

Yew Tree Public House
Huddersfield Road
Norrishorpe

Transport Statement

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1.0 Introduction

- 1.1 J A Oldroyd & Sons have been appointed by AdamCo to provide advice on traffic and transportation issues relating to a proposed change of use from a Public House to mixed use of ground floor nursery, office and flat at the Yew Tree Public House, Huddersfield Road, Norristhorpe.
- 1.2 Following the withdrawal in October 2014 of the Department for Transport Document "Guidance on Transport Assessment" guidance on the preparation of supporting documentation in highway assessment terms, there are no definitive thresholds set out in national planning policy that dictate when a Transport Assessment or a Transport Statement report is required, as local factors will determine whether a Local Planning Authority considers a development will have a "significant impact" on transport or not.
- 1.3 Recent guidance can be found in the Planning Practice Guidance (PPG) suite of documents and in particular "Travel Plans, Transport Assessments and Statements in decision taking". This guidance is intended to assist all stakeholders in determining whether an assessment may be required and, if so, what level and scope that assessment should include.
- 1.4 Paragraph 32 of the National Planning Policy Framework sets out that all development that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment. Local Planning Authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis.
- 1.5 A recent email from Kirklees Council has requested a Transport Statement
- 1.6 The purpose of this Transport Statement is to set out the transport issues relating to the development proposals. It will consider in detail the following aspects:
- The existing site and highway network;
 - The accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of sustainable transport;
 - The operation of the existing highway network;
 - The proposed development and its impact on the local highway network;
 - Summary and conclusions

2.0 The Existing Site and Highway Network

The Application Site

- 2.1 The application site comprises of the existing Yew Tree public house and car park.

Existing Highway Situation

- 2.2 The site is located approximately 2km from Heckmondwike town centre and 5km from Dewsbury town centre. The site is situated on the main A62 Huddersfield Road.
- 2.3 The local highway network considered by this Transport Statement consists of the existing access road into the site and the A62 Huddersfield Road.
- 2.4 The site is situated on a signal controlled crossroads with Huddersfield Road / Norristhorpe Lane and Lumb Lane. Huddersfield Road at this location is an A classified road (A62) having a single carriageway of around 9.0m in width, with footways of approximately 1.8m. Norristhorpe Lane is a single carriageway of around 7.0m in width with footways of 1.8m. Huddersfield Road is generally aligned north-south and provides a connection which connects Huddersfield to the south and Leeds to the north.
- 2.5 The road is subject to a 40mph speed limit and benefits from street lighting. There are parking restrictions in force which prohibit on-street parking or loading, either on Huddersfield Road or Norristhorpe Lane.
- 2.6 The existing access into the car park is a simple dropped crossing and is 5.5m in width.

Committed Developments

- 2.7 We are not aware of any committed development which will significantly affect traffic conditions in the vicinity of the site and needs to be considered as part of this Transport Statement.

Committed Highway Schemes and Traffic Management Schemes

- 2.8 We are not aware of any committed highway schemes or traffic management schemes which will significantly affect traffic conditions or alter traffic flows in the vicinity of the site that need to be considered as part of this Transport Statement.

3.0 Accessibility by Sustainable Modes of Transport

Introduction

- 3.1 This section of the report considers the accessibility of the development by the following modes of transport:
- Accessibility on foot;
 - Accessibility by cycle;
 - Accessibility by bus;
 - Accessibility by rail;
- 3.2 In March 2012, the National Planning Policy Framework (NPPF) replaced a number of national policy documents including Planning Policy Guidance Note 13 (PPG13). Prior to its deletion, PPG13 provided guidance on the length of journeys which would reasonably expected to be undertaken on foot or by bicycle; these distances were 2km for walking and 5km for cycling. There is now no government guidance on reasonable walking or cycling distances.
- 3.3 We have analysed walking and cycling for all purposes as the main mode of travel (from home) by interrogating data collected through the 2015 National Travel Survey (NTS), to calculate the average distance travelled.
- 3.4 Using the NTS data the average distance people walk is 1.2km and the average distance people cycle is 4.8km; not dissimilar to the distances in the now withdrawn PPG13.
- 3.5 In this report, we have used the NTS walk and cycle distances to assess the accessibility of the proposed development.

Accessibility on Foot

- 3.6 Walking is the most important mode of transport at local level and can replace short car trips in journeys under 2km, 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.
- 3.7 In addition to the information in the NTS, Manual for Streets also offers the following guidance in Section 4.4 "The walkable neighbourhood".

Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents".

- 3.8 In the general vicinity of the site, all roads have footways which are around 2.0m in width, are well maintained and are lit.
- 3.9 The proposed nursery is within a reasonable walking distance for a number of residential properties, encompassing the Norristhorpe, Littleton and Roberttown areas. It is within 600m of the local Norristhorpe Junior and Infant school, and would enable parents to drop off / pick up nursery children en-route to school. The nursery is also within 600m of the Spen Valley High school, again a convenient area for parents to drop off / pick up.

Accessibility by Cycle

- 3.10 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling.
- 3.11 In relation to the application site, cycling distances from local residential centres such as Heckmondwike and Dewsbury are within 5km, along with the corresponding cycle time based on 12km per hour, making the site accessible for those employees wishing to cycle to work
- 3.12 With regard to cycle facilities, the Sustrans Route 66, a long distance cycle route connecting the towns Dewsbury through Heckmondwike, Batley and into Bradford runs close to the site.

Accessibility by Bus

- 3.13 There are a number of bus stops close to the site are located either on Huddersfield Road or Norristhorpe Lane.
- 3.14 A summary of the bus services which operate in the vicinity of the site is shown below:

Summary of Service			Frequency of Service			
Route Number	Bus Stop Location	Overall Route	Daytime Mon- Fri Frequency	Evening Mon- Fri Frequency	Saturday Frequency	Sunday Frequency
221	Norristhorpe Lane	Mirfield – Leeds	Hourly	Hourly Last bus 23:00	Hourly Last Bus 23:00	Hourly Last bus 23:00
223	Norristhorpe Lane	Mirfield Leeds	Hourly	Hourly Last bus 23:00	Hourly Last bus 23:00	Hourly Last bus 23:00
229	Huddersfield Road	Heckmondwike - Leeds	Hourly	Hourly Last bus 23:00	Hourly Last bus 23:00	Hourly Last bus 23:00

Accessibility by Rail

- 3.15 The site is approximately 5km from Dewsbury Rail Station and 4km from Mirfield Rail Station. The stations are within the normally accepted cycling distance of the site for journeys further afield and therefore encourage travel by train.
- 3.16 There are numerous services per day that stop at Dewsbury Rail station, including links to Manchester Airport and a number of services through Mirfield stations, which provide links to wider destinations such as Edinburgh, Newcastle and London Kings Cross.

Accessibility Summary

- 3.17 The site is situated in close proximity of existing established residential areas. The existing standard of pedestrian infrastructure is relatively high and off road local and national cycle routes are accessible a short distance from the site.
- 3.18 It has been demonstrated that the development site is served by an existing bus service and by rail services as part of a multi modal journey.
- 3.19 It is considered that the development site is accessible by both active transport to local facilities and to public passenger transport arrangements. As such, patrons of the nursery and occupants of the flat will have a very realistic choice of sustainable travel options and will not be dependent on the private car as their primary means of access for local trips.

4.0 The Proposed Development

- 4.1 The change of use application, which is the subject of this Transport Statement will provide a 30 place nursery an office and a flat above the premises.
- 4.2 The site will be accessed from the existing access to the car park. Visibility along the A62, is 2.4m x 43m in both directions which accords with the guidelines set out in Manual for Streets.
- 4.3 The existing access to the site is 5.5m wide.
- 4.4 Adequate off street parking will be provided in the car park, and provides car parking in line with the Council's parking standards of:
- 1 space per 6 children - nursery use
 - 1 space per 3 staff
 - 1 space for office use
 - 1 space for flat use
- 4.5 With 18 parking spaces provided, whilst this is in excess of the spaces required in accordance with the parking standards, the over – provision will allay any fears of parents picking up / dropping off children on the A62, abusing the parking restrictions.

5.0 Traffic Impact of the Development

5.1 In order to assess the highway impact of the proposed future use of the site, in accordance with the DfT guidance, the number of trips by all modes of travel generated by the proposed development has been estimated using data extracted from the TRICS database.

5.3 Scenario 1 considers the existing situation of a Public House. The total trip generation for the existing situation is shown below

Vehicle Trips	Public House (270sqm)		
	Arrivals	Departures	Two Way Flow
AM Peak Hour Trip Rate per 100sqm			
PM Peak Hour Trip Rate per 100sqm	2.262 7	2.353 7	14

5.4 Scenario 2 considers the proposals as a 30 place nursery. The total trip generation is shown below:

Vehicle Trips	30 place Nursery		
	Arrivals	Departures	Two Way Flow
AM Peak Hour (08:00 – 09:00) Trip Rate	0.520 16	0.459 14	30
PM Peak Hour (17:00 – 18:00) Trip Rate	0.429 13	0.480 14	27

Highway Impact Conclusions

5.5 A trip generation assessment has been undertaken to consider the impact of the proposed future use of the site compared with that of its extant use.

5.6 As can be seen in para 5.3 and 5.4 there is an increase in traffic in the AM peak compared to the public house. These figures do not take into account for the residential use, although it is acknowledged the traffic impact would be slight.

5.7 In the PM peak, there is an increase of 13 trips. Given that this is a slight increase in traffic, it is not necessary to further consider the highway impact of the site or the surrounding highway network.

- 5.8 The National Planning Policy Framework (NPPF) is the relevant planning policy on which this proposal should be judged and of the sections relating to highways / transportation the following is considered to be the most relevant:

NPPF paragraph 32:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decision 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".

- 5.9 There are three specific aspects to this paragraph and in terms of the proposed development it is clear that there are opportunities for the use of sustainable travel for both primary and secondary trips and that key local facilities lie within sustainable travel distances.

- 5.10 With regard to providing a safe and suitable access, it is proposed to utilise the existing access into the public house, which has previous planning consents for the change of use to offices.

- 5.11 Given the slight increase in overall trips to the highway network, it is considered that the traffic impact of a 30 space nursery and apartment can be accommodated without the need for improvements and will not have a severe cumulative impact on the local highway network.

6.0 Summary and Conclusions

- 6.1 J A Oldroyd and Sons have been appointed by AdamCo to prepare a Transport Statement in support of their change of use planning application at the Yew Tree public house Huddersfield Road, Norristhorpe.
- 6.2 The proposals comprise of a 30 space nursery, with a 2 bedroom flat and ancillary office space with vehicular access to be taken from the existing car park. The site access is in accordance with national design standards set out in Manual for Streets.
- 6.3 Adequate off street parking will be provided and is in accordance with the Council's parking standards for each of the types of dwelling proposed.
- 6.4 From the predicted traffic flows in Section 5, the proposed development is predicted to generate 30 two way trips in the AM peak period and 27 in the PM peak, a slight increase than the extant public house.
- 6.5 With respect to access by sustainable modes of travel; it is considered that walking, cycling and public transport offer realistic modes of transport for residents and visitors to the development. The site is well located to take advantage of existing pedestrian, cycle and public transport facilities. These modes of transport are provided within the recommended distances as shown in the NTS. Walking, cycling and public transport have the potential to form part of a longer journey using linked trips. Predicted increases in sustainable travel are relatively modest and at a level which can be readily accommodated within the existing infrastructure provision.
- 6.8 It is therefore concluded that there is no material highways or traffic reason why planning permission should not be granted.