TRANSPORT STATEMENT

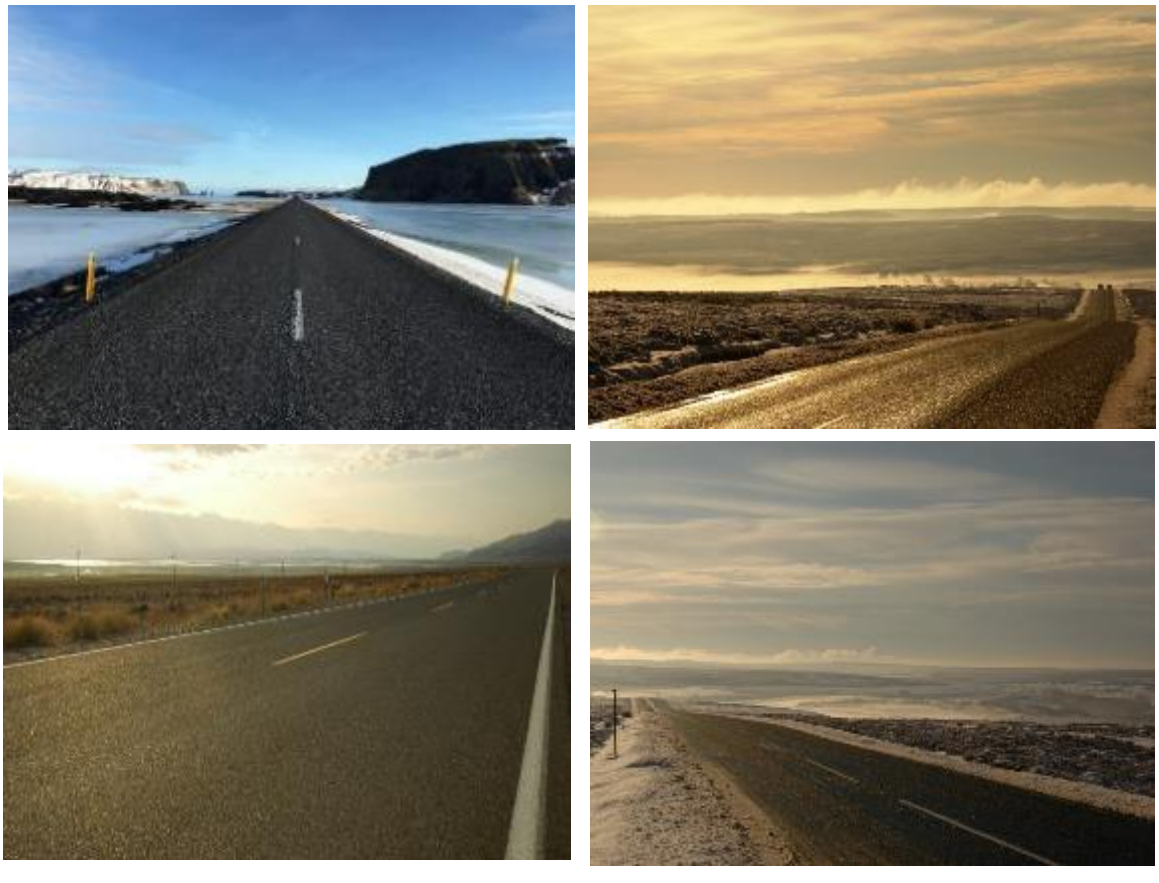
VIASOLUTIONS

Proposed Residential Development – Fernside Avenue, Huddersfield

ON BEHALF OF

TH3M Architects

February 2019



Quality Management

Project Number	19015
Filename	19015 Fernside Avenue TS
Issue No	1
Issue Date	15.02.2019
Author	Chris Longhorn
Reviewer	Chris Yarrow

Signatures:

Report limitation

Via Solutions cannot be held responsible for the accuracy of third-party information used within this report. Unless stated in the report, such third-party information has not been verified

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1. Introduction

1.1. OVERVIEW

1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for a residential development consisting of 10 dwellings at Fernside Avenue, Huddersfield. Figure 1 at Appendix A shows the site location in relation to the local highway network.

1.1.2. This Transport Statement considers traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.

1.1.3. The development proposals have been explained and the impact on the highway network considered. Both local and national transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report.

1.1.4. The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity.

2. Transport Policy

2.1. OVERVIEW

2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. On 24 July 2018, the Ministry of Housing, Communities and Local Government published a new National Planning Policy Framework (NPPF), which replaced the document that was published on 27 March 2012.

2.2.2. The new NPPF in paragraph 103 states that *"significant development should be focused in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making."*

2.2.3. In paragraph 108 the NPPF states that when considering planning applications, it should be ensured that:

- *Appropriate opportunities to promote sustainable transport can be or have been taken up, given the location and type of development;*
- *Safe and suitable access to the site can be achieved for all users; and*

- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.2.4. NPPF paragraph 109 states that *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

2.2.5. In relation to paragraph 109 developments should be in accordance with paragraph 110, which states:

- *Give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduce mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

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2.2.6. Paragraph 111 of the NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.3. LOCAL TRANSPORT POLICY

2.3.1. The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- *To improve access to jobs, education and other key services for everyone;*
- *To reduce delays to the movement of people and goods;*
- *To improve safety for all highway users;*
- *To limit transport emissions of air pollutants, greenhouse gases and noise; and*
- *To improve the condition of the highway infrastructure.*

2.3.2. The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards". With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

2.3.3. The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

2.3.4. Local transport policy is set out the Kirklees Unitary Development Plan (UDP) as retained in the Local Development framework process. At the time of writing this report, it is understood a new Local Plan is to be formally adopted by the Council at the end of February. The consistent objectives across all these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

3. Existing Situation

3.1. SITE DESCRIPTION

3.1.1. The application site is bounded by residential properties (Fernside Crescent to the west, Fernside Avenue to the south and Greenside Avenue to the north) with an existing access point located along the southern boundary which can be accessed from Fernside Avenue. Figure 1 at Appendix A shows the site location in relation to the local highway network.

Photograph 1: View of the existing access from Fernside Avenue.

3.1.2. The site is currently brownfield land which experiences high levels of fly tipping. Internally the site is split into two separate areas divided by an existing section of metal fencing. The existing fencing has a gated access which is currently locked. Self-seeding trees and low-level scrub form the vegetation. Existing areas of hard standing, mostly compacted gravel form the majority of the internal area of the site.

Photograph 2: View of the internal site

3.1.3. The existing access to the application site is formed off Fernside Avenue, the existing surface comprises of compacted gravel and dirt, a gate is currently in place and is locked. The existing access track is approximately 2.65m in width and 30m in length provided access to the proposed application site.

3.2. HIGHWAY NETWORK

3.2.1. Fernside Avenue runs east-west approximately 30m south of the application site and has an approximate carriageway width of 7m. Pedestrian footways are provided to both sides of Fernside Avenue.

3.2.2. Following Fernside Avenue for approximately 220m east provides a link to Fleminghouse Lane which has an approximate carriageway width of 7m with footways provided on either side. Following Fleminghouse Lane north via Waterloo Rise for approximately 310m provides a direct connection to the A629.

3.2.3. From the Waterloo Rise/A629 junction a connection to the A642 (Wakefield Road) can be made approximately 1.8km to the east, Wakefield Road provides further connections south east through the villages of Fenay Bridge and Lepton.

3.2.4. From the Waterloo Rise/A629 junction a connection to Waterloo Road can be made to the north providing further connections to the villages of Hillside and Kirkheaton via School Lane and St Marys Lane.

3.2.5. The Waterloo Rise/A629 junction also provides a connection to Penistone Road which provides a direct connection south through the villages of Kirkburton and Thunder bridge.

3.2.6. Travelling approximately 1km west along Fernside Avenue provides a connection to Town End from here the A629 can be accessed approximately 1km to the north.

3.2.7. Following the A629 provides a direct connection to Huddersfield Town Centre. This can be achieved by continuing along the A629 for approximately 1.2km west. The A629 continues through Huddersfield Centre and provides further connections to the A640 which both provide direct connections to the M62 approximately 5km west of Huddersfield Town Centre.

3.2.8. The proposed site is well located for access to the local, regional and strategic road network.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

3.3.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "Providing for Journeys on Foot" (Institution of Highways and Transportation, 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework.

3.3.2. This allows an assessment of the site's compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.3. There are 4 bus stops located within 200m of the application site which are further explained in section 3.4 below.

3.3.4. Footways are provided to both sides of Fernside Avenue with the footway serving the northern side of the carriageway approximately 3m in width. The footway serving the

southern side of the carriageway is approximately 2.8m in width. Footways continue along the entire length of Fernside Avenue.

3.3.5. Further pedestrian provision is currently in place within the grass verged area to the north of Fernside Avenue and provides links to the back of the existing residential properties along Fernside Avenue.

3.3.6. Footways are also provided along Waterloo Rise approximately 230m east of the application site and are approximately 2m in width.

3.3.7. The range of facilities within walking distance of the site are summarised in Table 2 below. The table indicates that the proposed houses are extremely well located for a range of facilities which includes.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
500m	Bus stops, Convenience Store, Primary School, Secondary School, Pharmacy, Fernside Park, Hairdresser, fast food takeaways
1000m	Convenience stores, Post Office, Schools (Various), supermarket (Various), Gym, Community Centre, Galagher Retail Park
2000m	Schools (various), Place of Worship, supermarket

3.3.8. The site is considered to be well connected to allow people to walk to a range of facilities using good quality infrastructure.

CYCLING

3.3.9. National and Local policy encourage sustainable development and a transfer the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for access to services/leisure facilities from new developments. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment.

3.3.10. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

3.3.11. There are no dedicated cycle facilities provided within the immediate vicinity of the application site.

3.3.12. Route 69 of the National Cycle Network can be accessed approximately 3km north west of the application site and is predominantly a traffic free section of cycleway utilising a section of disused railway line which continues to Deighton Railway Station.

3.3.13. It is considered that there are practical and convenient links available to and from the proposed development offering the potential for residents to walk or cycle.

3.4. PUBLIC TRANSPORT

BUSES

3.4.1. There is a total of 4 bus stops within 200m of the application site, other stops are also available within a 400m catchment however they provide the same services that the bus stops described below provide.

Photograph 3: Existing bus stop west of the proposed site access along Fernside Avenue.

3.4.2. Two stops are located approximately 140m west of the proposed site access, shelters and full timetable information are provided at both sides of the carriageway. As shown in photograph 3 above.

3.4.3. Further bus stop provision is available to the east along Fernside Avenue with stops located 160m and 125m from the proposed access. The stop serving the northern side of the carriageway provides a shelter and timetable information. The stop serving the southern side of the carriageway is a flag and pole arrangement with full timetable information.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
342	Huddersfield – Fernside Crescent – Almondbury - Huddersfield	30mins	No service
372	Almondbury – Waterloo – Huddersfield – Marsh – Royal Infirmary - Lindley	10mins	60mins (eve) 20mins (sun)

3.4.4. The site is within the desirable walking distance for commuting/school/sightseeing to bus stops which provide a frequent service to a range of destinations. The site is considered to be well served by bus.

3.5. INJURY COLLISION RECORDS

3.5.1. Injury collision data has been investigated for the latest five-year period on the Crashmap website for Personal Injury Collision data along Fernside Avenue approximately 250m east and west of the proposed site access. One slight incident was recorded at the Fernside Avenue/Fleminghouse Lane junction however there does not appear to be a trend.

3.5.2. In summary, there is no existing road safety trend or issue in the vicinity of the proposed development.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

4.1.1. The applicant seeks planning permission for 10 (2 bedroom) dwellings on land adjacent to Fernside Avenue, Almondbury. The scheme is part of a social housing initiative led by the local council.

4.1.2. The existing site access is approximately 2.65m in width this is to be widened to a width of 6m which will provide a carriageway width of 4.8m and 0.6m hard margins to either side. This design conforms to a residential street type C (Shared surface street)

4.1.3. The same arrangement has been continued into the internal site however due to land constraints along the existing access track the hard margin formed along the eastern section of carriageway falls under the required 0.6m and is approximately 0.35m in width for approximately 19m of the proposed access track. Although this falls under the requirements set out in the design guide it does not pose any major safety concerns as the geometry of the access track is linear and no vehicles accessing site would be required to overhang the hard margin in order to gain access. Vehicle speeds along this section of the proposed access road will be relatively low and would not cause any foreseeable pedestrian safety issues.

4.1.4. The internal road will be 4.8m wide. All the internal shared surface will have 600m wide margins. The Council has a draft Highway Design Guide which is currently under consultation. The draft Highway Design Guide will be utilised within the internal layout.

4.1.5. The proposals include a pedestrian connection into the site which is located to the western side of the proposed access road and links to existing pedestrian links which currently run behind the existing residential dwellings along Fernside Avenue to the west of the proposed access. The newly formed pedestrian link will be approximately 1.2m in width, similar to the existing pedestrian connections.

4.1.6. The proposed site layout is indicated on the drawing contained within Appendix C.

4.2. SITE ACCESS

4.2.1. The site will be accessed from Fernside Avenue and is n4.8m in width with 0.6m hard margins to either side of the carriageway, 4m radii will be formed at the junction with dropped kerbs proposed for safe pedestrian access across the newly formed access. The proposed site access is illustrated on the drawing 1901501 contained with Appendix C.

4.2.2. Visibility splays of 2.4m x 43m can be provided as shown on plan 1901502 within Appendix C.

4.3. PARKING PROVISION

4.3.1. Kirklees Council in their pre application response indicated that the developments car parking provision should be:

- 2 and 3 bedroom dwellings = 2 spaces
- 4 bedroom (or larger) dwellings = 3 spaces
- 1 and 2 bedroom apartments = 1 space
- 3 bedroom (or larger) apartments = 2 spaces
- Visitor parking = 1 space per 4 residential units

4.3.2. During pre-application discussions the planning officer at the council advised that 1 space per unit would be adequate for the proposals and 1 visitor space is required for

every 4 dwellings. This departure from the standards shown above has been deemed acceptable for the proposed social housing scheme.

4.3.3. A total of 10 parking spaces for the proposed dwellings will be provided and an additional 2 visitor spaces will be provided as shown on drawing 1901501 within Appendix C.

4.3.4. The Councils cycle parking standard for residential development is 1 space per unit. The cycle parking will be conveniently located, secure and covered.

4.4. SERVICING

4.4.1. The internal layout has been designed to accommodate refuse collection and delivery vehicles. Plan 1901503 within Appendix C shows a Kirklees refuse vehicle turning within the proposed turning head. The swept path analysis shows the vehicle can enter and leave site in forward gear.

4.5. STAGE 1 ROAD SAFETY AUDIT

4.5.1. The council have requested a stage 1 safety audit is to be completed as part of the proposals, this was commissioned on the 13th February and will be submitted to the council when the report has been completed along with a designer's response completed by VIA Solutions.

5. Development Assessment

5.1. TRAFFIC GENERATION

5.1.1. There are no existing traffic generations associated with the application site.

5.1.2. In order to calculate the traffic generations for the proposals a robust 2-way trip rate of 0.8 has been used. By multiplying the trip rate by the proposed number of dwellings the development will generate a additional 8 two way movements in both the am an pm peaks which will have negligible impact on the existing highway network.

5.1.3. Due to the small scale development proposed it is not envisaged that any further assessment of the proposed traffic generations is required as the proposals have minimal impact on the wider network.

5.2. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

5.2.1. The proposed development is considered to be located in a highly sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.

5.2.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 108 refers).

5.2.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 109.

Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).

5.2.4. This report has also demonstrated that the proposed development accords with the policies within the West Yorkshire Local Transport Plan and the Kirklees UDP in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.

5.2.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

6. Conclusions

6.1.1. This Transport Statement considers the existing highway conditions in terms of the road layout, walking, cycling and public transport facilities, the accessibility of the development, the developments compliance with both national and local transport policy and details of the proposed development and its impact on the highway network.

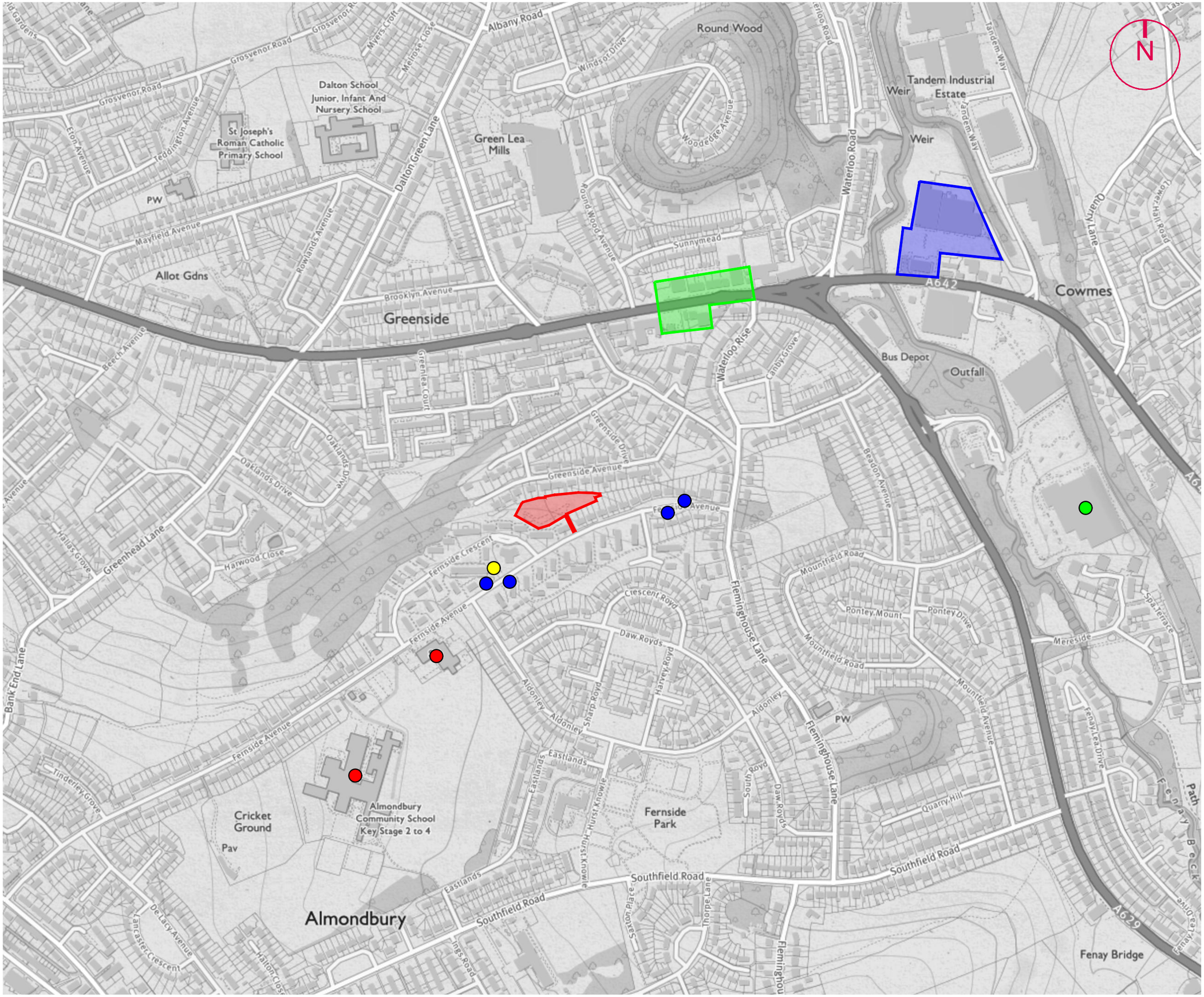
6.1.2. It is considered that there are practical and convenient links available to and from the proposed houses offering the potential for residents to walk, cycle or use public transport. The development site complies with local and national transport policies due to the sustainable location of the site with good quality facilities for travel by modes other than the single occupancy private car trips.

6.1.3. The residential development will generate a low number of vehicles and the impact assessment indicates that in the morning and evening periods that the proposals will generate a negligible traffic impact on adjacent junctions on the highway network.

6.1.4. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network because the development has an insignificant impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval.

APPENDICES

APPENDIX A: Site Location Plan



KEY

- APPROX. SITE BOUNDARY
- LOCAL SHOPPING AMENITIES
- GALLAGHER RETAIL PARK
- ONE STOP CONVENIENCE STORE
- BUS STOPS
- SCHOOLS
- MORRISONS SUPERMARKET

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FERNSIDE AVENUE,
ALMONDBURY

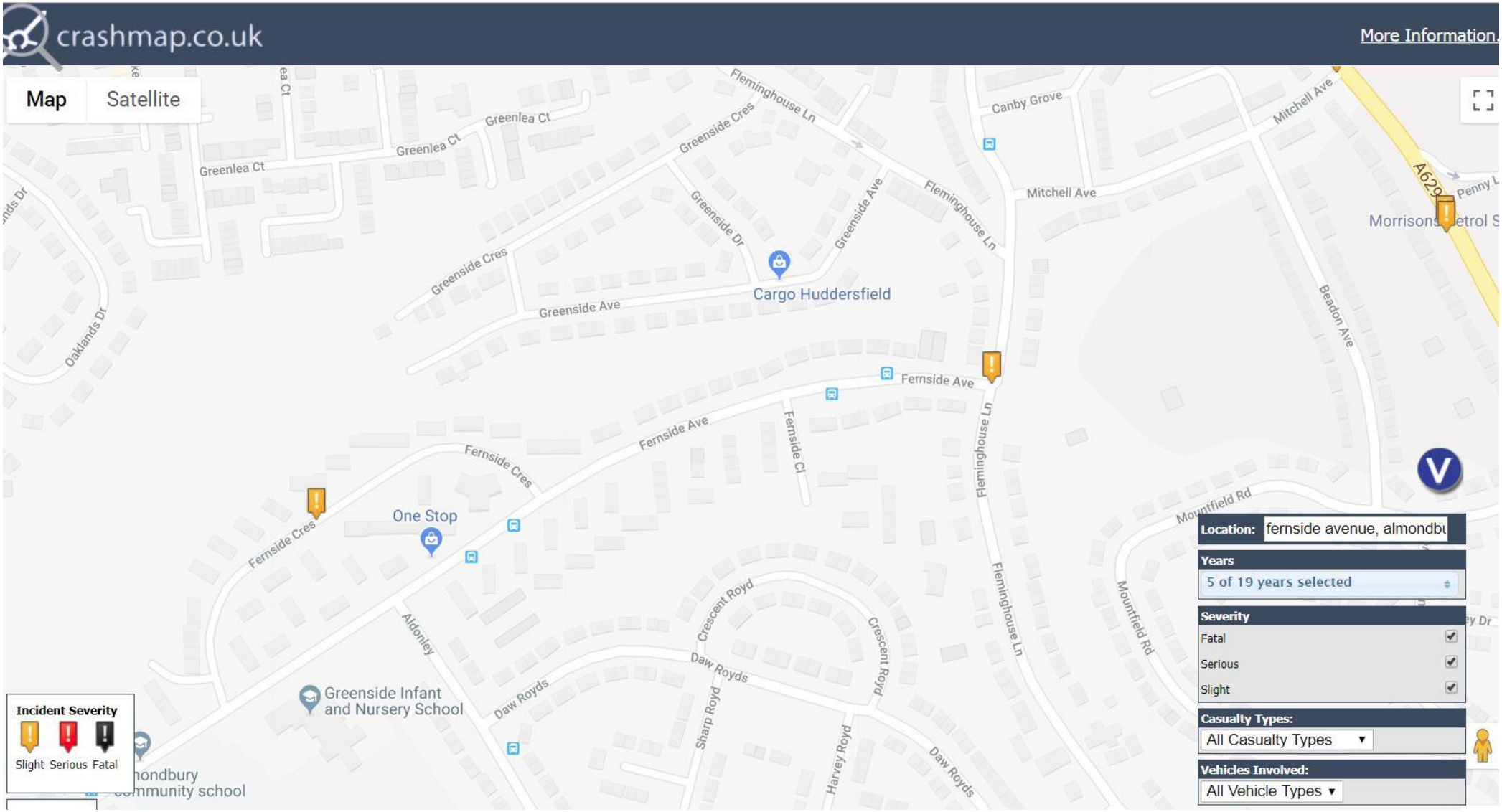
SITE LOCATION PLAN

SCALE: 1:5,000 @A3

DATE: FEB 2019

FIGURE 1

APPENDIX B: ACCIDENT DATA


crashmap.co.uk
More Information
Map
Satellite
Greenlea Ct
Greenside Cres
Flemminghouse Ln
Canby Grove
Mitchell Ave
Greenside Dr
Greenside Ave
Cargo Huddersfield
Oaklands Dr
Fernside Ave
Fernside Cres
Fernside Cl
One Stop
Beadon Ave
Mountfield Rd
Aldonley
Crescent Royd
Daw Royds
Sharp Royd
Harvey Royd
Greenside Infant and Nursery School
Incident Severity
Slight Serious Fatal
Location: fernside avenue, almondbu
Years
5 of 19 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types

APPENDIX C: PROPOSED SITE LAYOUT

KEY

82.020m PROPOSED LEVELS

1:120 PROPOSED GRADIENTS

PROPOSED CARRIAGEWAY – 4.8m WIDE

PROPOSED HARD MARGIN – 0.6m WIDE

PROPOSED HARD MARGIN – <0.6m WIDE (MINIMUM WIDTH = 0.35m)

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FERNSIDE AVENUE,
ALMONDBURY

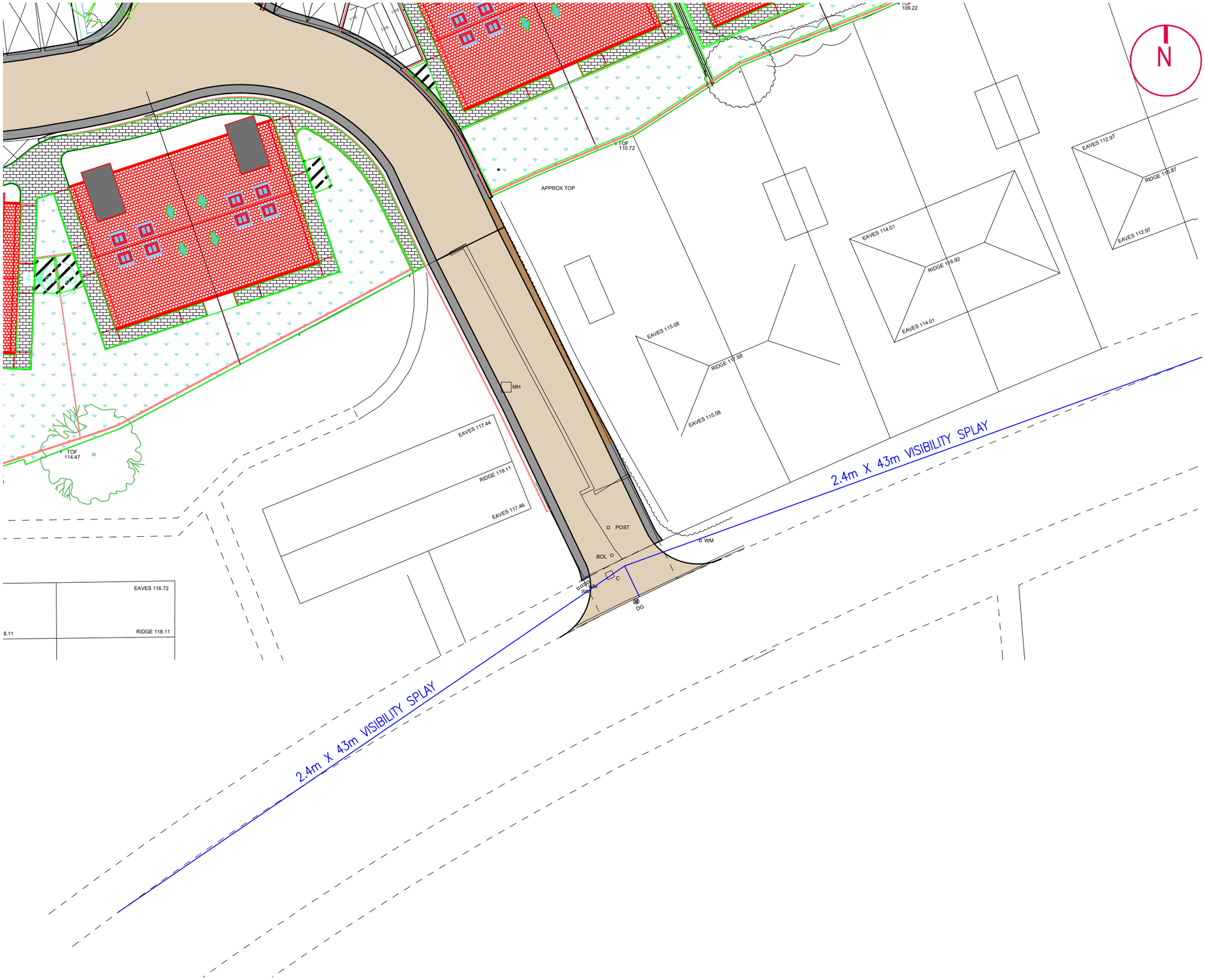
PROPOSED ACCESS

SCALE: 1:250 @A3

DATE: FEB 2019

DRAWING NO: 1901501

THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.



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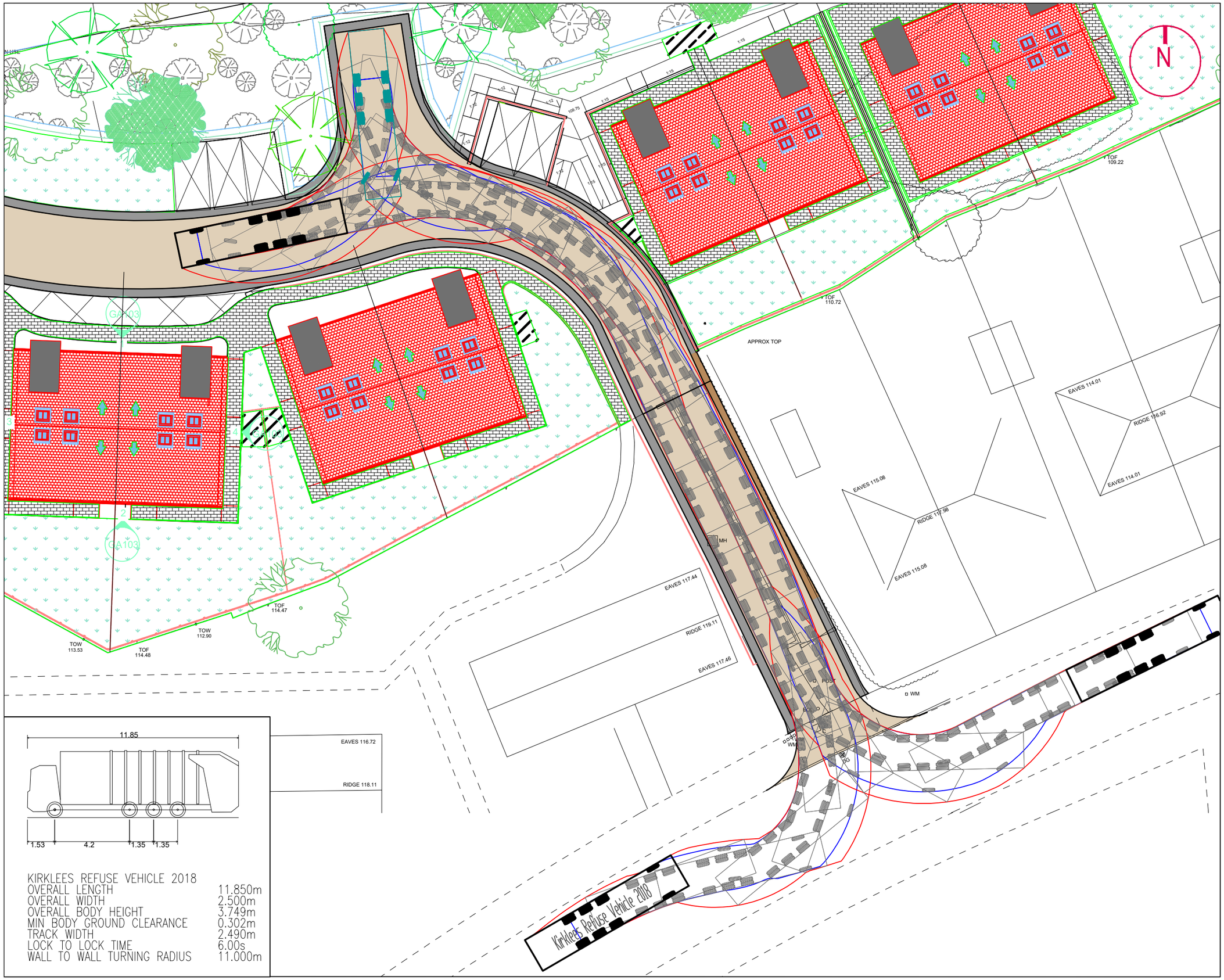
FERNSIDE AVENUE,
ALMONDBURY

VISIBILITY SPLAY

SCALE: 1:250 @A3

DATE: FEB 2019

DRAWING NO: 1901502



KIRKLEES REFUSE VEHICLE 2018

OVERALL LENGTH	11.850m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.749m
MIN BODY GROUND CLEARANCE	0.302m
TRACK WIDTH	2.490m
LOCK TO LOCK TIME	6.00s
WALL TO WALL TURNING RADIUS	11.000m

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FERNSIDE AVENUE,
ALMONDBURY

SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE

SCALE: 1:250 @A3

DATE: FEB 2019

DRAWING NO: 1901503


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