

# **Transport Statement**

**Proposed Residential Development  
High Street, Hanging Heaton, Dewsbury**

**Vistry Partnerships Yorkshire Ltd.**

**April 2021**

**Doc Ref: SCP/200391/TS/2**

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Checked by: DY

#### Document Revision Control

| Revision | Date       | Status                 | Prepared By | Approved By |
|----------|------------|------------------------|-------------|-------------|
| 1        | 27.04.2021 | Final                  | DY          | DY          |
| 2        | 29.04.2021 | Final client<br>amends | SC          | DY          |

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## **1.0 INTRODUCTION**

### **Overview**

- 1.1 SCP has been commissioned by Vistry Partnerships Yorkshire Ltd. to prepare a Transport Statement (TS) in support of a detailed planning application for a residential development on land off Challenge Way, Hanging Heaton, Dewsbury.
- 1.2 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Kirklees Council (KC).
- 1.3 The site is in the village of Hanging Heaton which cojoins both Batley and Dewsbury. The site is bounded on its northern side by further open agricultural land designated as Green Belt, on its eastern side by Challenge Way, on its southern and western sides by High Street and its associated residential dwellings, a working men's club and a Shell garage.
- 1.4 The site is allocated for housing on the Local Plan Policies Map (HS51).
- 1.5 A site layout has been developed that comprises a residential scheme of some 55 dwellings made up of various styles and sizes to be accessed from Challenge Way (B6128).
- 1.6 This Transport Statement has been prepared to appraise the site in terms of the likely transport implications of the development on the local highway network, in line with scoping discussions held with KC. The accessibility of the site by sustainable modes including walking, cycling and public transport is also assessed, in accordance with national Planning Policy Guidance.
- 1.7 A bespoke Travel Plan has been prepared for the proposed development and this illustrates the commitment of the developer to delivering sustainable travel options which support and encourage sustainable travel by both residents and visitors, thereby, encouraging a reduction in single occupancy trips.

### **Scope Of Report**

- 1.8 As well as considering traffic impact this TS also considers the sustainability and accessibility of the site. The report is set out as follows:
  - Section 2 describes the site location and provides a description of the highway network surrounding the site, details of the existing traffic flows, parking provision and a review of the personal injury collision record.

- Section 3 describes the development proposals with regard to the proposed quantum of development and broad layout of the site, the proposed means of access to the site and the proposed parking provision and servicing requirements.
- Section 4 examines the accessibility of the site by different travel modes and considers the accessibility of a range of key services and facilities.
- Section 5 examines the impact of development traffic on the local highway network to determine the potential impact of the proposals.
- Section 6 assesses the operational performance of the proposed site access onto Challenge Way.
- The report summary and conclusions are drawn together in Section 7.

## **2.0 EXISTING CONDITIONS**

### **Site Location**

- 2.1 The site is located in the village of Hanging Heaton which is located adjacent to both Batley and Dewsbury. The site is roughly triangular in shape and is currently agricultural grazing land and is bounded on its northern side by further open agricultural land designated as Green Belt, on its eastern side by Challenge Way, on its southern and western sides by High Street and its associated residential dwellings, a working men's club and a Shell garage. The site's location is shown on the plan attached at **Appendix 1**.

### **Surrounding Highway Network**

- 2.2 Challenge Way (B6128), from which the development site will be accessed by all modes, is approximately 7.3m wide with a 2m footway on the western of the carriageway and a shared cycle footway on the eastern side of the carriageway with a typical width of 3m. It is subject to a 30mph speed restriction, is lit and provides a link between the Batley to the north and Shaw Cross to the south.
- 2.3 Southbound, Challenge Way forms a signalised crossroad junction with Leeds Road (A653). This signalised junction provides traffic light controlled crossing facilities for pedestrians across Challenge Way, John Ormesby V C Way and Leeds Road (north-east arm). These allow pedestrians to cross the junction safely.
- 2.4 Westbound, Leeds Road provides direct access to Dewsbury Town Centre, around 1.8km southwest of the junction. Leeds Road also heads towards Tingley roundabout 3.7km north-east of the crossroads which provides vehicular access to the strategic road network via the M62. John Ormesby V C Way provides access to Ossett, and M1 Junction 40 (4.4km) and beyond that Wakefield.

### **Personal Injury Collision Data**

- 2.5 Personal injury collision (PIC) records have been obtained from Crashmap for the period from January 2016 to December 2020, which represents the most recent five-year data period currently available.
- 2.6 For each collision, severity has been provided along with a commentary on any specific issues that should be taken into consideration.

- 2.7 The study area includes Challenge Way in its entirety from the Challenge Way / Grange Road / Mill Forest Way / Grange Valley Road roundabout to the John Ormsby V C Way / Owl Lane / Horcase Waller VC Parade roundabout. The study area also includes the Leeds Road / High Street priority T-junction. A plan showing the collision locations is included at **Appendix 2**.
- 2.8 Analysis of the collisions showed that in the whole study area there has been three collisions recorded within the five year study period, with all three recorded as slight. Two of the recorded collisions occurred at the A653 / B6128 signalised junction with a further collision occurring at the Leeds Road / High Street priority junction.
- 2.9 The first collision occurred in January 2019 at the A653 / B6128 signalised junction and involved two vehicles resulting in one slight casualty.
- 2.10 The second collision occurred in April 2019 at the A653 / B6128 signalised junction and involved two vehicles resulting in one slight casualty.
- 2.11 The third collision occurred in December 2019 at the Leeds Road / High Street priority T-junction and involved one vehicle resulting in one slight casualty. This collision involved a pedestrian casualty.
- 2.12 None of the recorded accidents involved HGVs or cyclists.
- 2.13 Given the scale of the junction and the existing pedestrian and vehicle flows, this is not considered to be an excessive number of collisions. It is therefore considered that there are no existing safety problems associated with the road network surrounding the development site. It is not anticipated that the traffic associated with the proposed development would result in any significant safety implications on the adjacent highway network.

#### **Base traffic flows**

- 2.14 Traffic flow data for the AM and PM peak periods has been obtained for Challenge Way from application 2019/62/92787/E with surveys undertaken in June 2017. This is because current traffic patterns are still affected by Covid-19. As such to use older traffic data and growth this to 2021 is considered more robust than commissioning a new count.
- 2.15 To provide a base for this Transport Statement, the 2017 surveyed flows have been growthed to a 2021 by use of growth factors derived from TEMPro 7.2 for the local area. These factors are 1.0483 and 1.0471 in the AM and PM peak periods, respectively.

- 2.16 These growth factors make allowance for planned development growth within an area, and therefore take account of likely development that has been built in the period between the survey date and the present day.
- 2.17 The 2017 surveyed flows and estimated 2021 base flows for Challenge Way are provided in **Table 2.1**, and displayed diagrammatically in **Appendix 3**.

**Table 2.1: Challenge Way Base Traffic Flows**

|                                   | AM Peak    |            | PM Peak    |            |
|-----------------------------------|------------|------------|------------|------------|
|                                   | Northbound | Southbound | Northbound | Southbound |
| <b>2017 Observed Flows (PCUs)</b> | 500        | 451        | 353        | 481        |
| <b>2021 Base Flows (PCUs)</b>     | 525        | 473        | 370        | 504        |

### **3.0 DEVELOPMENT PROPOSALS**

#### **Site Layout Proposals**

- 3.1 A site layout has been developed which comprises 55 dwellings of varying styles and sizes. A copy of the proposed site layout is attached at **Appendix 4**. The unit mix is as follows:
- 1 bed – 4 units,
  - 2 bed – 22 units;
  - 3 bed – 25 units; and
  - 4 bed – 4 units.
- 3.2 A total of 44 of the units will be open market and 11 will be marketed as affordable units.
- 3.3 Access will be taken directly from Challenge Way via the construction of a new priority T-junction. The option of taking access from High Street was considered and discounted following discussions with KC, factors that led to this decision include traffic along High Street and the road alignment, the gradient of approach and the existence of a main drain.
- 3.4 The proposed simple priority junction will be 5.5m wide with 2m wide footways provided on both sides of the carriageway.
- 3.5 In line with the guidance provided within Kirklees Highway Design Guide SPD adopted 4<sup>th</sup> November 2019, visibility splays of 2.4 x 43m are shown on the proposed site layout drawing which is based on the existing 30mph speed limit along the site frontage. The junction radii onto the Challenge Way are 10m.
- 3.6 A second pedestrian access is also proposed to be provided onto the public right of way linking onto High Street.
- 3.7 The site layout is planned with a hierarchy of access roads through the site providing access to the residential properties across the site and taking account of the gradient, which rises from east to west. The internal access roads have been designed to achieve low vehicle speeds within the site, incorporating appropriate changes in the road alignment which assist in providing a safe environment for pedestrians and cyclists within the site.
- 3.8 The internal road network of the site is designed to ensure that the movements of service and refuse vehicles can be appropriately accommodated, ensuring reversing distances are kept to a minimum. Refuse collections, servicing and delivery vehicles will access the site access via Challenge Way.

- 
- 3.9 Refuse collection will operate under the same conditions as for the surrounding residential streets. An 11.85m refuse vehicle will enter and exit the site in forward gear.
- 3.10 It is proposed that residential houses will be serviced via the roadside and bins will be located within the maximum carry distances for refuse collection, in line with local guidance. Bins will be stored safely to the side and rear of properties and will be taken to the edge of adopted carriageways on bin collection days. An assessment of unadopted road lengths has been undertaken to determine that bin carry distances are appropriate for residents. This assessment has confirmed that the recommended combined 30m householders carry distance and 25m waste collection point totalling 55m is not exceeded.
- 3.11 Parking provision for the residential units will be provided in accordance with the Council's parking standards taken from Kirklees Highway Design Guide SPD adopted 4<sup>th</sup> November 2019, which are set out below:
- 2 to 3 bed dwelling: 2 parking spaces
  - 4+ bed dwelling: 2 parking spaces with the Goodridge units offering an extra space within the integral garage.
- 3.12 Garages may only be counted as parking spaces if they have suitable internal dimensions, as suggested by Manual for Streets (for a single garage of a minimum of 6m x 3m).
- 3.13 It is considered that the proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on street parking.

## 4.0 EXISTING SUSTAINABLE TRANSPORT PROVISION

- 4.1 The Government's objectives are set out in the National Planning Policy Framework (NPPF) this seeks to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 4.2 Travel by non-car modes will be encouraged, the proposals include pedestrian and cycle connections across the site.
- 4.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

### Walking and Cycling

- 4.4 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking and cycling:

*"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres"* (Para 74)

and

*"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport"* (Para 77).

### Walking

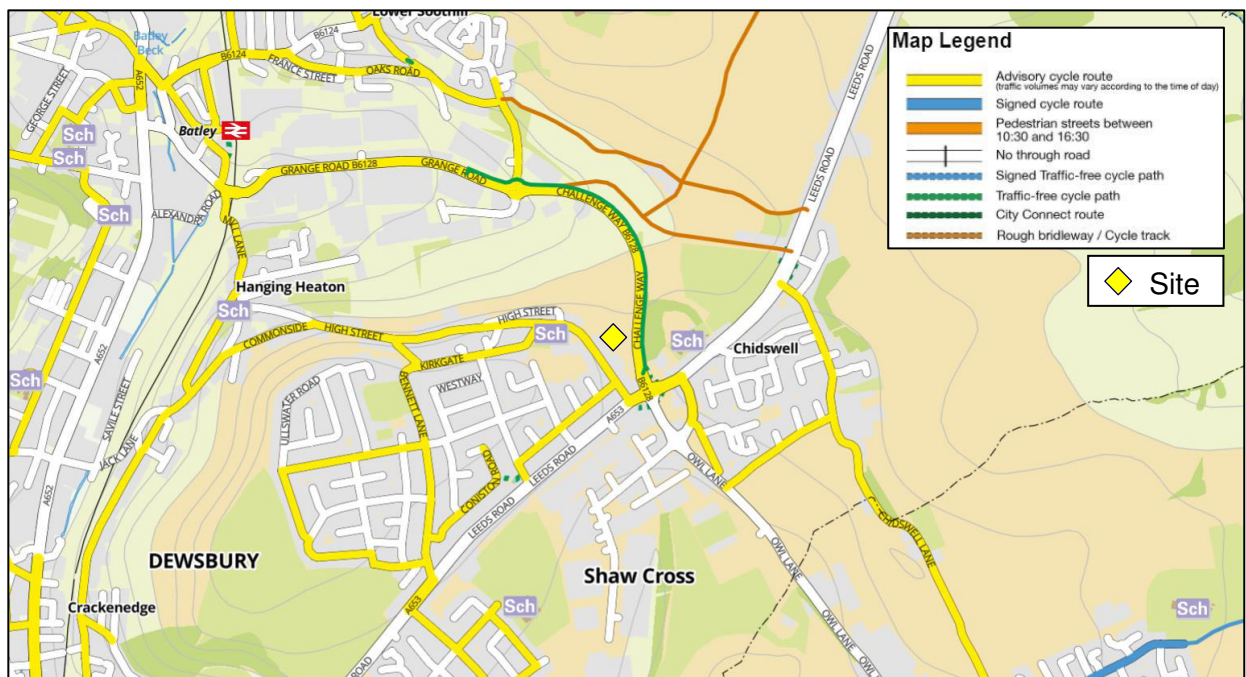
- 4.5 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The walking isochrone plan attached at **Appendix 5** shows the two-kilometre walking catchment area from the centre of the site. Within the two-kilometre catchment are the residential settlements of Hanging Heaton, Soothill, Batley, Eastborough and Gawthorpe, including numerous facilities including bus stops, Batley rail station, schools, healthcare facilities and foods stores. Key employment sites including Shaw Cross Business Park and Grange Road Industrial Estate are also well within a two-kilometre walk from the site.
- 4.6 The footways proposed within the site will connect into the existing footways surrounding the site, as shown on the proposed site layout, a copy of which is attached at **Appendix 4**. The proposed layout therefore seeks to maximise the permeability of the site layout for pedestrian / cycle movements to encourage the use of non-car modes.

- 4.7 There is a good level of pedestrian infrastructure within the vicinity of the site; signal-controlled crossings are provided at all major junctions along Leeds Road in addition to several puffin crossings to assist pedestrians when crossing this classified road. A zebra crossing with a pedestrian island and tactile paving is provided at the southern end of High Street and all routes within the area are well lit.

### Cycling

- 4.8 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The cycle isochrone plan attached at **Appendix 5** shows a five-kilometre cycling catchment area from the centre of the site. It can be seen that, in addition to the areas that are accessible on foot, the five-kilometre catchment area also includes Tingley, Batley, Dewsbury and Ossett, within which are numerous facilities.
- 4.9 A shared footway/cycleway is provided on the eastern side of Challenge Way, allowing cyclists an off-carriageway route to Grange Road Industrial Estate and cycle tracks to the north. There are also a number of advisory cycle routes in the vicinity of the site which provide access to destinations including local schools and Batley rail station. Advisory cycle routes are highlighted yellow on West Yorkshire's Cycle Map, an extract of which is provided in **Figure 4.1** below.

**Figure 4.1: Extract from West Yorkshire Cycling Map**



Source: <https://fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html>

## Public Transport

- 4.10 The 60-minute public transport accessibility isochrone attached at **Appendix 5** highlights local destinations which can be accessed within a 60-minute travel time. These destinations include Leeds, Wakefield, Huddersfield, Brighouse and other nearby towns.

### Buses

- 4.11 The CIHT publication “Providing for Journeys on Foot” recommends that the maximum walking distance from a residential development to a bus stop should be no more than 400m which is equivalent to a 5 minute walk time.
- 4.12 There are bus stops located along High Street, Leeds Road, Owl Lane and John Ormsby V C Way, all of which can be easily accessed from the site access within a 400m walk. The stops on High Street are marked by a flag and pole and provide service information. A zebra crossing with pedestrian island and tactile paving is provided at the southern end of High Street to assist pedestrians when crossing the road. Stops on Leeds Road are of a similar design with a puffin crossing provided to the south west of the site to allow pedestrians to cross safely. On Owl Lane, sheltered seating and service information is provided at the southbound stop whilst the northbound stop is marked by a flag and pole, service information is also provided. Both stop son John Ormsby V C Way provide sheltered seating and service information. Signal controlled crossing points are available on the northern, eastern and southern arms of the Challenge Way / Leeds Road / John Ormsby V C Way junction, thereby assisting any residents who wish to access these bus stops.
- 4.13 There are regular local services which operate from these bus stops and a plan showing the location of the bus stops in the vicinity of the site can be seen at **Appendix 5** on the walking accessibility isochrone. The bus services are detailed in **Table 4.1**.

**Table 4.1: Bus Services (March 2021)**

| Route No. | Route Description                    | Average Service Frequency  |               |               |
|-----------|--------------------------------------|----------------------------|---------------|---------------|
|           |                                      | Monday to Friday           | Saturday      | Sunday        |
| 117       | Leeds – Tingley – Ossett - Wakefield | Every 60 mins              | Every 60 mins | Every 60 mins |
| 119       | Batley - Wakefield                   | 5 Services, Every 120 mins | No Service    | No Service    |
| 120       | Batley - Wakefield                   | 3 services, Every 120 mins | No Service    | No Service    |
| 202 MAX   | Leeds – Dewsbury - Huddersfield      | Every 30 mins              | Every 60 mins | Every 60 mins |
| 203 MAX   | Leeds – Dewsbury - Huddersfield      | Every 30 mins              | Every 60 mins | Every 60 mins |
| 205       | Dewsbury - Pudsey                    | Every 60 mins              | No Service    | No Service    |
| AL3       | School Service                       | One AM and one PM service  | No Service    | No Service    |
| ML2       | Dewsbury Moor – Shaw Cross           | Every 60 mins              | Every 60 mins | No Service    |
| X17       | Leeds - Overton                      | One Service                | No Service    | No Service    |

Source: Operator Website

- 4.14 **Table 4.1** shows that there is a frequent bus service passing by the site which provide access to major employment areas and interchanges such as those in Dewsbury and Leeds city centre, where access to further public transport services to a wide range of destinations can be achieved.

### Rail

- 4.15 The closest rail station to the site is Batley which is located approximately 1.2km to the north west of the site and can be accessed within an acceptable 20-minute walk.
- 4.16 The station is managed by Northern Trains who provide hourly services between Leeds and Wigan Wallgate via Manchester Victoria, whilst Huddersfield to Scarborough via Leeds service is provided by TransPennine Express every other hour. An hourly Leeds and Huddersfield service is provided on Sundays.
- 4.17 Dewsbury Station is slightly further away from the site, and still accessible, especially by bus and bicycle and offers even more rail service choice.

### **Summary**

- 4.18 It is considered that the site is well served by existing bus and rail services providing good connections to Dewsbury, Huddersfield and Leeds and its associated urban areas. The nearest

railway station is located in Batley which is served by a frequent service between Leeds and Wigan.

- 4.19 The site is situated in an accessible location with the majority of facilities available on foot and further services available by bike or via public transport.
- 4.20 Dewsbury town centre is accessible by bike or via the buses serving the stops on High Street, John Ormsby V C Way or Leeds Road. There are a wealth of facilities available within the town centre including employment, further education, retail facilities, health care facilities and Dewsbury Bus and Railway Stations.
- 4.21 Overall, it is concluded that a range of key facilities and services, including employment, retail, health and education uses, are readily accessible from the site. It is therefore considered that the location of the site is consistent with national and local policy objectives.

## 5.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

### Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the proposed development and draws conclusions on the anticipated impact of the development on the local highway network.

### Trip Generation

To estimate the trip generating potential of the development, the TRICS 7.7.4 Database has been interrogated for surveys of residential developments similar to that proposed. The selection criteria for the TRICS-based trip rates is as follows:-

- Land use Residential / Houses Privately Owned;
  - London and Ireland sites excluded;
  - 'Suburban Area' and 'Edge of Town' locations included; and
  - Range of households between 30 and 250 selected.
- 5.2 The TRICS outputs are presented in **Appendix 6** and are summarised in **Table 5.1** below:-

**Table 5.1: Total Person Trip Rates and Generation**

| 55 dwellings    | AM Peak  |            | PM Peak  |            |
|-----------------|----------|------------|----------|------------|
|                 | Arrivals | Departures | Arrivals | Departures |
| Trip Rates      | 0.191    | 0.758      | 0.573    | 0.259      |
| Trip Generation | 11       | 42         | 32       | 15         |

- 5.3 Mode split of development trips has been calculated using census data. Data for the individual 2011 Super Output Area – Mid Layer of the development site, Kirklees 014, has been used to get a realistic picture of the mode split which will occur. The residential mode split of people trips can be seen below:

| Mode          | Percentage |
|---------------|------------|
| Pedestrian    | 10%        |
| Bicycle       | 1%         |
| Motorcycle    | 1%         |
| Car Driver    | 70%        |
| Car Passenger | 7%         |
| Bus           | 8%         |
| Train / Tram  | 2%         |
| Taxi          | 1%         |

- 5.4 This mode split was then applied to the people trip generation values set out in **Table 5.1**, resulting in the vehicular trip forecast for the development set out in **Table 5.2**.

**Table 5.2: Total Vehicle Generation**

| 55 dwellings    | AM Peak  |            | PM Peak  |            |
|-----------------|----------|------------|----------|------------|
|                 | Arrivals | Departures | Arrivals | Departures |
| Trip Generation | 8        | 30         | 23       | 10         |

### Anticipated Highway Impact

- 5.5 The maximum number of vehicular trips arising from the development will be 38 two-way trips during the AM peak hour and 33 two-way trips during the PM peak hour. Volumetrically, this equates to roughly one additional vehicle movement on the local highway network every 1.5 minutes during the AM peak hour and one additional vehicle movement every 1.8 minutes during the PM peak hour. This increase in traffic will be imperceptible when having regard to the daily fluctuations in traffic and will not have a material impact on the operation or safety of the local highway network.

### Trip Distribution

- 5.6 The Origin / Destination (O/D) distribution of vehicle trips was undertaken using a Gravity Model approach. This is an accepted first principles approach within the industry where the amount of pull between the origin zone and the destination zone is analysed and quantified using a population within geographical zones as a proportion of the total population within a catchment area to give a likely proportion of trips to / from the development site by highway route. This is split using Google mapping software and likely route options split out by time and length into likely route choice percentages. This is considered a robust assessment as Google mapping provides

route destinations by time of day taking account of historic traffic and congestion to propose the most time efficient route options.

- 5.7 In order to distribute the traffic likely to be generated by the proposed residential development, travel to work data obtained from the 2011 National census for all travel to work “out-moves” for the Kirklees 014 MSOA was utilised.
- 5.8 Out-moves provide an indication of the numbers and destinations (on a MSOA basis) of people who reside in the Kirklees 014 MSOA and who work elsewhere, providing a good proxy for the distribution of the proposed residential development traffic. The analysis shows that 37% of “out-moves” are expected to travel north on Challenge Way whilst 63% are expected to travel south. The resultant development traffic flow figure for Challenge Way during the AM and PM peak periods are provided in **Appendix 3**.

### **Committed development and traffic growth to 2026**

- 5.9 Given the fact that the development will be built and occupied over a number of years an assessment year of 2026 has been adopted for the analysis presented later in this report, five years post planning submission. This is in line with the guidance provided within the Department for Transport’s Guidance on Transport Assessment.
- 5.10 The theoretical level of background traffic growth that could occur on the local highway network over the period 2021-2026 is obtained by reference to the National Traffic Model (NTM) growth factors, modified by TEMPRO local rates. The resultant factors have been used for the Kirklees MSOA in which the development site sits. These factors are 1.0737 and 1.0751 in the AM and PM peak periods, respectively.
- 5.11 The growth factors have been applied to the traffic flows and the resultant 2026 future year base flows and 2026 future year plus development flows are illustrated in **Appendix 3**. These growth factors make allowance for planned development growth within an area, and therefore takes account of likely development coming forward in the analysis period.

## 6.0 ANTICIPATED HIGHWAY IMPACTS

### Introduction

- 6.1 This Chapter describes the impact of the additional trips generated by the proposed development on the operation of the local highway network with particular focus on the proposed site access.
- 6.2 This TS includes an assessment of the capacity of the Site Access / Challenge Way priority T-junction. This is in line with the pre-application scoping discussions with the Council.

### Assessment Methodology

- 6.3 Assessments of the site access junction has been undertaken using Junctions 9 (PICADY) software, for the weekday morning and evening peak hour periods. With the Junctions 9 models the results generated provide a Ratio to Flow capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions within the junction's practical capacity. Values between 0.85 and one represent variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of one represent overloaded conditions (i.e. congestion). The full modelling output is attached at **Appendix 7**.

**Table 7.1 – Site Access / Challenge Way Priority T-junction**

| Arm                            | AM   |             | PM   |             |
|--------------------------------|------|-------------|------|-------------|
|                                | RFC  | Queue (PCU) | RFC  | Queue (PCU) |
| <b>Base 2026 + Development</b> |      |             |      |             |
| Site Access                    | 0.10 | 0.1         | 0.03 | 0.0         |
| Challenge Way Southbound       | 0.01 | 0.0         | 0.03 | 0.0         |

- 6.4 The results shown in **Table 7.1** demonstrate that all arms of the proposed site access are expected to operate well within capacity during the future year scenarios.

## **7.0 SUMMARY AND CONCLUSIONS**

- 7.1 This Transport Statement (TS) has been prepared by SCP on behalf of Vistry Partnerships Yorkshire Ltd. in support of a full planning application for a residential development on land off Challenge Way, Hanging Heaton, Dewsbury.
- 7.2 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Kirklees Council (KC).
- 7.3 The site is in the village of Hanging Heaton which abuts both Batley and Dewsbury. The site is bounded on its northern side by further open agricultural land designated as Green Belt, on its eastern side by Challenge Way, on its southern and western sides by High Street and its associated residential dwellings, a working men's club and a Shell garage.
- 7.4 The development proposals comprise up to 55 residential dwellings of varying sizes and access into the site for all modes is proposed via a purpose built simple priority junction taken from Challenge Way, which forms the eastern boundary of the site. The report demonstrates that the site can be safely and appropriately accessed from Challenge Way.
- 7.5 Within the site a pedestrian link proposed to be provided onto the adjacent public right of way which in turn provide pedestrian access to High Street to the western boundary.
- 7.6 This TS demonstrates that the site is well served by existing transport provision and is accessible to a range of key services and facilities.
- 7.7 This report also shows that the site is currently well served by buses within an acceptable walk distance to bus stops.
- 7.8 The development proposals are forecast to generate circa 38 two-way vehicular trips during the AM peak hour and 33 during the PM peak hour. The results of the analysis summarised within this TS show that the proposed site access junction would have sufficient capacity to accommodate the future year forecast traffic flow scenarios.
- 7.9 When considering the future year 2026 scenarios, with development, the results set out within this TS demonstrate that the impact of the development-generated traffic on the highway network is expected to be minimal and that the site can be safely and appropriately accessed from Challenge Way. Based on the traffic impact analysis the development proposals can be accommodated without resulting in a significant detrimental impact upon the network.
- 7.10 It is therefore concluded that there are no highways or transport reasons why planning permission for the residential proposals should not be granted and it has been demonstrated that there will

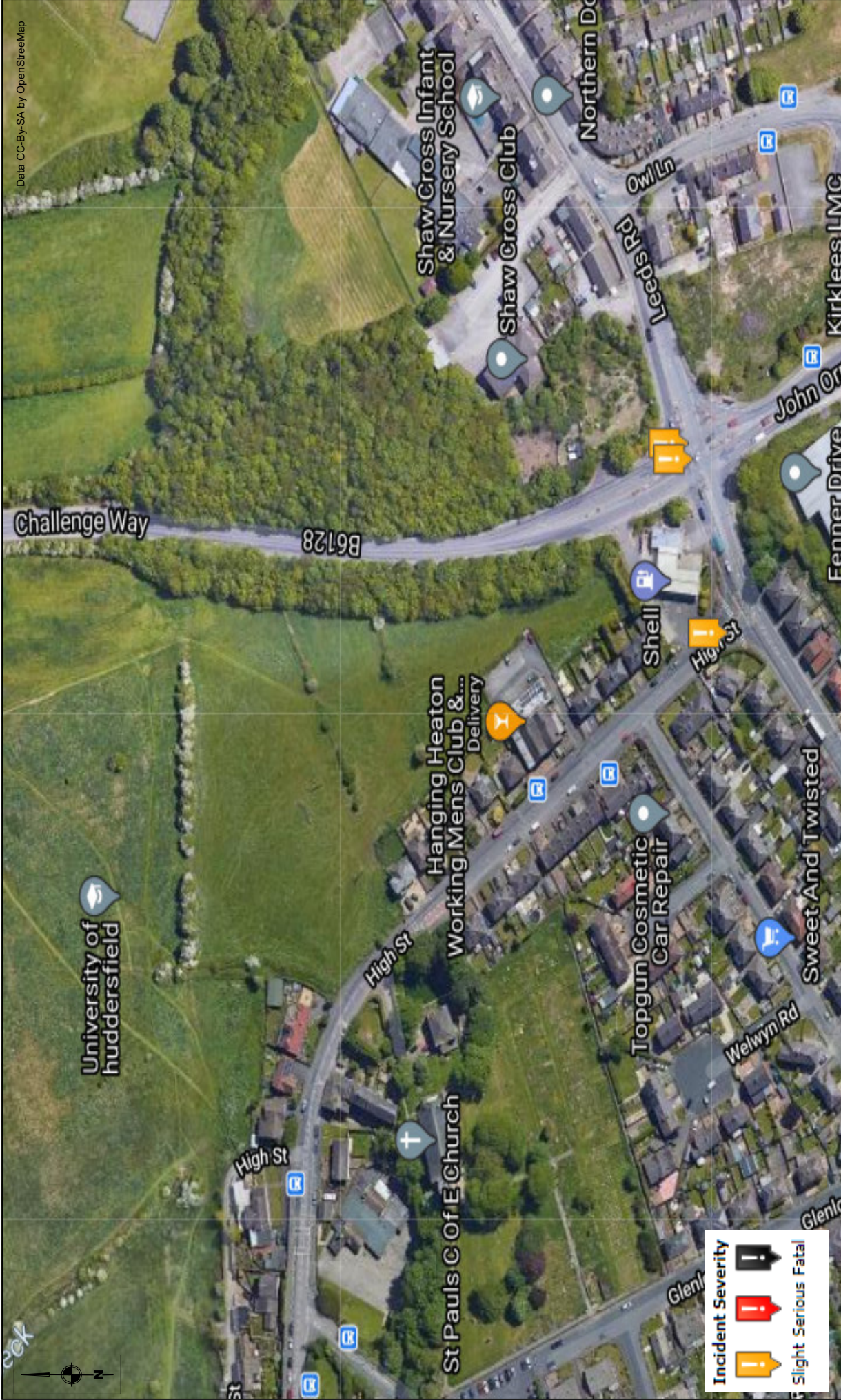
be no detrimental impacts on congestion or safety that could be considered as severe. Therefore, the tests for refusal, as set out in paragraph 109 and 110 of the NPPF, are triggered, as a consequence there are no highway or transport reasons why consent should not be granted.

# APPENDIX 1



|                                                                                                                                     |                                       |  |                              |  |       |                    |               |             |     |             |         |               |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|--|------------------------------|--|-------|--------------------|---------------|-------------|-----|-------------|---------|---------------|
| <b>SCP</b><br>Transportation Planning : Infrastructure Design<br><a href="http://www.scptransport.co.uk">www.scptransport.co.uk</a> | Project Title                         |  | Drawing Title                |  | Scale |                    | By            |             | Rev | Description | Date By | Drawing No.   |
|                                                                                                                                     | High Street, Hanging Heaton, Dewsbury |  | Accessibility: Site Location |  | NTS   | Date<br>12.03.2021 | Checked<br>DY | Status<br>- | -   | -           | -       | APPENDIX 1    |
|                                                                                                                                     |                                       |  |                              |  |       |                    |               |             | -   | -           | -       | -             |
|                                                                                                                                     |                                       |  |                              |  |       |                    |               |             | -   | -           | -       | Revision<br>- |

# APPENDIX 2



**Incident Severity**

- Slight
- Serious
- Fatal

Slight Serious Fatal

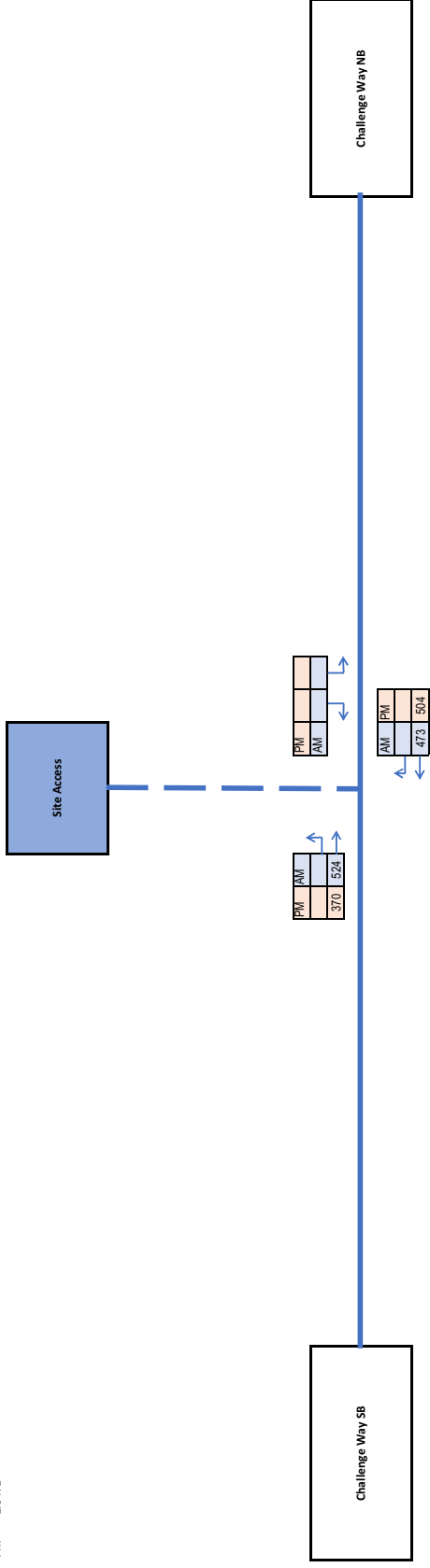
|                                       |  |                      |  |                     |  |         |  |     |             |  |         |             |  |
|---------------------------------------|--|----------------------|--|---------------------|--|---------|--|-----|-------------|--|---------|-------------|--|
| Project Title                         |  | Drawing Title        |  | Scale               |  | By      |  | Rev | Description |  | Date/By | Drawing No. |  |
| High Street, Hanging Heaton, Dewsbury |  | 5 YEAR ACCIDENT DATA |  | NTS                 |  | SC      |  | -   |             |  | -       | APPENDIX 2  |  |
|                                       |  |                      |  | Date                |  | Checked |  | -   |             |  | -       |             |  |
|                                       |  |                      |  | Approved/Unapproved |  | Status  |  | -   |             |  | -       | Revision    |  |
|                                       |  |                      |  |                     |  |         |  | -   |             |  | -       |             |  |

# APPENDIX 3



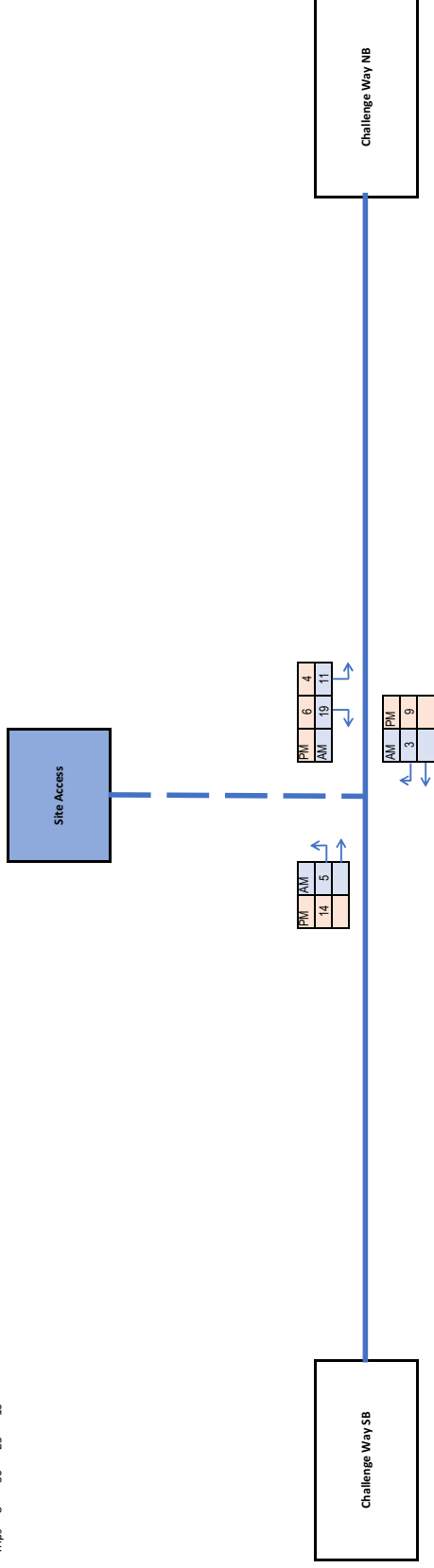


TEMPro Growth Factors (2017 - 2021)  
AM 1.0483  
PM 1.0471



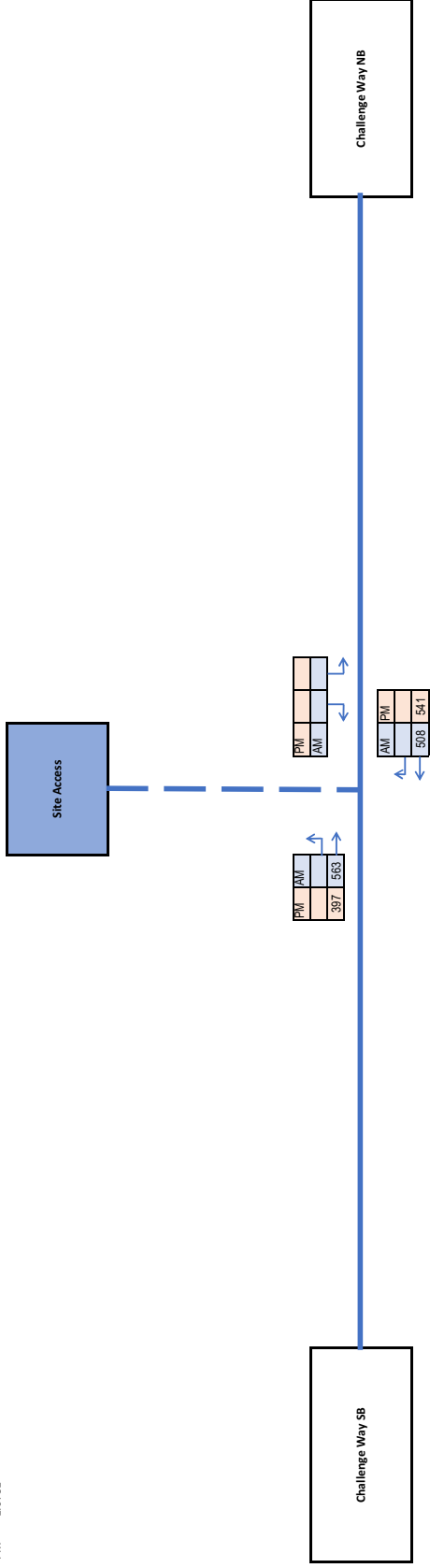


AM Peak    PM Peak  
Arr    Dep    Arr    Dep  
Trips    8    30    23    10





TEMPro Growth Factors (2021 - 2026)  
AM 1.0737  
PM 1.0751





# APPENDIX 4



NORTH

| Type                                                  | N° | Area (sqm) | Area (sqft) | Total sqft |
|-------------------------------------------------------|----|------------|-------------|------------|
| Open Market Units                                     |    |            |             |            |
| CARTWRIGHT - 2 BED 3 PERSON                           | 7  | 709        | 71.4        | 5,383      |
| WYATT - 2 BED (plus room) 4 PERSON                    | 10 | 872        | 81.0        | 8,720      |
| ELMSLEY - 3 BED 5 PERSON                              | 14 | 933        | 86.8        | 13,062     |
| WYATT - 2 BED 3 PERSON                                | 2  | 111        | 10.2        | 2,222      |
| COCKSHOKE - 4 BED 6 PERSON                            | 2  | 1,111      | 103.2       | 2,222      |
| WYATT - 4 BED 5 PERSON                                | 2  | 1,136      | 105.5       | 2,272      |
| Total                                                 | 44 |            |             | 40,864     |
| Attencliffe Units                                     |    |            |             |            |
| WYATT - 2 BED 3 PERSON                                | 1  | 703        | 70.9        | 3,645      |
| WYATT - 2 BED 3 PERSON                                | 2  | 538        | 50.0        | 1,076      |
| WYATT - 1 BED (LH) 2 PERSON                           | 2  | 667        | 61.9        | 1,334      |
| ELMSLEY - 3 BED 5 PERSON                              | 2  | 933        | 86.8        | 1,866      |
| Total                                                 | 11 |            |             | 8,091      |
| Grand Total                                           | 55 |            |             | 48,955     |
| Site Area:                                            |    |            |             |            |
| Site Area (gross)                                     |    |            | Hectares    | Acres      |
| Site Area (net)                                       |    |            | 1.72        | 4.25       |
| Site Area (other non-developable)                     |    |            | 1.30        | 3.21       |
| Site Area - Other non-developable                     |    |            | 0.22        | 0.54       |
| Density (excluding all non-dev area (posterior area)) |    |            | 42.31       | 171.3      |
| Coverage (front area)                                 |    |            | 37.873      | 15,267     |

Site boundary (Based on information provided by Vistry Partnerships)

Site boundary (net)

Sewer Easement

Water Mains Easement

Electricity Easement

Gas Easement

Telephone Easement

Other Easement

Other Easement

Other Easement

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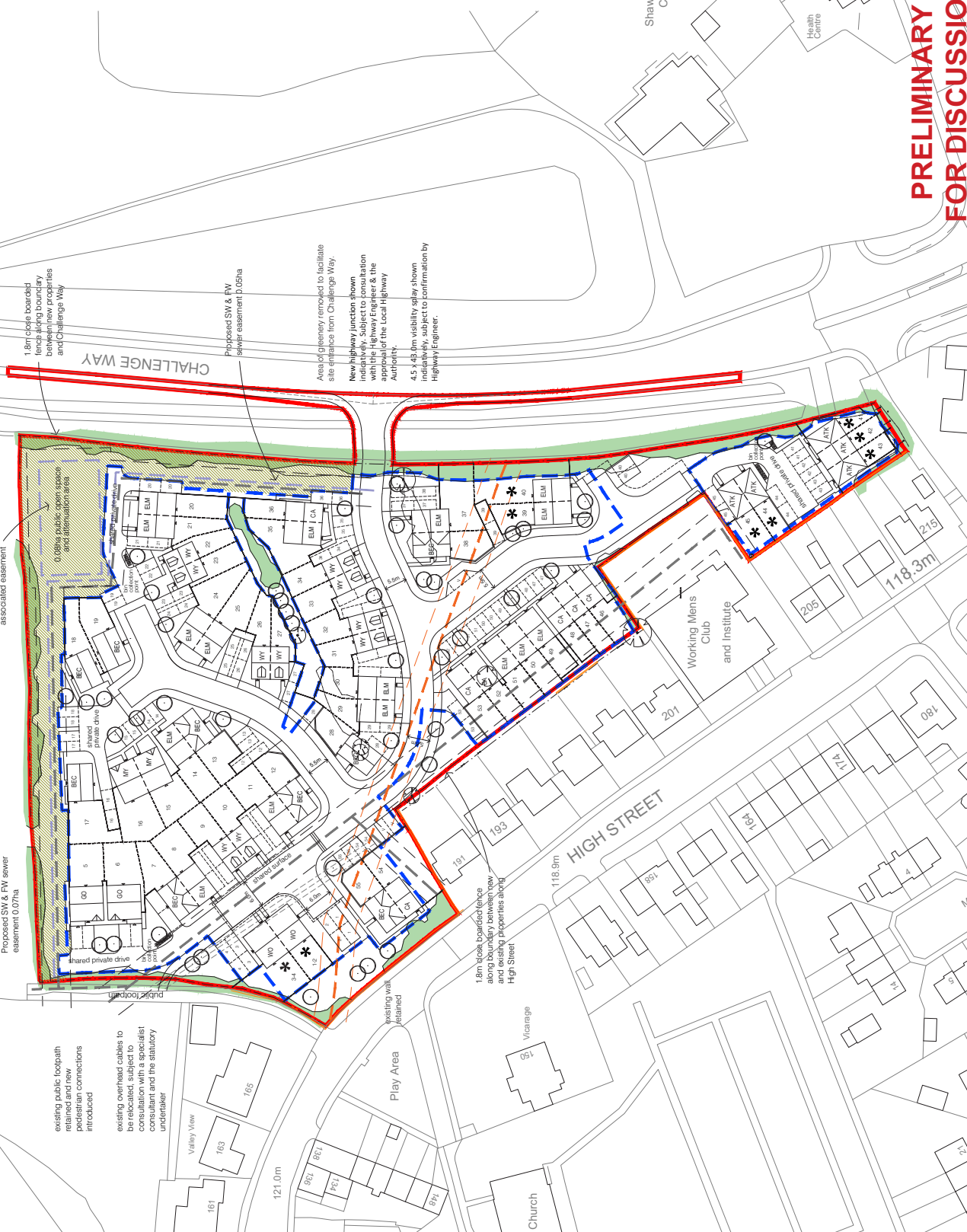
Other Easement

Other Easement

Other Easement

Other Easement

Other Easement

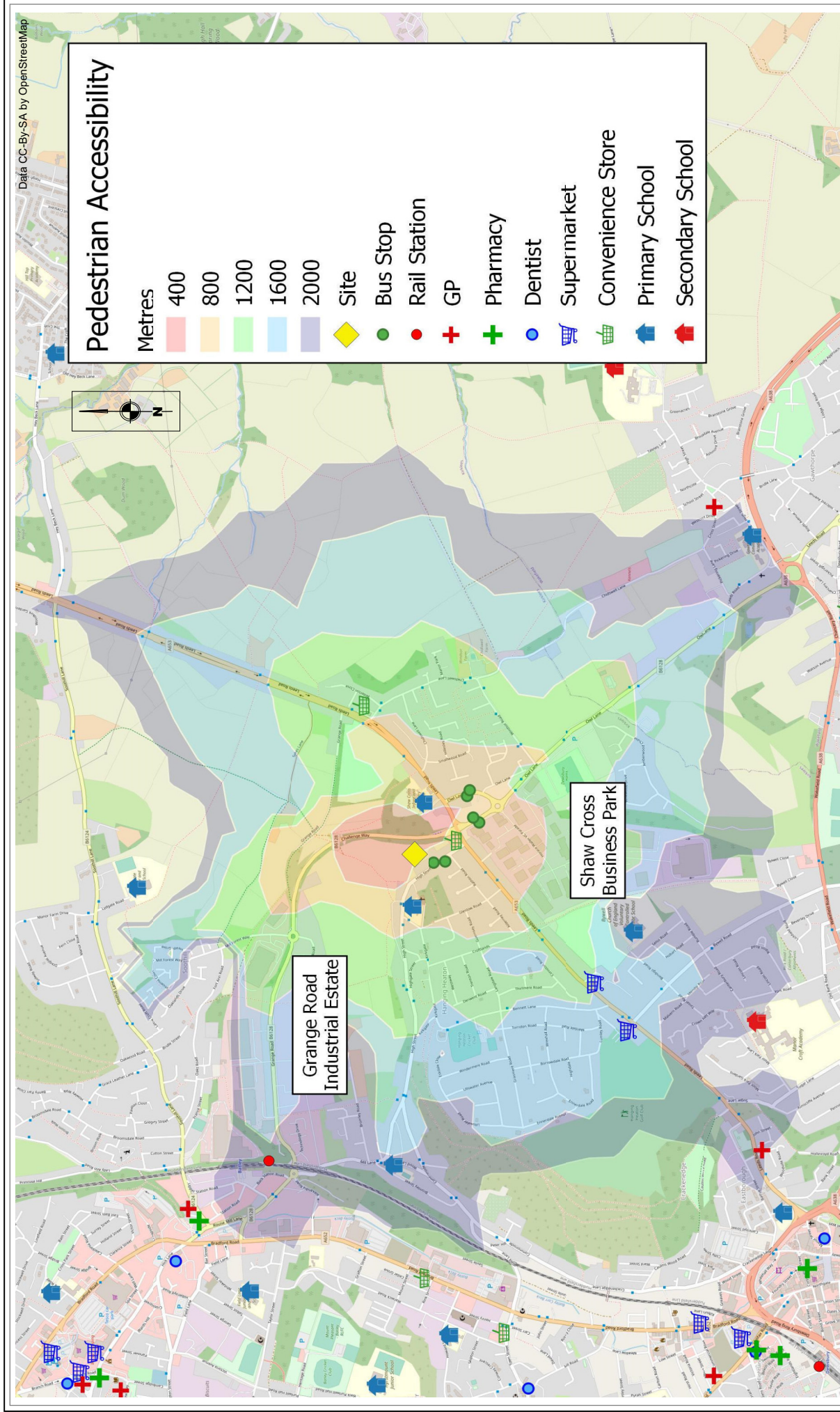


**PRELIMINARY ISSUE  
FOR DISCUSSION ONLY**

**CORSTORPHINE  
+WRIGHT  
ARCHITECTS**

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# APPENDIX 5



|                                                                                                             |                                          |                                         |  |  |  |  |                     |            |         |             |      |    |             |            |   |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------|--|--|--|--|---------------------|------------|---------|-------------|------|----|-------------|------------|---|
| <div>SCP</div> <div>Transportation Planning : Infrastructure Design</div> <div>www.scptransport.co.uk</div> | Project Title                            | Drawing Title                           |  |  |  |  | Scale               | By         | Rev     | Description | Date | By | Drawing No. |            |   |
|                                                                                                             | High Street, Hanging Heaton,<br>Dewsbury | Accessibility: 2km Walking<br>Isochrone |  |  |  |  | NTS                 |            | LC      |             |      |    |             | APPENDIX 5 |   |
|                                                                                                             |                                          |                                         |  |  |  |  | Date                | 18.03.2021 | Checked |             | DY   |    |             |            |   |
|                                                                                                             |                                          |                                         |  |  |  |  | Approved/Unapproved | -          | Status  |             | -    |    | Revision    |            | - |