	0.004	0.4%	0
Vehicle Occupants	0.813	96.0%	14
Total People Trips	0.849	100.0%	15
PM Peak Hour Modal Split			
Pedestrians	0.018	3.0%	0
Cyclists	0.008	1.4%	0
Public Transport Users	0.001	0.2%	0
Vehicle Occupants	0.559	95.4%	10
Total People Trips	0.587	100.0%	10
24 Hour Modal Split			
Pedestrians	0.289	3.2%	5
Cyclists	0.074	0.8%	1
Public Transport Users	0.020	0.2%	0
Vehicle Occupants	8.717	95.8%	152
Total People Trips	9.109	100.0%	158

Table 5.2(a) Multimodal Trip Rates and Percentage Split - B2 Use

5.3 As can be seen from the above, the predicted level of pedestrian, cyclist and public transport users are modest and it is considered that these can be readily accommodated within the existing infrastructure.

6 Traffic Generations

6.1 Approved Trip Rates

6.1.1 The approved trip rates for B2 and B8 uses were generated using the TRICS 2011(b) Database. Both average and 85th percentile rates were obtained and a summary is provided in the following tables. A full copy of the TRICS data is included in **Appendix D** for reference.

Vehicle Trips Rates	B2 Industrial Estate			B8 Warehouse		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830)	0.450	0.186	0.636	0.227	0.084	0.311
AM (0800 – 0900)	0.477	0.201	0.678	0.224	0.096	0.320
PM (1645 – 1745)	0.147	0.462	0.609	0.092	0.209	0.301
PM (1700 – 1800)	0.117	0.418	0.535	0.092	0.218	0.310

Table 6.1.1(a): Average Trip Rates

Vehicle Trips Rates	B2 Industrial Estate			B8 Warehouse		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830)	0.531	0.200	0.731	0.750	0.333	1.083
AM (0800 – 0900)	0.677	0.223	0.900	0.417	0.333	0.750
PM (1645 – 1745)	0.118	0.751	0.869	0.294	0.337	0.631
PM (1700 – 1800)	0.094	0.787	0.881	0.333	0.333	0.666

Table 6.1.1(b): 85th Percentile Trip Rates

6.2 Proposed Traffic Generations

6.2.1 The vehicular trip generation potential for 'Plot B' has been calculated based on the proposed total employment area of 18,715sqft (1,739sqm). The resulting traffic generations are summarised in the following tables for the proposed B2 use class:-

Vehicle Traffic Generation	B2 Industrial Estate 85th percentile			B2 Industrial Estate Average		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830)	9	3	12	8	3	11
AM (0800 – 0900)	12	4	16	8	3	11
PM (1645 – 1745)	2	13	15	3	8	11
PM (1700 – 1800)	2	14	16	2	7	9

Table 6.2.1a: B2 Traffic Generations

6.2.2 It is considered that the level of vehicular traffic generation identified in the table above would not have a material impact on the operation of the local highway network, and is significantly lower than the generation potential of the approved outline planning consent for 50,000sqft (4,645sqm) of B2 / B8 use. For comparison, these flows are provided in the following table;

Vehicle Traffic Generation	85th Percentile			Average		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM (0730 – 0830)	36	15	51	21	9	30
AM (0800 – 0900)	30	9	39	21	9	30
PM (1645 – 1745)	6	36	42	6	21	27
PM (1700 – 1800)	3	36	39	6	18	24

Table 6.2.2: Traffic Generation Potential of approved outline consent (50,000sqft)

6.2.3 No junction capacity assessments have been carried out as part of this Transport Statement, as traffic associated with this use has already been accounted for on the surrounding road network within the approved outline planning consent.

7 Summary

7.1 Sanderson Associates (CE) Ltd have been appointed by Stirling Scotfield (Huddersfield) LLP to provide a Transport Statement in support of a reserved matters planning application for the Unit on Plot B at the proposed mixed use development including employment and residential uses located on land off Lindley Moor Road, Lindley, Huddersfield.

7.2 A Transport Assessment reference 7038-001-03 was submitted as part of application (2014/62/93136/W) in September 2014, and has since received Outline Planning Consent.

7.3 The proposal detailed in the September 2014 assessment consisted of (Plot A) a large production and warehouse facility with ancillary office accommodation for a company with existing premise in Huddersfield and an overall gross internal floor area of 220,000 sqft (20,439 sqm), (Plot B) a further B2/B8 employment unit of 50,000 sqft (4,645 sqm) floor area together with (Plot C) up to 253 new dwellings. The outline application site has an overall area of circa 18.48 Hectares and is allocated by Kirklees Council's UDP for employment opportunities. The site is allocated under Policy B8.1 in conjunction with residential allocation reference H8.17 located off Weatherhill Road/Cowrakes Road, Lindley.

7.4 The large production and warehouse facility with ancillary office accommodation on Plot A was amended during the course of determining the planning application. The revised proposals for Plot A consisted of an alternative B2/B8 mixed development comprising of a total employment floor area of 14,864sqm. The proposals on plot B and C remained the same. These proposals have Outline Planning Consent under application number 2014/62/93136/W.

7.5 This Transport Statement draws on the information contained in the Transport Assessment (reference 7038-001-03) submitted in 2014 and the addendum Transport Assessment (7038/006/01). As part of the Transport Assessment, trip

rates for B2 and B8 employment were included and these have been used in this Transport Statement.

7.6 The proposals for Plot B will be the subject of a Travel Plan. A Travel Plan has been prepared which aims to restrain vehicular traffic and encourage the use of alternative forms of travel. Employees and visitors will be advised of alternative travel modes that are available and bus travel will be encouraged together with other measures included in the Travel Plan.

7.7 The level of traffic identified within the Transport Statement has previously been assessed as part of the approved outline planning consent (2014/62/93136/W). No junction assessment has been carried our as part of this statement, as traffic associated with this use has already been accounted for on the surrounding road network within the approved outline planning consent. The reserved matters application proposals give rise to less traffic than previously assessed.

7.8 Having regard to NPPF the site is allocated in the Council's UDP for development and is located such that it can be accessed by sustainable transport modes and safe and suitable accesses to the development site can be achieved for all people. Junction capacity assessments have previously been undertaken as part of the outline approval and improvements are proposed where needed so that they will operate satisfactorily. It is therefore considered that the effect of traffic from the application development has been robustly analysed taking into account committed development and the remaining areas of the UDP employment allocation so that this is not prejudiced and consequently the residual cumulative impacts of development are not severe having regard to the NPPF Paragraph 32.

7.9 With respect to the contents of this report Sanderson Associates considers that the development proposals for Plot B will not have a detrimental impact on the local highway network, highway safety and the adjacent motorway and would ask the Local Highway Authority and Highway Agency to confirm its findings.

APPENDIX A

Figure 1 - Site Location Plan

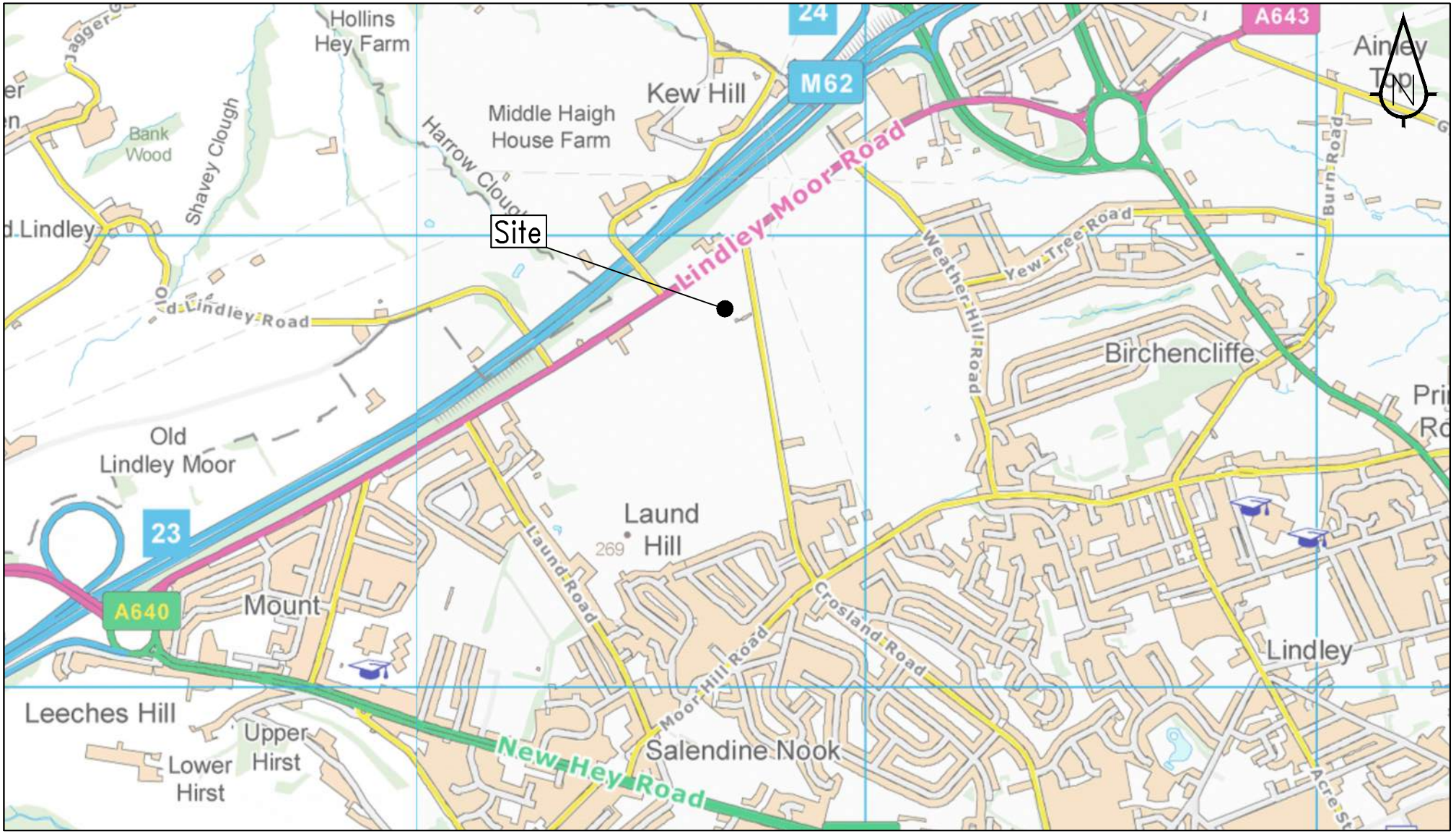
Figure 2 – Wider Highway Network

Figure 3 – 800m & 2km Walking Radii

Figure 4 – 5km Cycling Radii

Figure 5 – Bus Stop Locations

Figure 6 - Huddersfield Railway and Bus Stations



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Proposed Development (Plot B)
Crosland Road, Lindley,
Huddersfield

Site Location Plan

Drawn	Scale	
BL	NTS	QIM S ISO 9001 REGISTERED FIRM
Checked	Date	
DJC	August 2016	
Approved	Drawing Number	Size
DJC	Figure 1	A4

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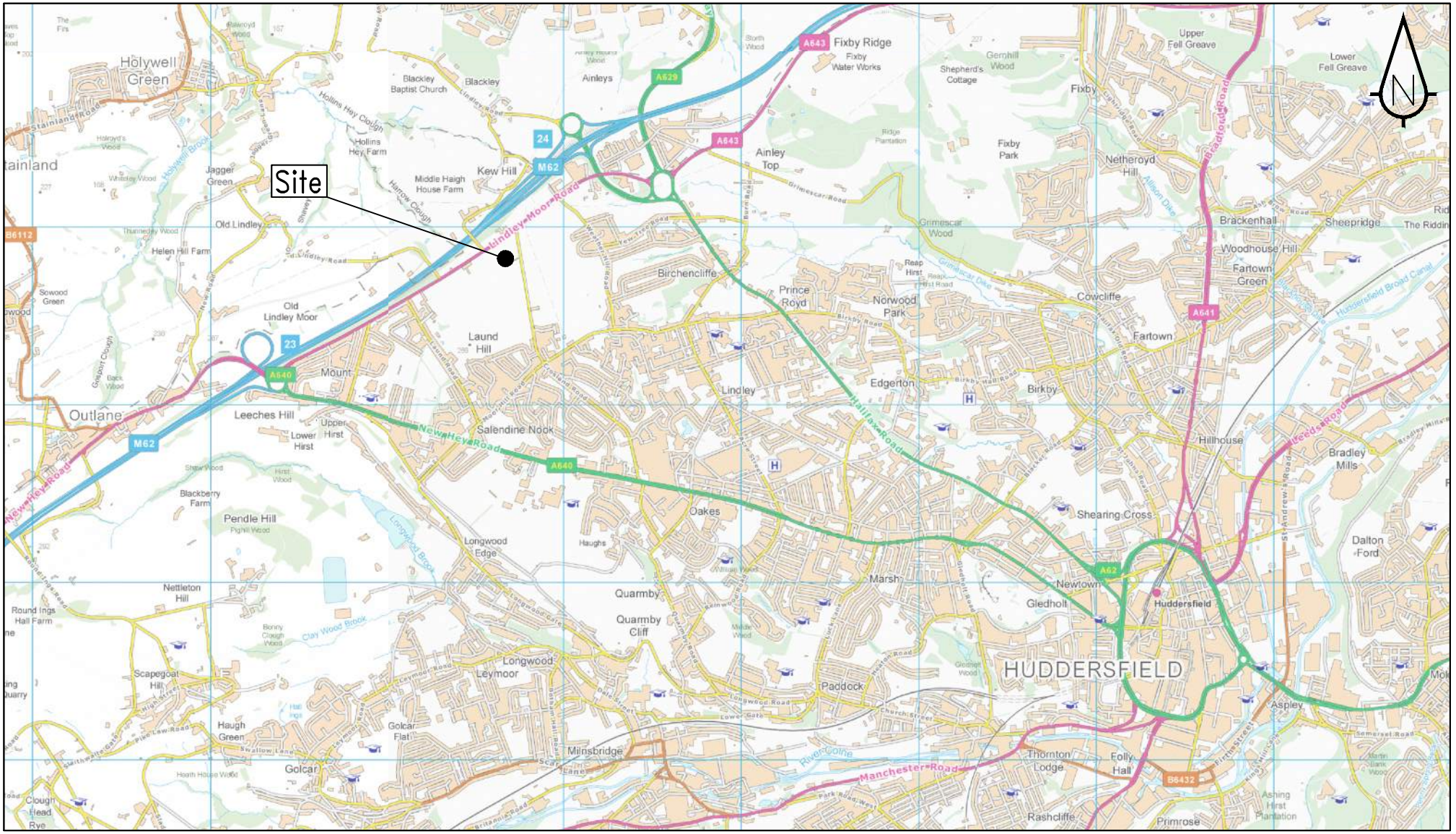

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Proposed Development (Plot B) Crosland Road, Lindley, Huddersfield

Wider Highway Network

Drawn BL	Scale NTS	QIM S ISO 9001 REGISTERED FIRM
Checked DJC	Date August 2016	
Approved DJC	Drawing Number Figure 2	Size A4

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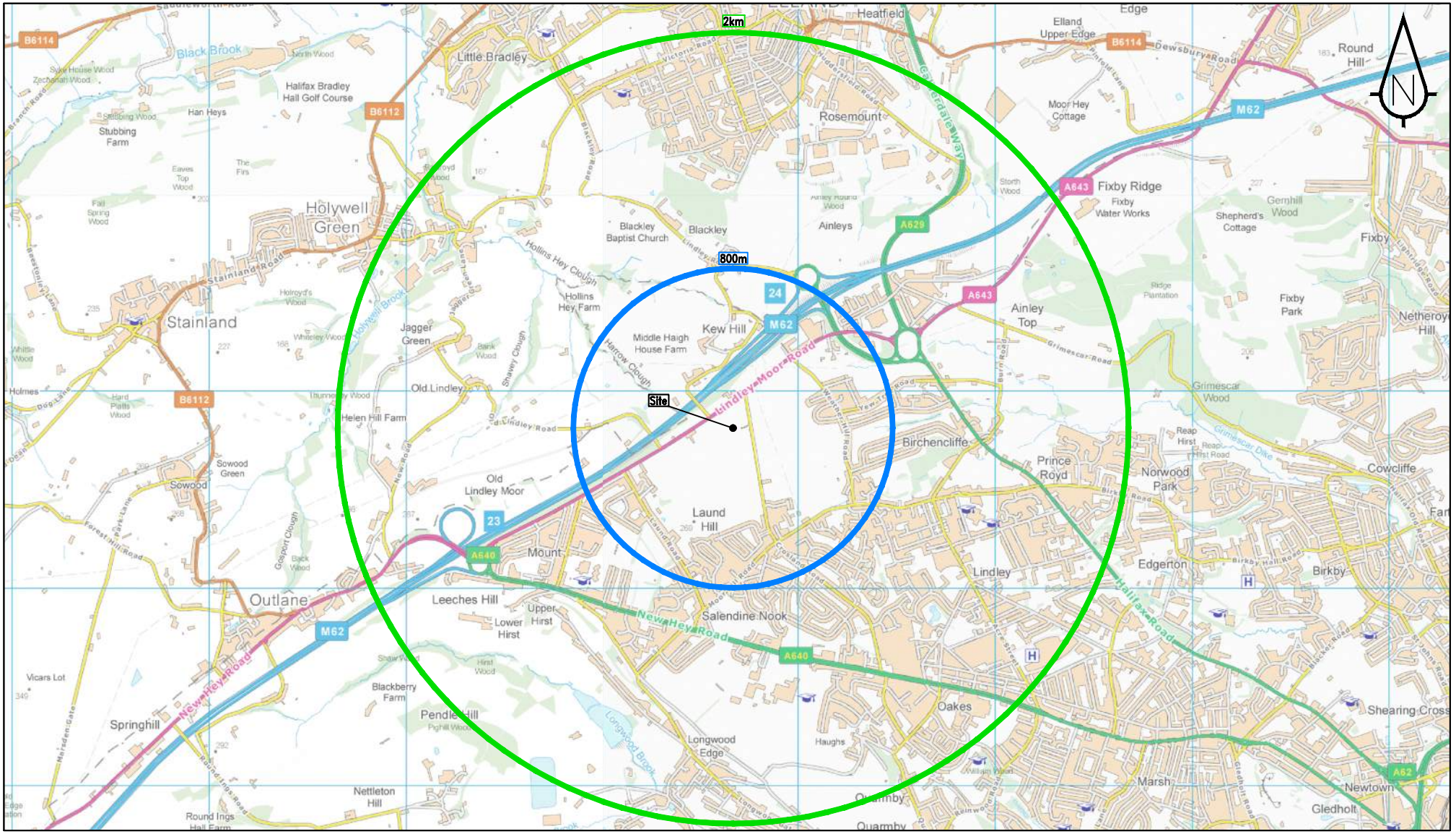

sanderson associates (consulting engineers) ltd Highways | Traffic | Transportation | Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk	Proposed Development (Plot B) Crosland Road, Lindley, Huddersfield	800m and 2km Indicative Walking Radii	Drawn BL	Scale NTS	QIM S ISO 9001 REGISTERED FIRM
			Checked DJC	Date August 2016	
			Approved DJC	Drawing Number Figure 3	Size A4

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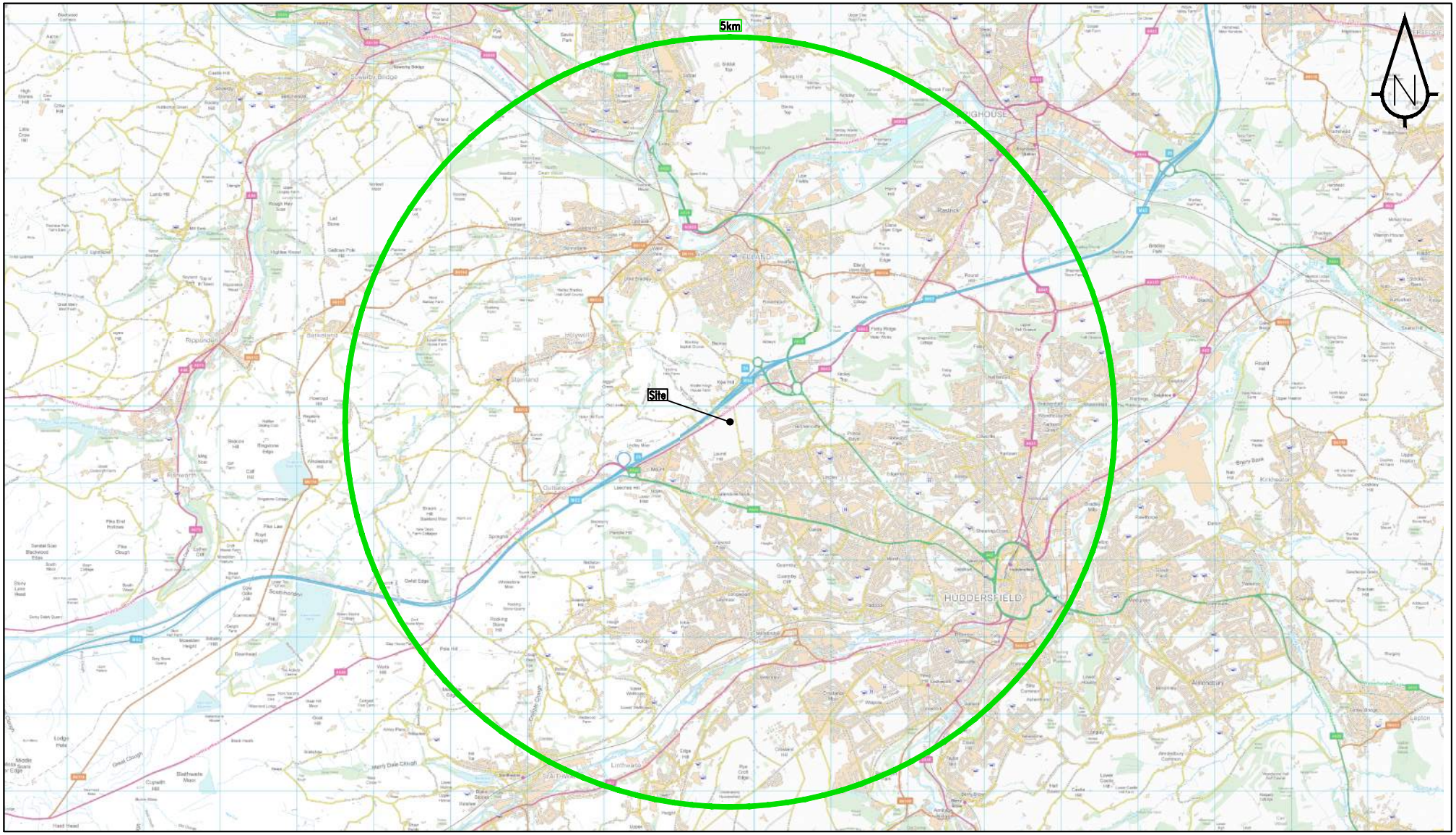

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Proposed Development (Plot B) Crosland Road, Lindley, Huddersfield

5km Indicative Cycling Radius

Drawn: BL	Scale: NTS	QIM S ISO 9001 REGISTERED FIRM
Checked: DJC	Date: August 2016	
Approved: DJC	Drawing Number: Figure 4	Size: A4

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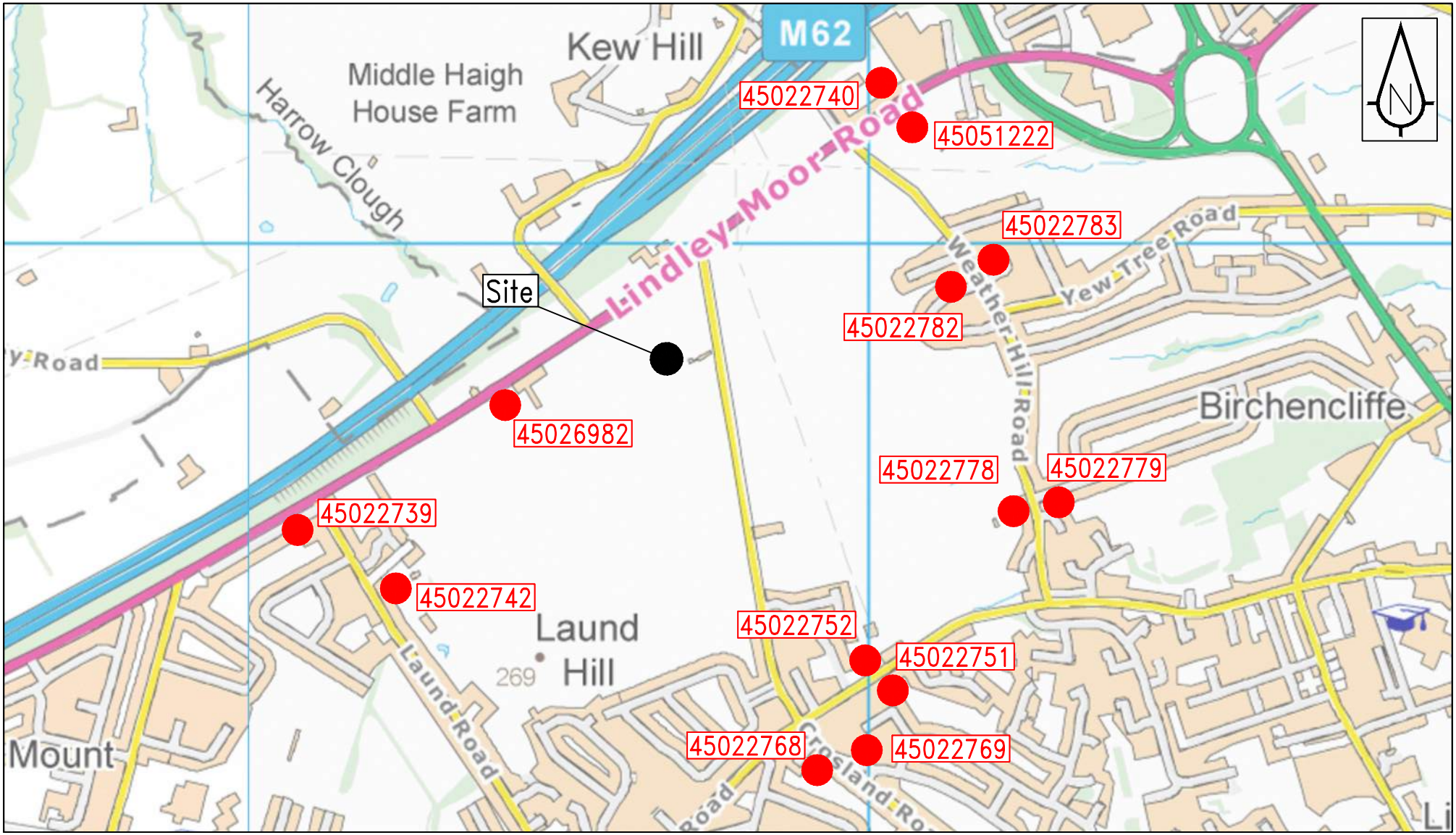

sanderson associates (consulting engineers) ltd Highways | Traffic | Transportation | Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk	Proposed Development (Plot B) Crosland Road, Lindley, Huddersfield	Bus Stop Locations	Drawn BL	Scale NTS
			Checked DJC	Date August 2016
			Approved DJC	Drawing Number Figure 5 / Size A4

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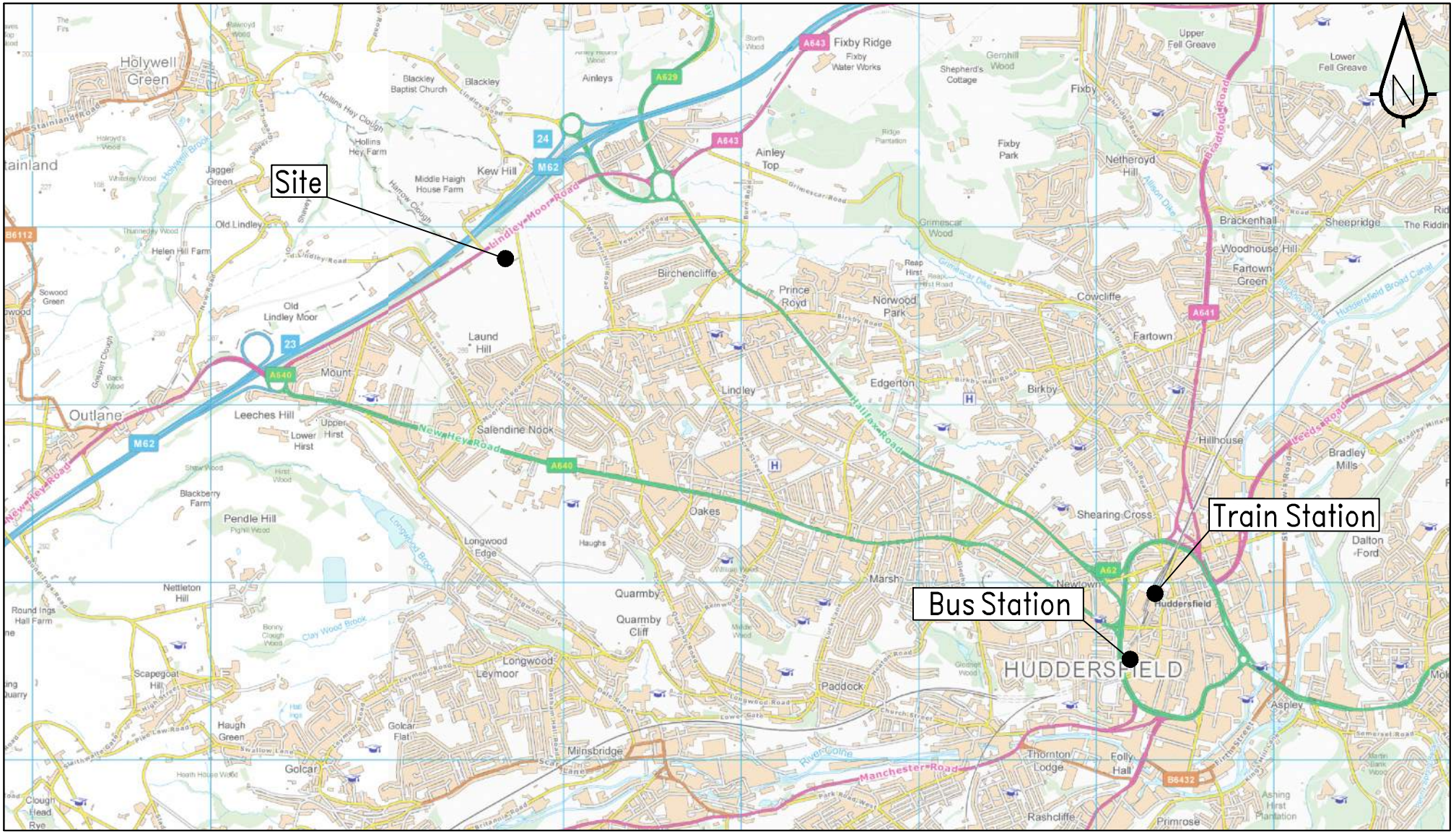

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Proposed Development (Plot B)
Crosland Road, Lindley,
Huddersfield

Location of Huddersfield
Bus and Rail Stations

Drawn	Scale	QIM S ISO 9001 REGISTERED FIRM
BL	NTS	
Checked	Date	
DJC	August 2016	
Approved	Drawing Number	Size
DJC	Figure 6	A4

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