



PARAGON HIGHWAYS



**FORMER FIRE STATION,
MANCHESTER ROAD,
HUDDERSFIELD**

HIGHWAY STATEMENT

February 2018

Project 1429

Paragon Highways

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CONTENTS

1	INTRODUCTION	3
2	EXISTING CONDITIONS	4
	2.1 Site Description	4
	2.2 Local Highway Network.....	5
	2.3 Transport Sustainability	7
3	THE DEVELOPMENT PROPOSALS	9
	3.1 Proposed Development.....	9
	3.2 Vehicular Access.....	9
	3.3 Parking Provision.....	10
	3.4 Pedestrian and Cycle Provision	10
	3.5 Servicing.....	11
4	TRAFFIC IMPACT	12
5	CONCLUSIONS	14

APPENDICES

Appendix A	Site Location
Appendix B	Walking and Cycle Catchment Plan
Appendix C	Proposed Access

1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the redevelopment of the Former Fire Station in Marsden, Huddersfield to 27 apartments. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to redevelop the fire station site on Manchester Road, Marsden to provide a residential development consisting of 26 flats and 1 house including the provision of on site car parking and a turning facility capable of accommodating a Kirklees specification large refuse vehicle.
- 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 previous and current development proposals is also presented.
- 1.1.4 The site has been the subject of previous planning applications, the most recent planning permission being granted under reference 2007/95084 in November 2009 for the conversion and extension of the fire station to 2 dwellings along with the erection of a further 2 dwellings. The permission has however not been implemented.

2 EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The site is located within the settlement of Marsden approximately 10.8Km south west of Huddersfield City Centre and 13.8Km north east of Oldham.
- 2.1.2 The site is located immediate to the southern flank of the A62 Manchester Road and is currently occupied by the former fire station. The former first station benefits from a continuous dropped crossing along the site frontage. To the north of the site is the A62 Manchester Road with residential properties to the opposite side. To the east of the site is open grassland followed by residential properties and Peel Street. To the south is undeveloped land, which forms part of the larger fire station application site with Carrs Road thereafter. To the western boundary is the Holme Valle Mountain Rescue Team Station followed by a sports pitch and Fall Lane.



Photograph 1 – Site Frontage to Manchester Road

2.2 Local Highway Network

- 2.2.1 The site immediately fronts on to the A62 Manchester Road which runs in a general east to west direction. The A62 Manchester Road forms part of the larger Strategic Highway network and is an arterial route into Huddersfield.
- 2.2.2 Approximately 74m eastwards from the frontage is the junction of the A62 Manchester road and Peel Street along with a zebra crossing. A further 323m eastwards is the junction with the B6107 Meltham Road and a further zebra crossing. Beyond this the A62 Manchester Road continues in a easterly direction for approximately 10.5Km to the signalised junction with Queensgate forming the Huddersfield Ring Road.
- 2.2.3 Meltham Road from the it's junction with the A62 Manchester Road continues in an easterly and southerly direction to Meltham.
- 2.2.4 Approximately 138m west of the site frontage is the junction of the A62 Manchester Road and Fall Lane. Thereafter the A62 Manchester Road continues in a westerly and then south westerly direction towards Oldham.



Photograph 2 – A62 Manchester Road Westbound



Photograph 3 – A62 Manchester Road Eastbound

- 2.2.5 In the immediate vicinity of the site the A62 Manchester Road is a two way single carriageway road with footways to either side. The carriageway is approximately 9.5m in width with central hatching and on street parking bays located along the north side opposite the proposed site entrance, which narrows the carriageway to around 7.5m in width. The northern footway is approximately 1.5m in width and the southern footway is approximately 1.5m in width temporarily increasing to approximately 2.4m in width along the former fire station building frontage. Street lighting is provided and the permitted speed limit is 30mph. The speed limit is enforced by the provision of a speeds camera approximately 253m to the west of the site
- 2.2.6 There are no Traffic Regulation Order along the site frontage of the A62 Manchester Road restricting on-street parking or waiting in this area.
- 2.2.7 The site is located within easy reach of the bus services available on A62 Manchester Road, with a bus top being located immediately to the east of the former fire station building. 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 very accessible location being within a short walking distance of the bus services available on the A62 Manchester Road to the immediate east of the site.
- 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 Marsden, including the railway station which is approximately 500m north of the site. The train station provides a direct link to Manchester Victoria, Huddersfield and Leeds and has a service in either direction per hour.
- 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 Meltham and Slaithwaite, including the railway station and the extensive industrial and commercial areas.
- 2.3.6 The nearest bus stops to the site are located immediate east of the site for the westbound service, and approximately 108m east for the eastbound service. There are also bus stops on Fall lane approximately 135m to the west and Carrs Road approximately 113m to the south east. The bus services available from the nearby stops are shown below:

	From – To	Frequency Mon – Sat	Late evenings and Sundays
183	Huddersfield – Manchester Road – Linthwaite – Slaithwaite – Marsden	60mins	60mins
184	Huddersfield – Manchester Road – Slaithwaite – Marsden – Diggle – Uppermill – Oldham – Manchester	60mins	2hrs
185	Huddersfield – Manchester Road – Slaithwaite – Marsden	20mins	60mins
938	Marsden- Slaithwaite – Blackmoorfoot	2hrs	N/A

Table 1 – 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 5 / 6 bus services per hour throughout the day to Huddersfield Town Centre, Slaithwaite and Manchester. 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 Notwithstanding nearby bus provision, Marsden railway station is situated circa 500m north of the site. Providing a regular hourly service between Manchester Victoria, Huddersfield and Leeds.

2.3.9 The site is therefore considered to be in a sustainable location given its proximity to bus stops and a local railway station. Marsden and Slaithwaite contain 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 redevelop the fire station site on Manchester Road, Marsden to provide a residential development consisting of 26 flats and 1 house including the provision of on site car parking and a turning facility capable of accommodating a Kirklees Council specification large refuse vehicle.

3.2 Vehicular Access

- 3.2.1 The existing vehicular access arrangement to the front of the existing fire station building are to be removed, with the proposed development being served via a new 5m wide vehicular access to the west of the site onto the A62 Manchester Road, which will allow for simultaneous two traffic flow within the mouth of the access so that traffic can fully manoeuvre off the A62 when entering the site.
- 3.2.2 As the site is located on the outside of a bend excellent visibility is afforded in both directions, which accords with both Manual for Streets recommendation of 43m and also the Design Manual for Roads and Bridges recommendation of 70m for a 30mph speed limit.
- 3.2.3 As part of pre application discussions with the Council's Highways Officers, it was identified that the level or parking proposed is broadly acceptable along with the proposed parking forecourt. It was also confirmed that the location and layout of the proposed access is considered to be acceptable. It was also confirmed that visibility also appears to be adequate, but would need to be demonstrated as being achievable. Paragraph 3.2.2 and the plan at Appendix C identifies suitable visibility.

3.2.4 The pre application discussions also brought up the requirement for an assessment of the benefits/ or achievability of a 'ghost Island' right turn lane from Manchester Road into the site. The site will generate insignificant numbers of trips (see section 4), therefore the number of right turning traffic would not be noticeable. Using current Government guidance within Design Manual for Roads and Bridges (TD42/95 Figure 2/2) a simple priority junction is considered to be the most appropriate type of junction to serve the site. It should also be considered that the carriageway width of Manchester Road is insufficient to provide any other type of junction such as a right turn lane/ ghost island given that parking bays are provided along the north side, reducing the usable carriageway to around 7.5m wide. The requirement for a Stage 1 Road Safety Audit could be conditioned by the LPA as part of the approval for further details on the proposed access.

3.3 Parking Provision

3.3.1 As part of the proposed infrastructure 31 car parking spaces are to be provided which will provide a minimum provision of 1 space per dwelling with an additional 2 spaces being provided for visitors, and 2 disabled parking spaces.

3.3.2 Notwithstanding the above, bearing in mind the accessible nature of the site in respect of bus and rail travel, and location close to the essential services within the centre of Marsden, regular alternative modes of travel are readily available which could have a positive impact in reducing car parking demand and reliance of the private car.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access to the development will be via the northern site frontage from the A62 Manchester Road, via the new site entrance and two additional pedestrian access points.

3.4.2 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 A Kirklees Council specification large refuse vehicle can be accommodated within the development so that these vehicles can enter and exit the site in a forward gear.

4 TRAFFIC IMPACT

4.1.1 The proposals are to redevelop the fire station site on Manchester Road, Marsden to provide a residential development consisting of 26 flats and 1 house including the provision of on site car parking and a turning facility capable of accommodating a large refuse vehicle.

4.1.2 In terms of traffic generation of 26 apartments, 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 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	2	6	8	5	3	8

Table 2 – Predicted Development Trip Rates & Generation

4.1.3 As can be seen from the above table, the proposed development of 26 flats is anticipated to generate approximately 8 two-way trips during the morning and evening peak hours. The proposed house would typically generate 1 trip during each of the network peak hours. Therefore, the proposed development would generate up to 9 trips during the network peak hours. Given these modest traffic volumes the proposed simple priority junction is considered to be suitable.

4.1.4 Furthermore, as the site is in a sustainable location with several bus services operating from the nearest bus stops providing circa 5 / 6 bus services throughout the day to the surrounding areas as well as Huddersfield Town Centre and Manchester, as well as the close proximity of (500m) Marsden railway station, it is considered that the anticipated traffic generation would be less than that predicted by the TRICS database.

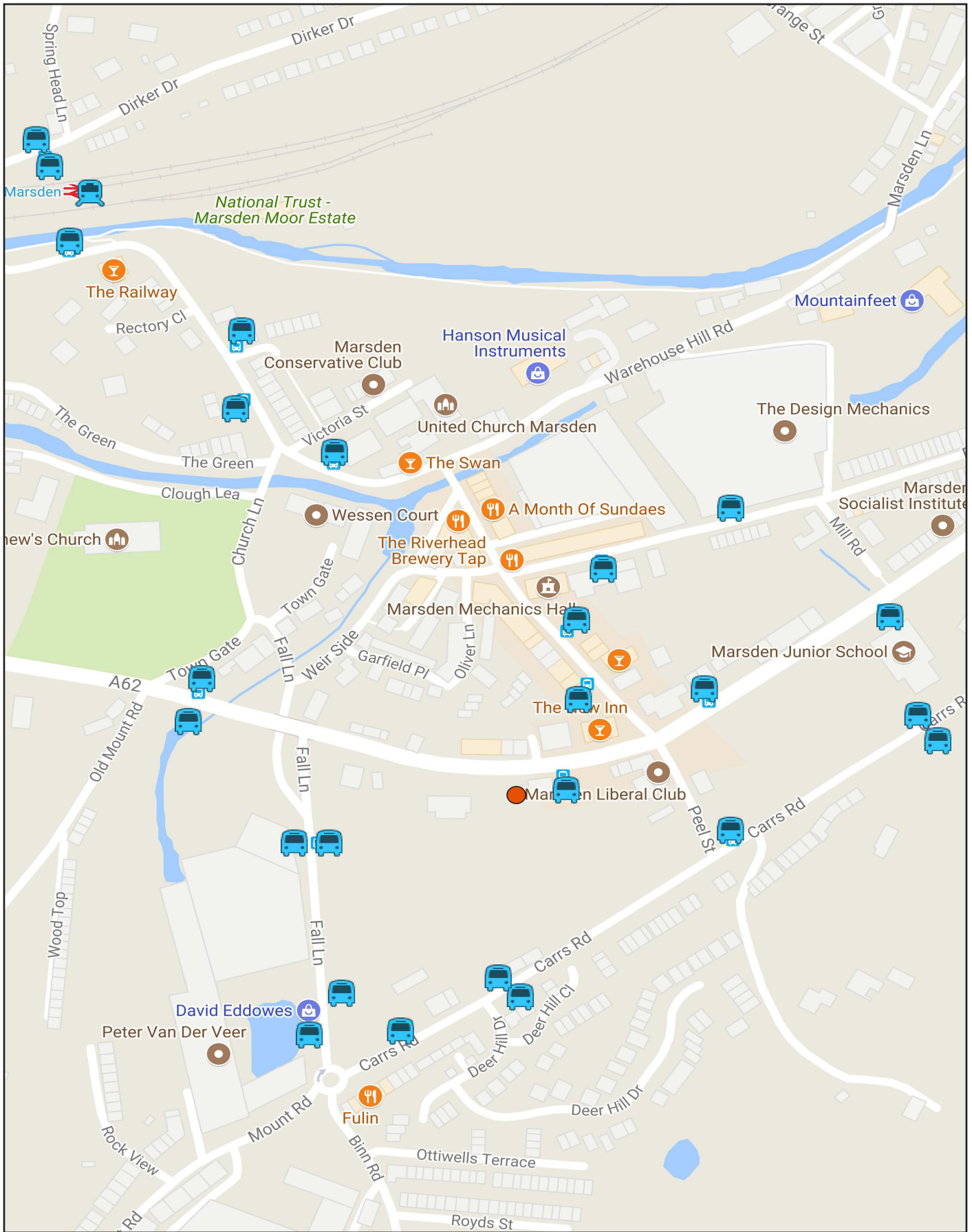
- 4.1.5 Accordingly, it is considered that the traffic generations of the development proposals would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have 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 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 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 therefore considered to be in a sustainable location given its proximity to bus stops and a local railway station. Marsden and Slaithwaite contain 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.
- 5.1.3 It is considered that the traffic generations of the development proposals, 8 - 9 two-way trips during the morning and evening peak hours, would 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 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



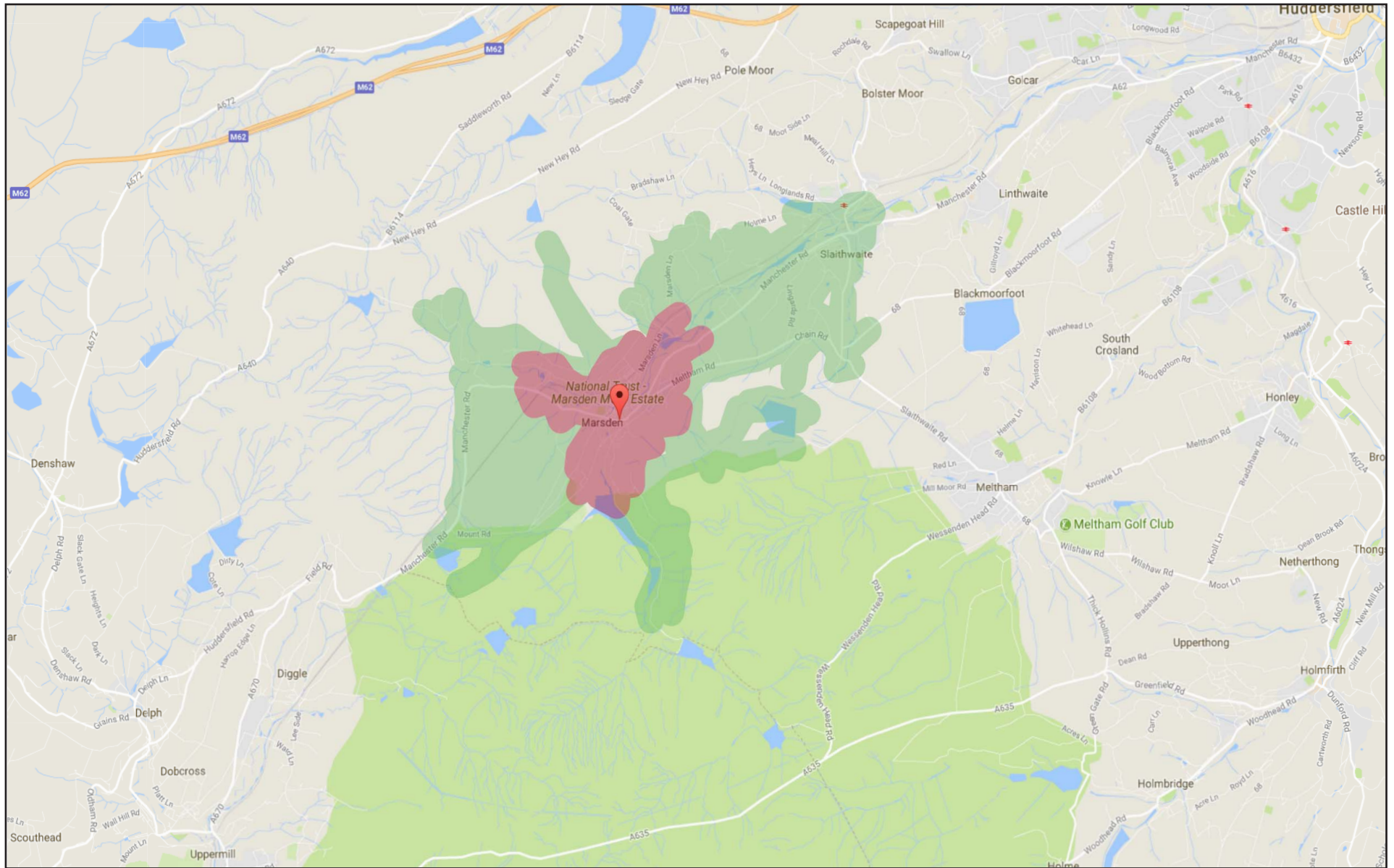
- SITE LOCATION
- BUS STOP LOCATION






UNIT 2, THE OFFICE CAMPUS,
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Appendix B

Pedestrian and Cycle Catchment



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



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Appendix C

Proposed Access

