

Land off New Mill Road, Holmfirth

Transport Statement

March 2020

Project no. 1766

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposed residential development on land at Pentlands, New Mill Road, Holmfirth, the District of Kirklees. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The site is located on the western side of New Mill Road with the majority of the development on this side of the major road, close to the site, being ribbon type development or served by private drives or back streets.
- 1.1.3 The proposals are to demolish the existing property and outbuildings on site and replace same with a development of circa 25no. dwellings. Drainage, lighting, highway layout and construction will be provided as part of the internal works generally in accordance with the Kirklees Councils Street Design Guide. The development will have parking provision in accordance with Kirklees Council's requirements. The parking and turning arrangements within the site are proposed to allow vehicles to enter and leave in a forward gear.
- 1.1.4 This Transport Statement considers such matters as access, sustainability, car parking, accident data and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The site is currently occupied by a large dwelling– Pentlands set within extensive grounds on the western side of the major road. The site has a single point of access in the form of a long-dropped footway crossing shared with the adjacent property located to the south of the site frontage. See photograph below of the existing site access.



- 2.1.2 There is a fare stage to the north east of the site also on the site frontage to the major road.
- 2.1.3 The site lies about 1.1km to the northeast of the centre of the large town of Holmfirth, 1.2km west of New Mill and 7.5 km south of the major town of Huddersfield. The settlement of Thongsbridge is some 850 metres north east of the application site.

2.2 Local Highway Network

- 2.2.1 The site gains access from the New Mill Road a class 1 highway the A635. This route links locally Holmfirth and the A6024 (Woodhead Road) to the south west with the New Mill and the A616 to the to the east. It also continues on eastwards to meet the A629 (Penistone Road) and the A636 Denby Dale Road at Shepley.

2.2.2 On the site frontage it is a two-way single carriageway and it is the subject of a 30-mph speed limit. There are no traffic regulation orders along the site frontage restricting on street parking and waiting and it is lit to main road standards.

2.2.3 There are continuous footways to both sides of the highways which vary in width and a carriageway with an average width of between 7.7 - 7.8 metres. Along this part of the route a large number of properties have direct frontage access and there are also numerous side road junctions. Opposite the site frontage there are just 2no. private access points to individual dwellings.

2.2.4 The A635 is a busy route with a noticeable increase in traffic movements at the peak times.

2.3 Road Traffic Accidents

2.3.1 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Dept for Transport identifies that there has been just one recorded injury accident in and around the site frontage for the period up to December 2018. The accident data available for this location can be found in Appendix B.

2.3.2 This incident occurred on the immediate site frontage in September 2016 during daylight hours and with dry road surface conditions. This incident involved two private cars with both vehicles colliding 'head on'. Both drivers received slight injuries.

2.3.3 The relatively good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development proposals.

2.4 Transport Sustainability

2.4.1 The application site is in a sustainable location based upon access to public transport. There are fare stages on the New Mill Road close to the site to the north east. There are also retail facilities close by in Thongsbridge, New Mill and Holmfirth. The site is also close to numerous schools and employment facilities within Thongsbridge and Holmfirth. The sustainability elements are discussed in more detail in the paragraphs below.

2.4.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government’s planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development, with regard to Transport, should:

Considerations	Proposals
Consider the potential impacts of development on the transport network;	This matter will be dealt with as part of Section 3 – Development Proposals
Provide opportunities to promote cycling, walking and public transport use are identified;	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;	On-site parking will be provided as part of the development proposals.
Allow for the efficient delivery of goods, and access by service and emergency vehicles;	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road.
Include within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.	Charging points for plug in vehicles will be provided as part of the overall parking scheme

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

2.4.4 There are continuous footways on both sides of the highway leading to local fare stages, although the footway along the eastern side does vary in width along its length. Street lighting along the routes is also to a high standard. Pedestrian dropped crossings will be provided at a suitable location within the proposed new junction.

2.4.5 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. Brockholes, its rail station and all the facilities within the village are within cycling distance of the site. Just to the south of the application site there is a bridleway system HOL/50/70 & 50 /30 and 50/40 which provide an off-road connection to Thongsbridge and its numerous employment opportunities.

2.4.6 There are bus stops on the New Mill Road to the north of the site with both having the benefit of passenger shelters and both being situated within the accepted 400 metre walking distance of the site. The table below summarises the regular services which use these local stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
308	Huddersfield – Newsome – Honley – Holmfirth	60 mins	60 mins
314	Huddersfield – Brockholes – Holmfirth - Holme	60 mins	60 mins
316	Huddersfield – Brockholes – Holmfirth - Parkhead	60 mins	-
435 / 435A	Wakefield – Skelmanthorpe – Denby Dale – Holmfirth	120 mins	120 mins
436 / 436A	Wakefield – Denby Dale – Holmfirth	120 mins	-

Table 1: Bus Services

2.4.7 The regular bus services highlighted above provide a service to the local town of Holmfirth on average every 15 - 20 minutes with a similar service to local large town of Huddersfield. There is also an hourly service to the city of Wakefield and the town of Denby Dale.

2.4.8 Brockholes Rail Station is within cycling distance of the application site and also the local bus services (Service nos. 314 and 316) do travel to Brockholes providing good connectivity with the local rail services. Brockholes Station is on the Penistone Line, which is the Huddersfield to Sheffield line. It provides an hourly service to the aforementioned stations together with Barnsley, Penistone, Denby Dale and Honley. The station is covered by CCTV.

2.4.9 From the above it is evident that the site benefits from being in proximity to a good frequency of public transport links for travelling around the area.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are for the demolition of the existing property on site and the erection of 25 no. dwellings served from a new priority junction onto the A635 New Mill Road.

3.1.2 The development will be a mix of house types with detached, semi-detached and quarter houses. The internal layout will be predominantly informal shared surface, but with the initial section being laid out as traditional estate road with footway extending beyond the ramp. Beyond this point the new highway will be laid out as a mews court design with hard paved margins and off carriageway visitor parking bays. There are 2no. culs-de-sac leading off the main spine road which will also be laid out as shared surfaces.

3.1.3 The turning arrangement can accommodate the swept path of large Kirklees Council refuse vehicle – Phoenix 2-23W.

3.2 Vehicular Access

3.2.1 Vehicular access to the development will be via a new priority junction with a minimum 6.0 metre kerb radii and return footways which will extend beyond the ramp.

3.2.2 The access will be sufficiently wide to accommodate two-way flow with visibility for emerging drivers commensurate with the speed limit on the major road.

3.2.3 The internal road layout, in terms of horizontal and vertical alignment will generally comply with Kirklees Councils current Residential Design Guide requirements for shared surfaces and laid out to adoptable standards.

3.3 Parking Provision

3.3.1 The level of parking provision will provide a minimum of 2no. parking spaces per dwelling, inclusive of garages where provided. Visitor parking spaces will also be provided.

3.3.2 Given the above, the parking provision for the development is therefore considered appropriate.

3.3.3 Secure cycle parking provision will be provided within the site to a standard and at a location to be agreed with the LPA. Where garages are provided cycle parking space will be made available within same.

3.3.4 Each property will benefit from an electric vehicle charging point. This is proposed to be located within the garage, however, where properties do not have garaging, this will be located in a practical location to allow for easy connection to the resident's vehicle.

3.4 Trip Generations

3.4.1 The development proposals are for the erection of circa 25no. dwellings. The TRICS database has been used to derive the peak hour generation rates for this level of residential development. The derived rates are given in the table below:

Residential Dwellings	Arrive	Departure	Two Way
AM Peak	0.114	0.311	0.425
PM Peak	0.252	0.138	0.390

Table 2: Generation Rates

3.4.2 Using generation rates in the table above for 25 units the following traffic flows can be calculated for the proposed development:

Residential Dwellings	Arrive	Departure	Two Way
AM Peak	2.85	7.775	10.625
PM Peak	6.3	3.375	9.75

Table 3: Potential Traffic Generations

3.4.3 Based on the TRICs data the development would be anticipated to generate between 10 and 11 trips at the recognised peak periods.

- 3.4.4 Notwithstanding the above, Kirklees Council HDM consider a trip rate of 0.7 per dwelling at the peak times being a more realistic generation figure. Based on this trip rate then the development, as a worst-case scenario, could generate some 17.5 or so two-way trips during the network peaks.
- 3.4.5 The development will be accessed from a single point of access onto the New Mill Road that will contain suitable geometry provision in accordance with current Council requirements and guidance within Manual for Streets. It is therefore considered that the proposed access point will provide a safe arrangement and will not cause any significant delays to through traffic.
- 3.4.6 It was determined from the injury accident data that there have been 1no. reported injury accident within the 5 years up to December 2018 within the search area. It should also be noted that there are no significant clusters of accidents. Therefore, it is considered that there are no road safety problems on the immediate highway network in proximity to the development site, which could be affected by the proposed development.

4 TRANSPORT POLICY

4.1.1 When considering transport policy compliance for planning applications, the main thrust 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. This policy therefore sets out the framework for this Transport Statement and the project’s compliance with the policy objectives. Further details of the relevant policy documents are set out below.

[National Planning Policy Framework – Promoting Sustainable Transport](#)

4.1.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government’s planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development, with regard to Transport, should include the following for consideration: -

Considerations	Proposals
Consider the potential impacts of development on the transport network;	This matter will be dealt with as part of Section 3 – Development Proposals
Provide opportunities to promote cycling, walking and public transport use are identified;	This matter will be dealt with via a Travel Plan Framework
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;	On-site parking will be provided as part of the development proposals.
Allow for the efficient delivery of goods, and access by service and emergency vehicles;	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road.
Include within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.	Charging points for plug in vehicles will be provided as part of the overall parking scheme

- 4.1.3 Paragraph 109 of the NPPF states “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be significant.

[Local Transport Plan](#)

- 4.1.4 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;*
- *To improve the condition of the transport infrastructure.*

- 4.1.5 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.

- 4.1.6 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.

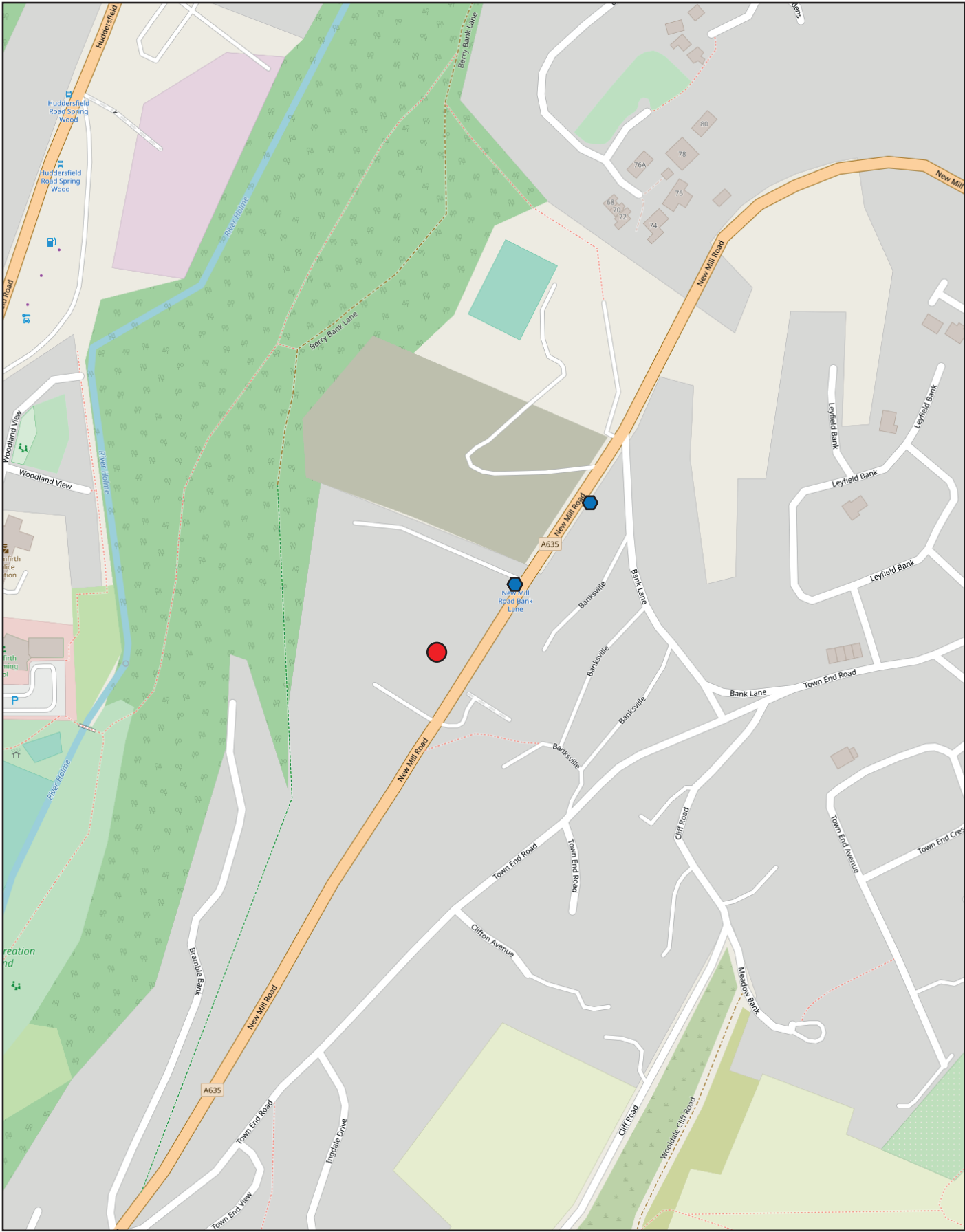
- 4.1.7 It is considered that the development proposals generally comply with the Local and National guidance.

5 CONCLUSIONS

- 5.1.1 This report presents the proposals for the demolition of an existing property – Pentlands and the erection of 25 no. dwellings served via a new point of access onto the A635 New Mill Road.
- 5.1.2 The level of off-street parking proposed is considered acceptable to accommodate the scheme. The site is located in a sustainable location close to bus routes and cycle routes (bridleways) together with good pedestrian provision being available leading to both New Mill and Holmfirth. The report concludes that both the capacity and safety elements of the proposals are acceptable and although there is a predicted slight increase in traffic flows on the local road network it is considered that it can be readily accommodated within the operation of the site access junction and the adjacent road network.
- 5.1.3 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



Legend:

- Site Location
- ⬡ Closest Unique Bus Stops



Unit 6 The Office Campus
 Paragon Business Park
 Wakefield Wf1 2uy

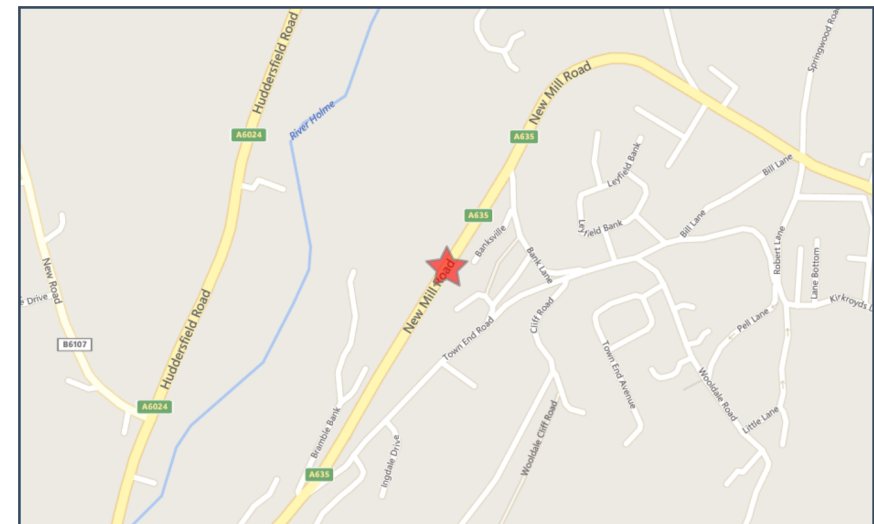
Appendix B

Road Traffic Accidents



Crash Date: Sunday, September 04, 2016 **Time of Crash:** 12:45:00 PM **Crash Reference:** 2016133940719

Highest Injury Severity:	Slight	Road Number:	A635	Number of Casualties:	2
Highway Authority:	Kirklees	Number of Vehicles:	2	OS Grid Reference:	414828 409127
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	11	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
1	Car (excluding private hire)	10	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

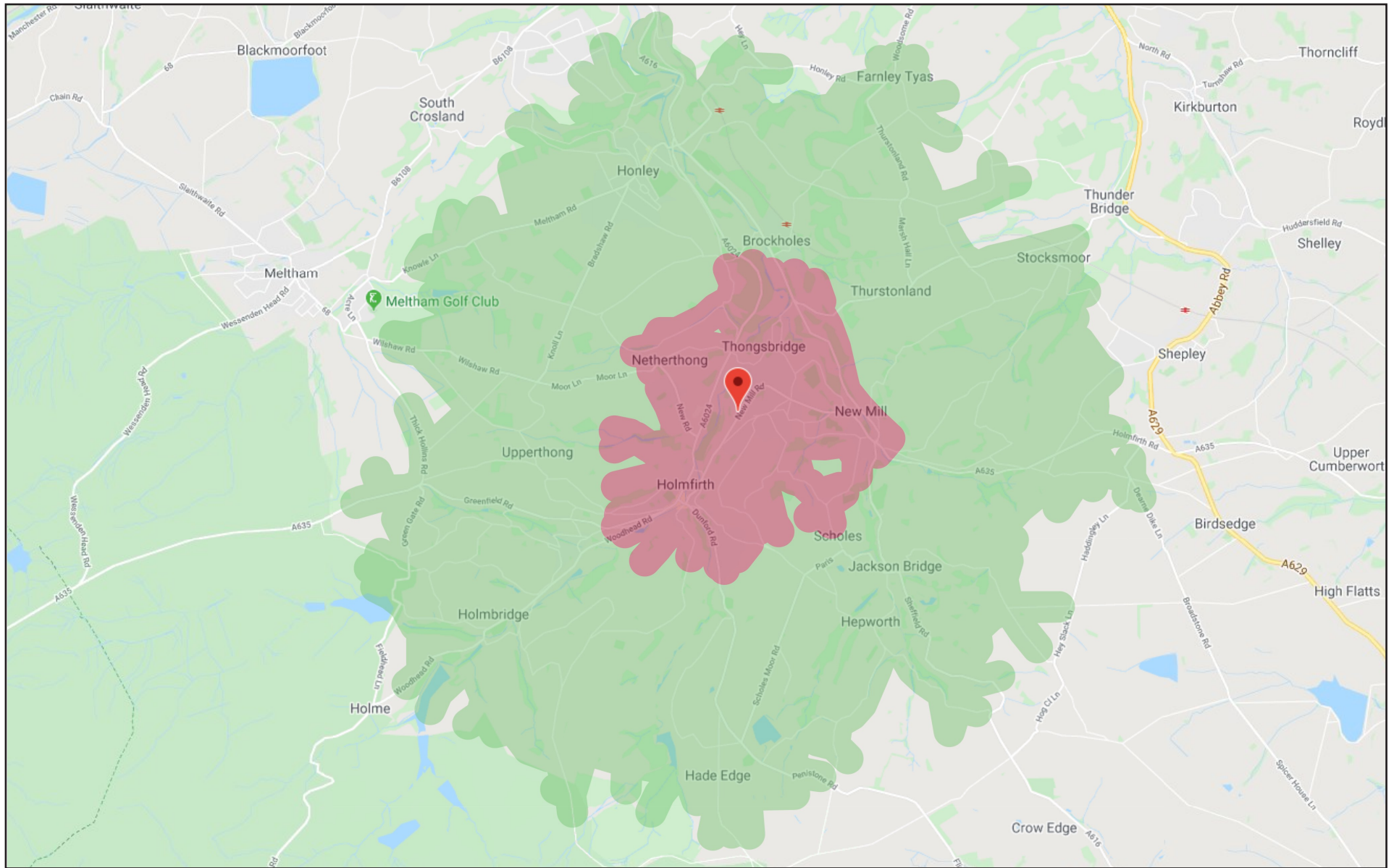
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix C

Walking and Cycle Catchment



Legend:

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

Appendix D

Proposed Development

