



# PARAGON HIGHWAYS



## Town Street, Earlsheaton Highway Statement

June 2017

Project  
1262

### Paragon Highways

Unit 2 The Office Campus  
Paragon Business Park, Red Hall Court  
Wakefield, WF1 2UY

 01924 291536

 [mail@paragonhighways.com](mailto:mail@paragonhighways.com)  
[paragonhighways.com](http://paragonhighways.com)

## Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	<b>June 2017</b>			
Prepared by	<b>PAH</b>			
Checked by	<b>JH</b>			

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

**CONTENTS**

**1 INTRODUCTION .....**

**2 EXISTING CONDITIONS.....**

    2.1 Site Description .....

    2.2 Local Highway Network .....

    2.3 Transport Sustainability .....

**3 THE DEVELOPMENT PROPOSALS .....**

    3.1 Proposed Development .....

    3.2 Vehicular Access.....

    3.3 Parking Provision.....

    3.4 Pedestrian and Cycle Provision.....

    3.5 Servicing .....

**4 TRAFFIC IMPACT .....**

    4.1 Existing Traffic.....

    4.2 Development Traffic .....

**5 CONCLUSIONS .....**

**APPENDICES**

- Appendix A** Location Plan
- Appendix B** Catchment Plan
- Appendix C** Proposed Layout

## **1 INTRODUCTION**

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement relating to a proposed residential development on land located off Town Street, Earlsheaton in the district of Kirklees. Appendix A provides a site location plan.
- 1.1.2 The proposals are to provide a new access arrangement to serve a residential development consisting of circa 10 new residential properties served by a new mews court type of arrangement. Appropriate infrastructure in terms of hard surfacing, street lighting and drainage will be provided in addition to car parking facilities and a turning area to accommodate the largest vehicle that could potentially access the site.
- 1.1.3 This Highway Statement considers such matters as access, sustainability, car parking, servicing and the existing use of the site and presents the proposals in relation to current guidance and data. The traffic impact associated with the development proposals is also presented.

## **2 EXISTING CONDITIONS**

### **2.1 Site Description**

2.1.1 The site is used for industrial and commercial purposes and is currently satellite premises for the main company's production and distribution operation. There are several large commercial buildings on site with limited car parking and servicing facilities.

2.1.2 The site is located on the western side of the junction of Ossett Lane with Town Street, with Ossett Lane on the eastern frontage and Town Street to the north. To the south and west the site is bounded by residential properties. The application site is in the centre of Earlsheaton and is 1.6km south east of the centre of Dewsbury and 2.2km from the large town of Ossett situated to the east.

### **2.2 Local Highway Network**

2.2.1 The development will be accessed from the Ossett Lane. Ossett Lane links Earlsheaton and Town Street to the north via a priority junction and with Ossett to the east, via Pildacre Lane, also via a priority junction. It is a two-way single carriageway for its full length and is traffic calmed throughout Earlsheaton and Chickenley. It is approximately 2.3Km kilometre in length and runs generally east to west.

2.2.2 Ossett Lane along the site frontage is the subject of 30mph speed limit and is lit to main road standards, this section of highway does include speed reducing features such as ramps and raised plateaus as part of a traffic calming scheme for much of its length. The provision of traffic calming features will obviously have a major positive impact on traffic speeds.

2.2.3 Ossett Lane is moderately trafficked but with a noticeable increase during the peak periods. Along the site frontage there are no traffic regulation orders restricting on street parking or waiting.

2.2.4 Town Street to the north of the site is a bus route and forms a loop via Syke Lane linking Earlsheaton with the A638 Wakefield Road and is approximately 1.32 kilometres in length. Town Street to the west of the junction with Ossett Lane has the benefit of pedestrian crossing facilities which will enable residents of the new estate and visitors to access the bus services and retail facilities located on the far side of Town Street safely.

2.2.5 The site is located within easy reach of the bus services available on Town Street to the north. 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 main thrust within the NPPF is the sustainability of the site and the available accessibility to public transport facilities.

2.3.2 The site is in a sustainable location being within a short walking distance of bus services and the numerous local shops and essential services within this area of Earlsheaton and Dewsbury.

2.3.3 The National Planning Policy Framework (NPPF) was published on 27<sup>th</sup> 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.

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

2.3.5 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

2.3.6 The catchment areas for the preferred maximum walking distance is within 2km of the site. The site is well placed to for residents to walk to work and visit the local retail premises in Earlsheaton just off Town Street and also in Dewsbury.

2.3.7 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 Ossett, Flushdyke, Batley (part), Horbury Bridge and Thornhill. Most of these locations contain service centres that contain local services, shops, and employment potential.

2.3.8 The nearest bus stops to the site are less than 110 metres away on Town Street. Both local fare stages have the benefit of passenger shelters and timetable cases. The available bus services are shown below:

Service No	From – To	Frequency Mon – Sat In minutes	Late evenings and Sundays In minutes
126/127	Wakefield – Lupset – Horbury – Ossett – Dewsbury	10mins	20mins (Sun) 30mins (Eve)

**Local bus services**

- 2.3.9 As can be identified from the above table, there are 2 bus services that operate from the nearest stops. These provide 6 buses per hour throughout the day to the local towns and settlements along with Dewsbury Town centre and Wakefield City centre. The bus services are therefore considered to be of a very good standard and will provide an alternative to the private car in line with current Government guidelines.
- 2.3.10 Further to the above, the railway station of Dewsbury is approximately 2.4Km to the north west of the site. Dewsbury Station is on the Huddersfield line which provides regular services to Leeds, Cottingley, Morley, Batley, Ravensthorpe, Mirfield, Mytholmroyd, Hebden Bridge, Halifax, Bradford Interchange, New Pudsey, Bramley, Huddersfield, Deighton, and Sowerby Bridge. Dewsbury is within MetroCard Zone 3 and departure and arrival times can be accessed by mobile, by texting DEP DEW or ARR DEW to 84950.
- 2.3.11 Given the above, the site is considered to be in a very sustainable location being within close proximity of the local bus stops which provide a connection to neighbouring settlements and Dewsbury Town centre and Wakefield City centre. The site is also within the accepted cycling distance of the rail station at Dewsbury. The local bus services also provide good connectivity to the rail station. Therefore, the site conforms to current Government directives for ensuring developments are located in a sustainable location.

### **3 THE DEVELOPMENT PROPOSALS**

#### **3.1 Proposed Development**

3.1.1 The development proposed is for the construction of circa 10 dwellings which will all be served via a shared surface access road off the Ossett Lane. The existing crossing points into the site will be permanently closed and reinstated as footway.

#### **3.2 Vehicular Access**

3.2.1 The development will form a simple priority junction onto Ossett Lane to the south of the site frontage leading to a shared surface mews court type layout. A turning head will be provided within the site for private cars and also refuse vehicles to enable them to turn within the site and re-enter the major road in a forward gear.

3.2.2 After discussions with the Highways Development Manager it was agreed that a ramped footway crossing would be acceptable in this case as traffic speeds long Ossett Lane would be slow due to the sites location close to a priority junction and a more informal road junction would be compatible with this locality.

#### **3.3 Parking Provision**

3.3.1 The level of parking provision on the site will be in accordance with the Kirklees Councils current car parking standards.

#### **3.4 Pedestrian and Cycle Provision**

3.4.1 Pedestrian access will be made via the new access road with footways returning initially to the tangent points and then leading to the shared surface with vehicles and cycles typical of many shared routes within the district.

3.4.2 Secure cycle storage facilities will be provided within the site to a standard to be agreed with the LPA.

### **3.5 Servicing**

- 3.5.1 The proposed layout of the accesses will allow recommended pumping distances to be adhered to and servicing by the refuse service. The refuse service will be able to use the turning head at the end of the cul-de-sac serving the proposed residential properties.

## 4 TRAFFIC IMPACT

### 4.1 Existing Traffic

The site has a longstanding commercial use and has been used as satellite premises for the current owners for the last year or so. The site currently employs 4 full time staff but substantially more have been employed at the premises in the past. The current members of staff will be relocated to the main production and distribution premises. The site currently has 3 points of access to the local network and these will be permanently closed as part of the development proposals. The site does generate hgv trips and staff vehicle trips and demand for off street parking and loading and unloading areas in its own right. No information is currently available of the actual number of former employees or hgv trips, however, the industrial units could be utilised by a more labour and / or hgv intensive use more comparable to the traffic likely and probably in excess of that likely to be generated by the proposed use.

### 4.2 Development Traffic

Table 2 provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed new properties has been assessed utilising the TRICS data.

	<u>Morning Peak</u>			<u>Evening Peak</u>		
	<u>ARRIVE</u>	<u>DEPART</u>	<u>TOTAL</u>	<u>ARRIVE</u>	<u>DEPART</u>	<u>TOTAL</u>
<u>Trip Rate</u>	0.151	0.416	0.567	0.390	0.225	0.615
<u>Generated Trips</u>	1.51	4.16	5.67	3.90	2.25	6.15

**Table 2 – Predicted Development Trip Rates**

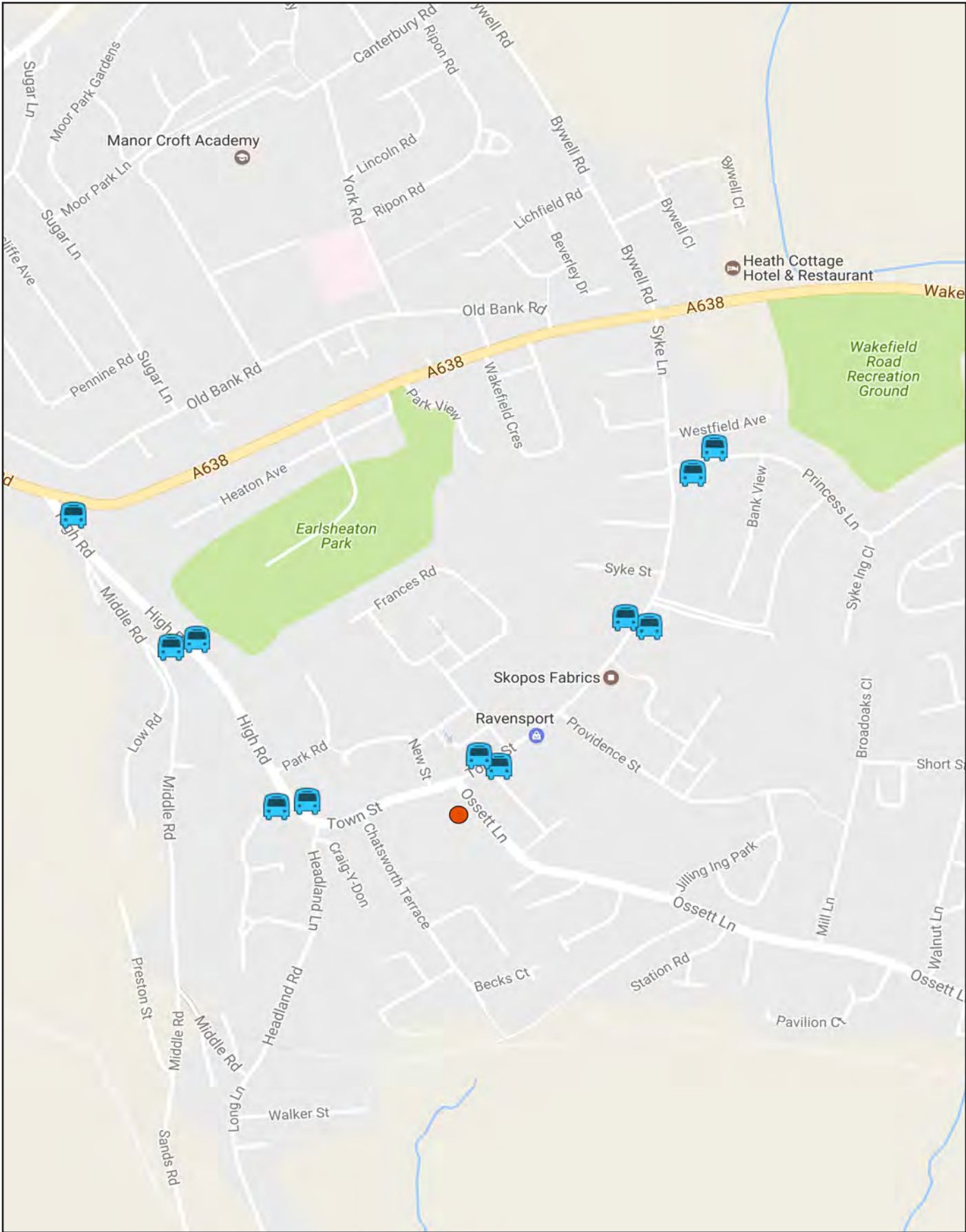
4.2.1 The proposed development is estimated to generate around 6 trips at the recognised peak times which will have little or no impact upon the surrounding road network or the local junctions.

## 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 in relation to the number of dwellings served and the proposed access are also assessed.
- 5.1.2 The site is considered to be in a very sustainable location being within close proximity of bus services that operate through Earlsheaton and the local amenities and retail premises situated off Town Street. The local bus services also provide an excellent link with Wakefield and Dewsbury which provides access to rail services and a multitude of retail facilities and potential employment. Therefore, the site conforms to current Government directives for ensuring developments are located in a sustainable location.
- 5.1.3 It is considered that the new point of access will create a safer environment for pedestrians using the local footway network and for drivers travelling on Town Street and Ossett Lane. The existing points of access will be permanently closed and the crossings reinstated as footway. The level of traffic generated by the development can easily be accommodated and will have no material impact on the safe operation of the local highway. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

# Appendix A

Location plan



 SITE LOCATION

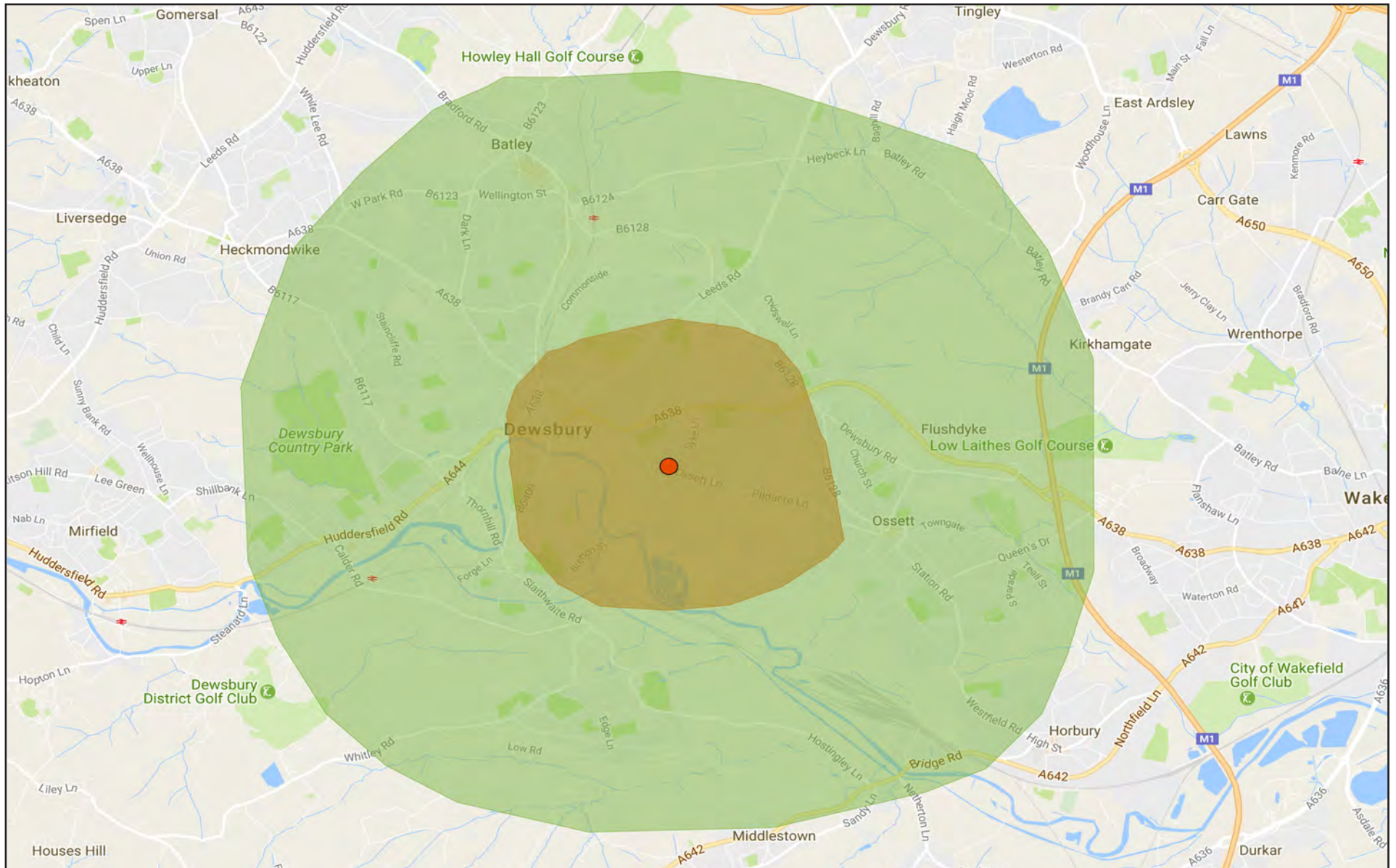
 BUS STOP LOCATION



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

# Appendix B

Catchment plan

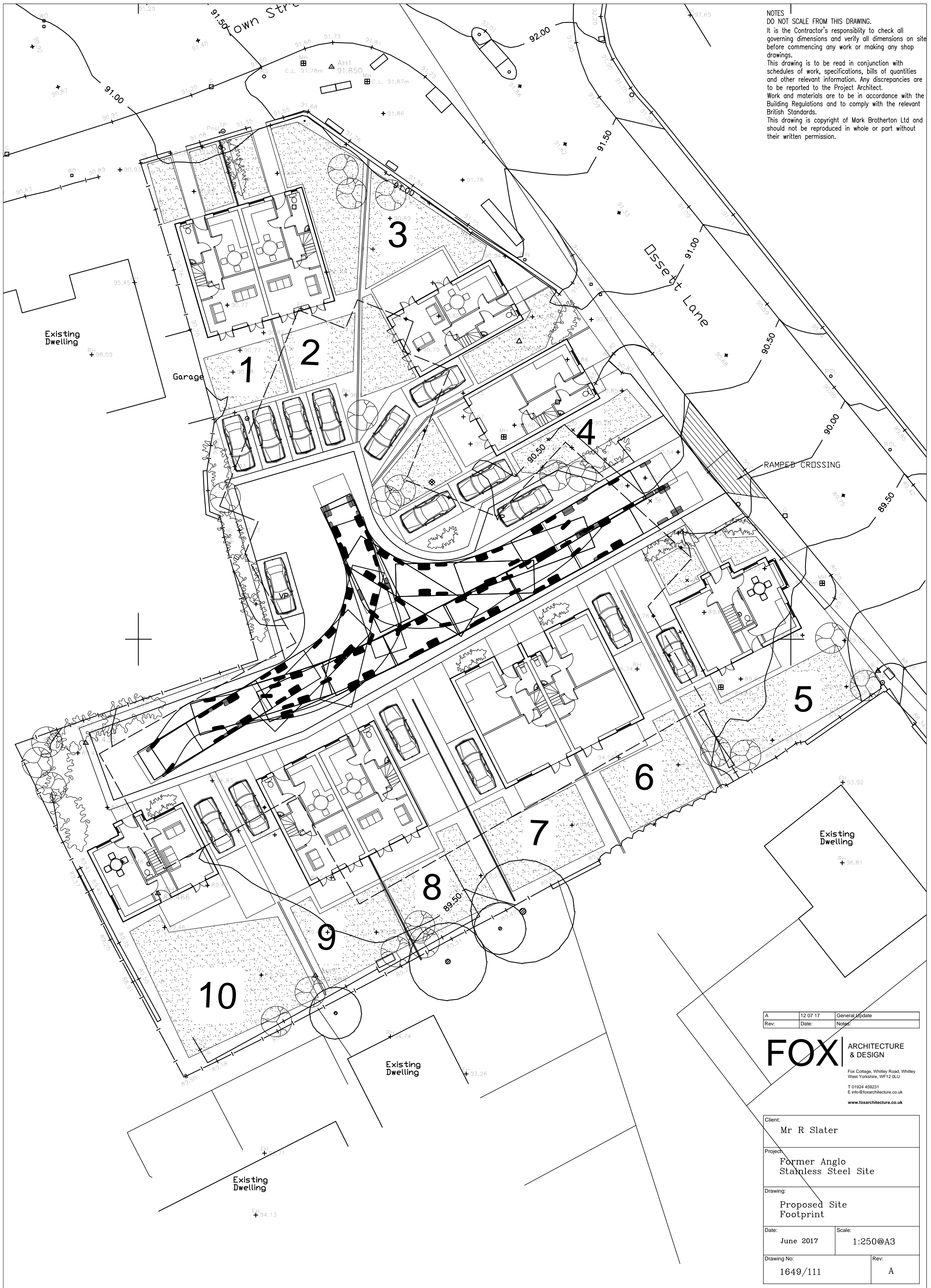


- 5km CYCLE CATCHMENT
- 2km WALKING CATCHMENT
- SITE LOCATION

# Appendix C

Proposed Layout

NOTES  
 DO NOT SCALE FROM THIS DRAWING.  
 It is the Contractor's responsibility to check all governing dimensions and verify all dimensions on site before commencing any work or making any shop drawings.  
 This drawing is to be read in conjunction with schedules of work, specifications, bills of quantities and other relevant information. Any discrepancies are to be reported to the Project Architect.  
 Work and materials are to be in accordance with the Building Regulations and to comply with the relevant British Standards.  
 This drawing is copyright of Mark Brotherton Ltd and should not be reproduced in whole or part without their written permission.



A	12 07 17	General Update
Rev:	Date:	Notes:

**FOX** ARCHITECTURE & DESIGN  
 Fox Cottage, Whitley Road, Whitley West Yorkshire, WF12 0LU  
 T 01924 459231  
 E info@foxarchitecture.co.uk  
 www.foxarchitecture.co.uk

Client:	Mr R Slater	
Project:	Former Anglo Stainless Steel Site	
Drawing:	Proposed Site Footprint	
Date:	June 2017	Scale: 1:250@A3
Drawing No:	1649/111	Rev: A