



PARAGON HIGHWAYS



Union Mills, Milnsbridge, Huddersfield Transport Statement

November 2017

Project 1389

Paragon Highways

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

 01924 291536

 mail@paragonhighways.com
paragonhighways.com

Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final Draft			
Date	Nov 2017			
Prepared by	SH			
Checked by	CS			

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposed change of use of Union Mills, Milnsbridge, Huddersfield to 45 apartments. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to convert the existing Union Mills building into 23 one bed roomed apartments and 22 two bed roomed apartments (45 no. in total) with a parking provision of 70 no. spaces. 10% of the spaces will be allocated for disabled use.
- 1.1.3 This Transport 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 previous and current development proposals is also presented.
- 1.1.4 It should be noted the current proposals have undergone a pre-application submission, the Councils Highway Officer requested that a Transport Statement should accompany any planning application and should consider proposed traffic generations / access to the site by various travel modes, accident analysis and servicing arrangements.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located on the north side of Tanyard Road some 300 metres or so east of its junction with the B6111. The application site is located within the town of Milnsbridge within the district of Kirklees. The application site comprises of a large four storey building with an extensive commercial history and currently the building is occupied by several commercial uses. Some parts of the building are currently unoccupied however, the following are currently operating from the site:

Unit 24 A& B – Sequin Stone – who import artefacts from the far east.

Unit 24C Pegasus Powder Coating – Shot blasting and powder coating specialists

Unit 24D Funky Vinyl – Specialist floor coverings

Unit 13 – Steadfast Tapes – Custom Label Printer

Unit 14 – EU Tyres – Storage and distribution of tyres only

Unit 15 – GS Fabrications

2.1.2 The site currently benefits from an access directly onto Tanyard Road in the form of a single width gated access. There is no formal junction. This access leads to shared car parking areas and manoeuvring space and outside storage areas associated with the current uses on the whole site. To the west of the application site building there is a surfaced parking and drop off area.

2.1.3 To the north and east of the site are additional commercial properties, to the west the course of the River Colne and to the south Tanyard Road.

2.2 Local Highway Network

- 2.2.1 Tanyard Road runs from the B6111 in the west to Factory Lane to the south east a distance of approximately 420 metres. Tanyard Road forms an acute angled junction with the B6111. It is a two-way single carriageway and is laid out to a traditional estate road standard and has footways on both sides in places, however, it is acknowledged that the widths in places do not meet current standards and across the Mill frontage there is no pedestrian provision along this side of the highway. Notwithstanding this residential development has been allowed along this route. Tanyard Road is the subject of a 30-mph speed limit, however, traffic speeds are considered to be generally below this, and it is lit to side road standards. There are no traffic regulation orders in and around the site entrance restricting on street parking and waiting.
- 2.2.2 The B6111 is one of the main routes into Milnsbridge and has medium traffic volumes for most of the working day with a notable increase during the peak periods. It is a two-way single carriageway with footways to both sides of the carriageway for a considerable proportion of its length. It is lit to an appropriate standard and is the subject of a 30-mph speed limit. It also forms part of a bus route. The B6111 forms an acute angled junction with the A62 Manchester Road with a right turn lane available on the A62 for drivers turning onto the B6111 when travelling westerly. The B6111 forms part of the main route through Milnsbridge.
- 2.2.3 As mentioned previously within this report Tanyard Road travels south to link with Factory Lane. The footway system is also of a poor standard in this direction, however, this route does provide a connection to the canal towpath which provides an off-carriageway link to Milnsbridge to the west and Huddersfield to the east. Factory Lane provides a secondary route toward the A62 (via Bankwell Road). It is also a two-way single carriageway and has a footway along its eastern flank only. It is lit to side road standards with no traffic regulation orders restricting on street parking or waiting. It serves a mix of converted mill buildings (Navigation Rise), general residential and commercial premises. It is approximately 120 metres in length and forms a simple priority junction with Bankwell Road / Factory Lane with give way markings. See photograph below:



- 2.2.4 Bankwell Road / Factory Lane (part) form a secondary route onto the A62 running almost parallel with the B6111. This route serves commercial premises a WMC and some residential property. Traffic movements along same are low. It is a two-way single carriageway with a footway generally on its northern side only. It is the subject of a 30-mph speed limit and is lit to an appropriate standard. This road also forms an acute angle with the A62 and the bellmouth of the junction is very restricted and is generally unsuitable for use by large vehicles.
- 2.2.5 Accident data from the Crashmap website has revealed that there have been no recorded injury accidents along the full length of Tanyard Road or at its junction with the B6111 over the last 5 years.
- 2.3 Transport Sustainability**
- 2.3.1 The site is in a very sustainable location being within a short walking distance of the bus services available on Whiteley Street (B6111) to the west of the application site and Milnsbridge town centre.
- 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 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed for residents to walk to and from the local amenities within the whole of Milnsbridge and those available along the A62 corridor as well neighbouring areas such as Thornton Lodge (part), Lockwood (part) and Longwood (part). The rail station at Lockwood is just within the 2km catchment area.
- 2.3.5 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 includes the Huddersfield and Lockwood rail stations, the College and University Campus in Huddersfield Town Centre as well as the neighbouring settlements of Golcar, Marsh, Hillhouse, Primrose Hill and Crosland Hill plus many commercial and retail premises within the Colne valley.
- 2.3.6 The nearest bus stops to the site are located less than 400 metres to the west along the B6111. The bus services available from the nearby stops are as shown below:

SERVICE NO	From – To	Frequency Mon – Sat	Late evenings and Sundays
303 / 304	Huddersfield – Milnsbridge – Golcar	60 mins	60 mins evenings only
394 / 395	Huddersfield – Milnsbridge – Slaithwaite	60 mins	-
396	As above	3 return journeys on an evening	120 mins Sundays

B6111 - Local Bus Services

2.3.7 As can be identified from the above, there are several bus services which operate from the nearest bus stops providing circa 2 / 3 bus services throughout the day to Huddersfield Town Centre and Slaithwaite and Golcar. Notwithstanding this there are more regular bus services on the A62 but the fare stages which are slightly over the desirable commuting distance of 400 metres. Notwithstanding this the bus services along the A62 are to a very high standard and provide links to Huddersfield / Slaithwaite and Marsden every 10 minutes or less during the day. The bus services are therefore, considered to be suitable to provide an alternative to the private car in line with current Government guidelines.

2.3.8 The nearest rail station is Lockwood Rail station which is situated some 1.4km south east of the application site i.e. within cycling distance. There are 10 cycle stands at the station covered by CCTV which provide the opportunity for multi modal travel. Lockwood is on the Penistone Line linking Huddersfield, Barnsley and Sheffield with an hourly service.

2.3.9 The site is therefore considered to be in a sustainable location given its proximity to bus stops and a local rail station. Milnsbridge contains local amenities and facilities employment potential and transport opportunities, therefore, the site fully 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 proposals are to convert the existing four storey Union Mill building into 45 no. apartments with a mix of 1 and 2 bedrooms. The current vehicular access arrangements to and from the site off the Tanyard Road will be retained.

3.2 Vehicular Access

- 3.2.1 The existing vehicular access arrangements are to remain (see photograph below). The access will remain gated and the wide bellmouth fronting the access off Tanyard Road will allow for a driver to wait whilst another vehicle leaves the site. This should not affect the low number of traffic movements along the major road. The development will also see a reduction in the number of hgv movements to and from the site which can only be a benefit to road safety.



3.3 Parking Provision

- 3.3.1 As part of the development there will be a general increase in car parking on the site.

3.3.2 From the Council's Car Parking standards, it can be considered that the maximum level of car parking can be provided and would be suitable in this case. For a development of this nature inclusive of visitor parking provision then a maximum of 67 spaces is applicable. The applicants propose 70 spaces which will ensure no on street parking occurs as a result of this development.

3.3.3 Notwithstanding the Council's current parking requirements, it is considered that there will be a much lower demand for off street car parking than the Council's maximum standards.

3.3.4 Furthermore, bearing in mind the existing and potential uses of the mill building which is to be replaced by the new apartments, it is considered that there will naturally be a reduction in traffic movements compared to the existing development.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access to the property will be from the northern site frontage close to the car park.

3.4.2 A designated link into the site from Tanyard Road for pedestrians will be provided to restrict potential conflict with vehicles at the site access.

3.4.3 Secure cycle storage facilities will be provided within the site in a location and to a design to be agreed with the LPA.

3.5 Servicing

3.5.1 The servicing requirements to the building will not change from what is currently experienced.

4 TRAFFIC IMPACT

4.1.1 The proposals are to convert the existing Union Mill building into 45 no. apartments, 23 no. 1 bedroomed and 22 no. 2 bedroomed. The existing current access arrangements will remain the same.

4.1.2 In terms of traffic generation of 45no. apartments, 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 proposals.

	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	3.51	10.845	14.35	9.675	4.95	14.625

Table 4A – Predicted Development Trip Rates & Generation

4.1.3 As can be seen from the above table, the proposed development of 45no. apartments is anticipated to generate approximately 14 - 15 two-way trips during the morning and evening peak hours. This is considered to be significantly less vehicular trips than that generated by the existing or potential use of the site.

4.1.4 Furthermore, as the site is in a sustainable location with several bus services operating from the nearest bus stops providing circa 13 bus services throughout the day to the surrounding areas as well as Huddersfield Town Centre, it is considered that the anticipated traffic generation would be further reduced.

4.1.5 With regard to the existing use of the mill building it is difficult to assess the actual traffic generations as all the individual units are not occupied. However, acknowledging the potential trip rates from the proposed apartments at the peak times (circa 14no.) then a four-storey building with commercial use could easily exceed the peak time trip rates associated with this site. The number of hgv trips to and from the site will also reduce with its redevelopment for housing.

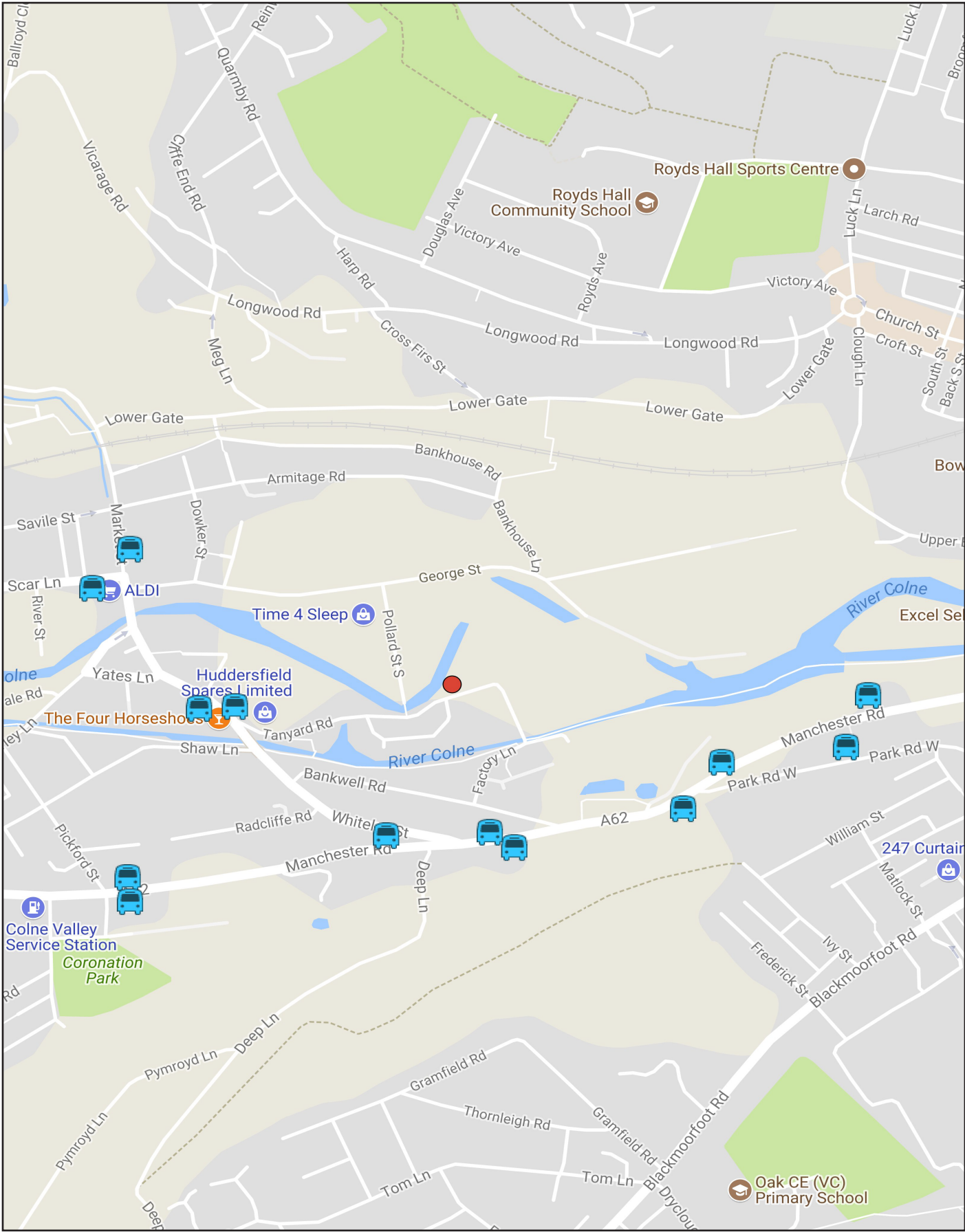
- 4.1.6 Accordingly, it is considered that the traffic generations of the development proposals would not be discernible from the daily fluctuations in flows that could be expected on the highway network and not dissimilar to the existing use. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the 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 Transport 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 proposed development 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 given its proximity to bus stops and also Milnsbridge Town Centre, which contains many amenities and facilities, plus employment potential and public transport opportunities. Therefore, the site fully conforms to current Government directives for ensuring developments are located in a sustainable location
- 5.1.3 It is considered that the proposed development would result in a reduction in the number of vehicle trips to and from the site (particularly hgv's) which can only be a major benefit to highway safety in this very location. 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



 SITE LOCATION

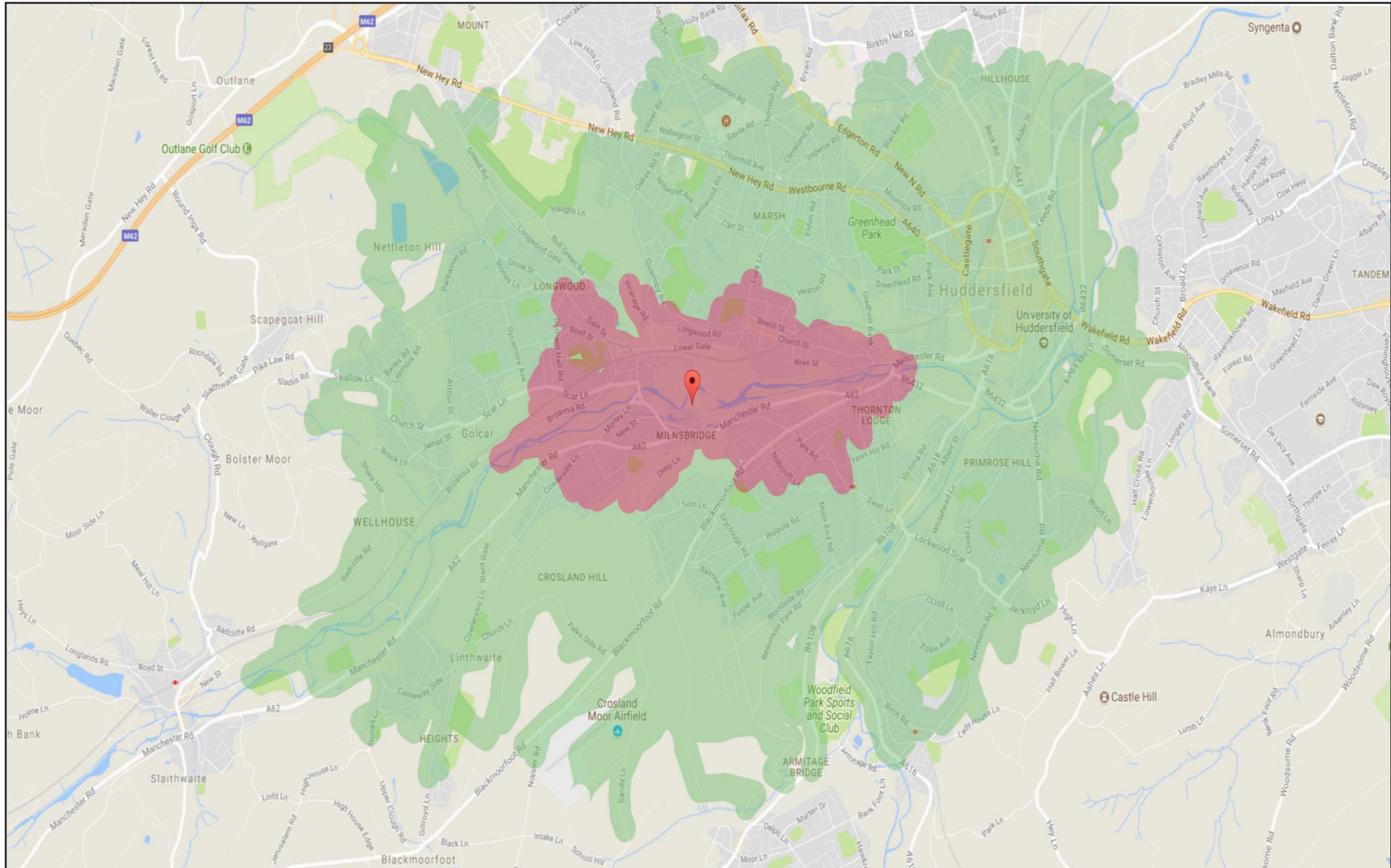
 BUS STOP LOCATION






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

Appendix B

Pedestrian and Cycle Catchment



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



UNIT 2, THE OFFICE CAMPUS,
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WAKEFIELD WF1 2UY