



**Greenhead College,
Greenhead Road, Huddersfield**
Transport Statement

On behalf of **Galliford Try**



Project Ref: 50838/5501 | Rev: B | Date: November 2021

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1 Introduction

1.1 Background

- 1.1.1 Stantec UK Limited (Stantec) has been appointed by Galliford Try to prepare a Transport Statement (TS) in support of a planning application for the proposed part redevelopment of Greenhead College in Huddersfield. The site is located to the west of Huddersfield town centre, in the Kirklees metropolitan district.
- 1.1.2 A full planning application has been submitted for the part redevelopment of Greenhead College, including part demolition and making good, new four storey building and new two storey courtyard infill building, relocated car parking and revised site access arrangements, reconfiguration of sports provision, and associated landscaping. This TS has been prepared in support of the planning application.
- 1.1.3 The location of the site in a general context is illustrated in **Figure 1.1**, with the Existing Site Layout is shown in **Appendix A**. The Proposed Site Plan is shown in **Appendix B**.
- 1.1.4 Vehicular access to the site is proposed to be retained, although improved from Greenhead Road, which bounds the site to the south. A new access is also proposed from Park Avenue, which bounds the site to the east.
- 1.1.5 A Travel Plan (TP) has also been produced in support of the planning application and should be read in conjunction with this TS.

1.2 Report Structure

- 1.2.1 The remainder of this TS is structured as follows:
- **Section 2:** Description of the existing College and local highway network, including a review of Personal Injury Collision data in the vicinity of the site;
 - **Section 3:** Description of the proposed development, including details of site access and assessment of internal layout;
 - **Section 4:** Review of national and local transport related planning policies;
 - **Section 5:** Assessment of the accessibility of the site by sustainable modes of travel including on foot, by cycle and by public transport; and
 - **Section 6:** Summary and conclusion.

2 Existing Conditions

2.1 Introduction

- 2.1.1 This section provides a description of the application site and the local highway network, including a review of Personal Injury Collision data in the vicinity of the site.

2.2 Existing Site

- 2.2.1 The location of the site of the proposed development in a general context is shown in **Figure 1.1** and the Existing Site Layout is shown in **Appendix A**.
- 2.2.2 Greenhead College is located to the west of Huddersfield town centre and to the south of Greenhead Park. Greenhead Road bounds the site to the south, Park Avenue bounds the site to the east, Park Drive South bounds the site to the north and residential properties fronting Park Drive South and Greenhead Road bound the site to the west.
- 2.2.3 The site is currently occupied by Greenhead College, which is a Sixth Form College with 2,600 students.
- 2.2.4 The college is made up of a mixture of buildings varying in age and condition, including prefabricated buildings dated from the 1960's known as Laingspan. These are system-built, framed concrete buildings. They were a cost-effective form of construction in response to the requirement for an intense post-war school building programme. Issues relating to the structural design of the buildings were identified during the 1970s and most Local Education Authorities gradually replaced their building stock with alternative systems.
- 2.2.5 The main pedestrian access into the site is taken from the southeast corner of the site at the junction of Greenhead Road with Park Avenue.
- 2.2.6 As can be seen from the Existing Site Layout (**Appendix A**), the car parking for the college is located in the southeast corner of the site. The existing car park is for staff and visitors only, with no parking permitted on site for students.
- 2.2.7 Access to the car park is taken from Greenhead Road to the south, via a separate entry and exit only. The existing exit does not conform to current junction design standards in terms of visibility splay to the left and right. It can be seen from the Existing Site and Highway Layout, shown in **Drawing NE8659-STN-ZZ-00-DR-CR-0001 P02** that the existing exit onto Greenhead Road has a visibility splay of 2.4m x 22m to the left and 2.4m x 7m to the right when exiting the site.
- 2.2.8 In addition, there is an existing access on Park Drive South, at approximately the mid-point along the site frontage. This access is gated and only used for servicing.
- 2.2.9 There is also an existing access located on Greenhead Road at the western boundary of the site. This existing access is however gated and is not in use.

2.3 Local Highway Network

- 2.3.1 **Figure 2.1** shows the site location in context with the local highway network. The existing highway layout surrounding the site is also shown in the Existing Site and Highway Layout, **Drawing NE8659-STN-ZZ-00-DR-CR-0001 P02**.
- 2.3.2 Greenhead Road, which bounds the site to the south, runs west of Huddersfield town centre commencing from Trinity Street (A640) as the minor arm of a three-arm priority junction. The

road continues west past the site and terminates onto Glenholt Road and Glenholt Bank again as the minor arm of a three-arm priority junction. Greenhead Road is approximately 720m long and in addition to Greenhead College, serves residential properties along the north and south sides of the road.

- 2.3.3 Greenhead Road is a single carriageway subject to a 30mph speed limit, with footways along both sides of the road and has the benefit of street lighting.
- 2.3.4 As can be seen from the Existing Site and Highway Layout (**Drawing NE8659-STN-ZZ-00-DR-CR-0001 P02**), along the site frontage parking is permitted for permit holders only, and parking is prohibited at all times in the vicinity of junctions. Along the north side of the road, "KEEP CLEAR" road markings are across the existing College entry and "SCHOOL KEEP CLEAR" and zig-zag road markings are across the existing College exit.
- 2.3.5 Along the site frontage, there is also a bus stop on both sides of the road. The bus stop on the north side of the road is located immediately to the east of the College entry and is on-street. On the south side of the road, the bus stop is located within the lay-by to the east of the junction with Park Grove.
- 2.3.6 An uncontrolled pedestrian crossing in the form of tactile paving and dropped kerbs is located on Greenhead Road, immediately to the west of the junction with Park Avenue.
- 2.3.7 Park Avenue, which bounds the site to the east, runs south of Trinity Street (A640) as the minor arm of a three-arm priority junction. The road continues south past the site and terminates onto Springwood Avenue again as the minor arm of a three-arm priority junction. Park Avenue is approximately 440m long and in addition to Greenhead College, serves residential properties along the west and east sides of the road. In addition, Park Avenue bounds Greenhead Park to the east, from Trinity Street to Park Drive South.
- 2.3.8 Park Avenue is a single carriageway subject to a 30mph speed limit, has footways along both sides of the road and has the benefit of street lighting.
- 2.3.9 As can be seen from the Existing Site and Highway Layout (**Drawing NE8659-STN-ZZ-00-DR-CR-0001 P02**), along the site frontage parking is permitted along both sides of the road, except at the junctions with Greenhead Road and Park Drive South/Queen Elizabeth Gardens.
- 2.3.10 There are uncontrolled pedestrian crossings in the form of tactile paving, dropped kerbs and a pedestrian refuge on Park Avenue, immediately to the north and south of the junction with Greenhead Road.
- 2.3.11 Park Drive South, which bounds the site to the north, runs west of Park Avenue as a minor arm of a four-arm crossroad priority junction with Park Avenue. Queen Elizabeth Gardens forms the other minor arm, which leads east of Park Avenue.
- 2.3.12 Park Drive South continues west past the site and terminates onto a four-arm mini-roundabout junction with Glenholt Road and Heaton Road. Park Drive South is approximately 600m long and in addition to Greenhead College, serves residential properties along the south side of the road. Greenhead Park fronts Park Drive South along the north side of the road.
- 2.3.13 Park Drive South is a single carriageway subject to a 30mph speed limit, with footways along both sides of the road and has the benefit of street lighting.
- 2.3.14 As can be seen from the Existing Site and Highway Layout (**Drawing NE8659-STN-ZZ-00-DR-CR-0001 P02**), along the site frontage parking is prohibited along the south side. Along the north side of the road, except for at the junction with Park Avenue, parking is permitted. To the east of the existing Greenhead College service access, parking is permitted at any time along the north side of the road. Parking is restricted along the north side of the road however to a

maximum of 3 hours Monday to Friday 8am to 6pm, with no return for one hour to the west of the service access.

2.4 Highway Safety

2.4.1 Personal Injury Collision (PIC) data for the most recent five-year period from 2016 to 2020 has been obtained from the CrashMap database, which is an official database of personal injury collision data in Great Britain.

2.4.1 PIC data is recorded by severity of injury, as slight, serious, or fatal. These are statistical definitions regarding the injuries to the casualties of a collision, which mean the following:

- **Slight:** at least one person is slightly injured, but no person is killed or seriously injured. Here a slight injury is one where treatment does not require a hospital stay as an in-patient;
- **Serious:** at least one person is seriously injured, but no person is killed. Here a serious injury is one where treatment requires a hospital stay as an in-patient; and
- **Fatal:** where a human casualty sustained injury, which caused death less than 30 days after the collision.

2.4.2 The PIC data was reviewed for the roads surrounding the site, extending to:

- Greenhead Road, from 50m to the east and west of the site boundary;
- Park Avenue, from 50m to the north and south of the site boundary;
- Park Drive South, from the junction with Park Avenue to 50m west of the site boundary; and
- Queen Elizabeth Gardens for its full length.

2.4.3 In summary, the PIC data identified the following:

- One PIC occurred at the Greenhead Road/Park Avenue four-arm crossroad priority junction; and
- One PIC occurred on Park Avenue, approximately 40m north of the Park Drive South/Queen Elizabeth Gardens four-arm crossroad priority junction.

2.4.4 The review identified that both PICs resulted in slight injury, with no serious or fatal PICs within the study area, and none of the PICs that did occur involved pedal cycle casualties.

2.4.5 The PIC located at the Greenhead Road/Park Avenue four-arm crossroad junction occurred on 2 April 2016 and involved two vehicles.

2.4.6 The PIC located on Park Avenue, north of the four-arm crossroad priority junction with Park Drive South and Queen Elizabeth Gardens occurred on 20 October 2016. This PIC involved one vehicle and a pedestrian, with the pedestrian incurring a slight injury.

2.4.7 In conclusion, two PICs within the study area over a five-year period does not indicate an inherent road safety issue with the current highway layout, in the vicinity of the site.

3 Development Proposals

3.1 Introduction

- 3.1.1 This section describes the proposed development, including the overall development proposals, site access, swept path analysis and parking provision.

3.2 Development Proposals

- 3.2.1 The proposal is for the part redevelopment of Greenhead College, including part demolition and making good, new four storey building and new two storey courtyard infill building, relocated car parking and revised site access arrangements, reconfiguration of sports provision, and associated landscaping. The Proposed Site Plan is included as **Appendix B**.
- 3.2.2 It can be seen from the Proposed Site Plan that the existing buildings located at the north and central part of the site will be demolished. A new building would be constructed at the southeast corner of the site, which currently accommodates the main car park. A new car park would be provided at the western end of the site.
- 3.2.3 The proposals would not result in an increase of staff or student numbers – 2,600 students and 185 full time equivalent staff.
- 3.2.4 In addition, there are no proposals to change the existing College start and finish times. The proposal however would include community uses for the all-weather pitch up to 9pm on weekdays and 6pm on weekends.

3.3 Site Access

- 3.3.1 As can be seen from **Appendix B**, the existing pedestrian route from the southeast corner of the site is to be retained. An additional pedestrian entrance is proposed from the existing vehicular exit onto Greenhead Road. The existing exit will be closed to regular vehicular traffic and controlled by a collapsible bollard to provide access for fire tenders in the event of a fire. The proposed collapsible bollard is shown on the Proposed Highway Works, **Drawing NE8659-STN-ZZ-00-DR-CR-0002 P07**.
- 3.3.2 The existing vehicular entrance is to be retained and improved to allow two-way access to serve a car park area. As it can be seen from the Proposed Highway Works (**Drawing NE8659-STN-ZZ-00-DR-CR-0002 P07**) the existing entrance would be widened to allow two-way access.
- 3.3.3 In addition, the access would be moved slightly to the west and kerb buildouts of 0.5m wide would be provided at both sides of the access to provide a visibility splay of 2.4m x 43m in both directions. A visibility splay of 2.4m x 43m is in accordance with the 30mph speed limit on Greenhead Road. The existing bus stop road markings would also be realigned to allow for the kerb buildout on the east side of the junction.
- 3.3.4 As it can also be seen, the 0.5m wide kerb buildouts would narrow the carriageway width to 7.7m, excluding the 2m width for on-street parking for permit holders along the south side of the road. A reduced carriageway width of 7.7m wide is more than adequate to allow the two-way movement of all vehicles (a carriageway width of 5.5m wide allows two heavy goods vehicles to pass).
- 3.3.5 As can also be seen on the Proposed Highway Works (**Drawing NE8659-STN-ZZ-00-DR-CR-0002 P07**), the existing closed access on Greenhead Road, at the western site boundary, is proposed to be reopened. This access will serve the proposed main car park, which will be relocated from the southeast corner to the western part of the site.

- 3.3.6 It is also proposed to have kerb buildouts of 0.5m wide at both sides of the access in order to provide a visibility splay of 2.4m x 43m in both directions. The kerb buildouts would narrow the carriageway width to 6m, excluding the 3m wide on-street bus stop on the south side of the road. A reduced carriageway width of 6m wide is more than adequate to allow the two-way movement of all vehicles.
- 3.3.7 Finally, a new access onto Park Avenue is proposed to be created to serve a small existing car park area located to the northeast of the site. This parking area is currently accessed through the existing main car park via the Greenhead Road access points, which is to be relocated. In addition, it is proposed that refuse collection will take place from the proposed Park Avenue access and access will also be permitted for fire tenders in the event of a fire.
- 3.3.8 As can be seen the Proposed Highway Works (**Drawing NE8659-STN-ZZ-00-DR-CR-0002 P07**) shows a new junction on Park Avenue at approximately the mid-point between the junctions with Greenhead Road and Park Drive South.
- 3.3.9 At present parking is permitted along both sides of Park Avenue. In order to minimise the impact to on-street parking, parking restrictions are proposed along the west side of Park Avenue. To the north of the proposed access parking is proposed to be prohibited Monday to Friday, from 8am to 9am and from 4pm to 5pm. On the south side of the access, the existing double yellow line parking restriction from the junction with Greenhead Road is proposed to be extended to the proposed access.

3.4 Road Safety Audit

- 3.4.1 As requested by Kirklees Council during pre-application discussion, a Road Safety Audit Stage 1 was carried out on the proposed highway works. The Road Safety Audit Stage 1 report is included as **Appendix C**.
- 3.4.2 As can be seen from the Road Safety Audit Stage 1 report, only one problem was identified with the proposed highway works. It was recommended that parking restrictions at all times should be prohibited along the west side of Park Avenue, south of the proposed site access junction.
- 3.4.3 As it can be seen from the Proposed Highway Works (**Drawing NE8659-STN-ZZ-00-DR-CR-0002 P07**) double yellow lines along the west side of Park Avenue, south of the proposed site access junction are therefore shown.

3.5 Parking Provision

- 3.5.1 Parking for cars, minibuses, cycles, scooters and motorcycles are proposed within the site. The main staff parking area is proposed to be located at the western end of the site, with a small car park providing accessible and staff/visitor parking accessed from Greenhead Road and a small staff car park accessed from Park Avenue. The main car park will be completely new, but the visitor parking off Greenhead Road and staff parking off Park Avenue are existing parking areas. The parking provision is also shown on the Proposed Site Layout (**Appendix B**).
- 3.5.2 Although the Council does not have parking standards for development proposals, it is proposed to maintain the same parking provision of 157 parking spaces within the site as currently provided.
- 3.5.3 The new main car park located to the west of the site however will conform with current design standards in terms of size of parking spaces and width of parking aisles. It should be noted that the existing car park does not conform to current car park design standards in terms of size of parking spaces and width of parking aisles.
- 3.5.4 Included within the 157 car parking spaces are:

- 8 disabled spaces; and
 - 16 Electric Vehicle Charging Point spaces (including two of the disabled spaces).
- 3.5.5 The number of disabled spaces equates to 5% of the overall provision and the number of Electric Vehicle Charging Point spaces equates to 10% of the overall provision.
- 3.5.6 Two spaces for minibuses will also be provided within the small Greenhead Road car park.
- 3.5.7 Cycle, scooter and motorcycle parking is also proposed within the site. A total of 30 long stay cycle spaces will be located on the north side of the proposed building, and they will be sheltered. Short stay cycle parking for 6 cycles, in the form of 'Sheffield' style hoops, will be provided on the south side of the proposed building, close to the main entrance. In addition, a further 6 short stay cycle spaces will be located on the east side of the existing main building on site.
- 3.5.8 A potential long stay cycle parking area for up to a further 30 cycles has also been identified, located to the east of the proposed infill building on site. It is proposed that this cycle parking area will be provided if, through monitoring, it is identified that the original 30 cycle space provision is being fully utilised.
- 3.5.9 Within the small staff car park located at the northeast of the site, there is an area proposed to park motorcycles and scooters.

3.6 Swept Path Analysis

- 3.6.1 Swept path analysis has been carried out for the following vehicle types:

- Fire tender; and
- Refuse vehicle;

Fire Tender

- 3.6.2 Swept path analysis has been carried out for a fire tender to access the site from Greenhead Road and Park Avenue. **Drawing NE8659-STN-ZZ-00-DR-CR-0003 P05** shows the swept path analysis of a fire tender accessing the site.
- 3.6.3 Swept path analysis has been carried out for three routes:
- Proposed Greenhead Road access to small car park. The swept path shows the fire tender accessing the existing buildings in the centre of the site;
 - Greenhead Road existing exit only to be controlled by collapsible bollards. The swept path shows the fire tender accessing the south of the proposed building; and
 - Proposed Park Avenue access. The swept path shows the fire tender accessing the north and east side of the proposed building.
- 3.6.4 As it can be seen from **Drawing NE8659-STN-ZZ-00-DR-CR-0003 P05** the swept paths show the fire tender entering the site in forward gear, turning within the site and exiting the site in forward gear.

Refuse Vehicle

- 3.6.5 As can be seen from the Proposed Site Layout (**Appendix B**), the bin store is proposed to be located to the east of the proposed building, and south of the Park Avenue Access.

3.6.6 **Drawing NE8659-STN-ZZ-00-DR-CR-0004 P05** shows the swept path analysis of a refuse vehicle entering the site in forward gear at the proposed Park Avenue access, turning within the site and exiting the site in forward gear.

3.6.7 Although Kirklees Council confirmed the refuse vehicles used in the Huddersfield area are 11.85m long, swept path analysis has been carried out using a refuse vehicle 11.754m long. A refuse vehicle 11.85m long is not available within the AutoTrack computer software (computer software used to carry out swept path of vehicles) and therefore the closest has been used, which is 11.754m long. A difference in length of 96mm will have no impact on the swept path analysis carried out.

3.7 Construction Management Plan

3.7.1 Galliford Try has separately produced a Construction Management Plan (CMP). No construction shall commence on site until the CMP has been approved by Kirklees Council.

3.8 Requirement for Assessment

3.8.1 The proposals are for part redevelopment of the existing Greenhead College. The planning application does not seek to increase the number of staff employed on site or the number of students enrolled. There is also no proposal to change the existing start and finish times of the college.

3.8.2 In addition, although the proposal includes for the relocation of the existing main cark, the same number of car parking spaces as existing will be retained on site.

3.8.3 On the basis that the proposal will not increase the number of staff or students visiting the site and there is no proposal to increase the car parking provision on site, there will be no traffic impact associated with the proposed development in comparison with the current operation of the site.

3.8.4 On this basis, in transportation and highway terms, there is no requirement to carry out a traffic impact assessment or parking assessment for the proposed development.

4 Transport Policy

4.1 Introduction

4.1.1 This section sets out the relevant national and local transportation related policies and guidance against which the proposed development should be assessed, and comprises the following documents:

- National Planning Policy Framework (July 2021);
- Planning Practice Guidance (March 2015, ongoing); and
- Kirklees Local Plan Strategy and Policies (February 2019).

4.2 National Policy

National Planning Policy Framework (2019)

4.2.1 The Department for Communities and Local Government published its revised National Planning Policy Framework (NPPF) in July 2021 which replaced the 2012, 2018 and 2019 editions of the NPPF.

4.2.2 To promote sustainable transport, paragraph 110 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a. *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. *safe and suitable access to the site can be achieved for all users;*
- c. *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d. *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.'*

4.2.3 In line with Paragraph 108, **Section 5** of this report details the accessibility of the site by sustainable modes and **Section 3.3** provides details of the proposed site access.

4.2.4 Additionally, paragraph 113 of the NPPF states *'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.'* This TS has been prepared in support of the proposed development.

4.2.5 Paragraph 104 states that *'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a. *the potential impacts of development on transport networks can be addressed;*
- b. *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

- c. *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d. *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e. *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

4.2.6 This TS assesses the proposed development in the context of Paragraph 104 by reviewing the accessibility of the site by sustainable modes of travel (**Section 5**).

4.2.7 Paragraph 111 of the NPPF states '*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 severe.*'

Planning Practice Guidance

4.2.8 The PPG adds further context to the NPPF. Within the 'Travel Plans, Transport Assessments and Statements in decision-taking' section, it states that these '*...are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.*'

4.2.9 The PPG identifies that '*Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts.*'

4.2.10 The PPG also states that '*Travel Plans, Transport Assessments and Statements can positively contribute to:*

- encouraging sustainable travel,
- lessening traffic generation and its detrimental impacts,
- reducing carbon emissions and climate impacts,
- creating accessible, connected, inclusive communities,
- improving health outcomes and quality of life,
- improving road safety, and
- reducing the need for new development to increase existing road capacity or provide new roads.'

4.2.11 The preparation of this TS accords with the principles of the PPG by demonstrating that the proposed development will not be detrimental to highway safety and that the transport impact of the proposed development will not be severe.

4.3 Local Policy

Kirklees Local Plan Strategy and Policies (February 2019).

4.3.1 The Council's Local Plan Strategy and Policies document was adopted on 27 February 2019 and is the statutory development plan and its purpose is to set out the policies necessary to achieve the strategy and how much new development there should be in the district and where it will go. The Local Plan covers the administrative area of Kirklees Council except for that part within the Peak District National Park. The Plan covers the period 2013 to 2031.

4.3.2 The plan provides a policy framework to:

- facilitate the delivery of the right development types, to meet needs, in the right places;
- prevent uncoordinated development and to refuse development where it is not appropriate and does not accord with the plan;
- provide certainty over the types of applications that are likely to be approved;
- increase employment opportunities in accordance with the Kirklees Economic Strategy;
- promote and enhance health and well-being in accordance with the Kirklees Health and Well-being Strategy;
- protect and enhance designated areas; and
- facilitate required infrastructure to support new development.

4.3.3 In terms of transport policy in relation to the proposed development, Policy LP20, Sustainable Travel, states:

"New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- a. pedestrians*
- b. cyclists*
- c. public transport*
- d. private vehicles”*

4.3.4 Policy LP21, Highway and Access, states:

“Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- f. take into account access for emergency, service and refuse collection vehicles;*
- g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.”*

5 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to education, jobs, shopping and leisure facilities by public transport, walking and cycling, in order to reduce the dependence on the private car.
- 5.1.2 In view of the current transport policy requirements, this section considers the accessibility of the proposed development by non-car modes.

5.2 Accessibility on Foot

- 5.2.1 In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.
- 5.2.2 The site is located approximately 275m west of the edge of Huddersfield town centre. Residential areas surround the site to the east, west and south, and Greenhead Park bounds the site to the north.
- 5.2.3 It is proposed to maintain the existing pedestrian access from the southeast corner of the site and a new pedestrian access is also proposed from Greenhead Road at the existing vehicular exit point. The existing exit point is proposed to be closed to vehicular traffic in the form of a collapsible bollard.
- 5.2.4 In the vicinity of the existing and proposed pedestrian entrances, there are pedestrian crossings located at the Greenhead Road/Park Avenue crossroad priority junction. Immediately to the west of the junction, there is an uncontrolled pedestrian crossing on Greenhead Road in the form of tactile paving and dropped kerbs. On Park Avenue, to the north and south of the junction with Greenhead Road there are uncontrolled pedestrian crossings in the form of tactile paving, dropped kerbs and pedestrian refuges. The existing pedestrian crossings are shown in the Existing Site and Highway Layout (**Drawing NE8659-STN-ZZ-00-DR-CR-0001 P02**).
- 5.2.5 Further afield, at the eastern end of Greenhead Road there are controlled pedestrian crossing facilities across Castlegate and Westgate, providing a safe walking route to the town centre, bus station and rail station. In addition, to the north of Park Avenue there is a controlled pedestrian crossing across Trinity Street (A640).
- 5.2.6 **Figure 5.1** illustrates the 1km and 2km walking catchments from the site. These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled "Guidelines for Providing for Journeys on Foot" (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances have therefore been used to illustrate the catchment areas that are accessible on foot from the site for both staff and students.
- 5.2.7 As it can be seen from **Figure 5.1**, the 1km catchment area extends to cover the majority of Huddersfield town centre to the east. The 1km catchment also extends north to the residential area of Newtown, south to the residential area of Thornton Lodge and west to Gledholt Woods.
- 5.2.8 The 2km walking distance extends further to all of Huddersfield town centre and residential areas of Aspley and Shearing Cross to the east, and residential areas of Yews Hill, Rashcliffe and Primrose Hill to the south. The 2km catchment also extends to residential areas of Marsh and Paddock to the west and Edgerton, Birkby and Hillhouse to the north.

- 5.2.9 It has therefore been demonstrated that the site is highly accessible on foot for students and staff living within a 2km walk of the site, or for those travelling into the town centre on public transport with an onward journey by foot to the college.

5.3 Accessibility by Cycle

- 5.3.1 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.
- 5.3.2 Although there are no cycle routes in the vicinity of the site, the roads in the surrounding area are subject to a 30mph speed limit. In addition, there are controlled crossing facilities across the main roads to the north and east of the site.
- 5.3.3 **Figure 5.2** illustrates the 3km and 5km cycling catchment areas from the site. As can be seen from **Figure 5.2**, the 3km cycling catchment area extends to cover the whole of Huddersfield town centre to the east. In addition, the 3km catchment area extends to the north to Northwood Park and Fartown, to the east to Bradley Mill and Moldgreen, to the south to Wolpole and Newsome and to the west to Quarmby and Milnsbridge.
- 5.3.4 **Figure 5.2** shows that the 5km cycling catchment extends to all of Huddersfield town and extends further to the M62 to the north, Cowmes to the east, Armitage Bridge to the south and Golcar to the west.
- 5.3.5 It has therefore been demonstrated that the site is highly accessible by cycle for students and staff living almost anywhere in Huddersfield, or for those travelling into the town centre on public transport with an onward journey by bicycle to the college.

5.4 Accessibility by Public Transport

Accessibility by Bus

- 5.4.1 The CIHT document “Guidelines for Planning for Public Transport in Development” (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.
- 5.4.2 The nearest bus stops to the site are located on both sides of Greenhead Road, directly outside the site. Both bus stops are on-street with bus borders, a post and a flag.
- 5.4.3 There are also bus stops located on Central Drive and on St Anne’s Road to the north and south, respectively, of the Waterloo Road four-arm traffic signal junction. The northbound bus stop is located on Central Drive, approximately 170m northeast of the site and the southbound bus stop is located on St Anne’s Road, approximately 180m southeast of the site. Both bus stops are on-street with bus borders, a post, a flag and a shelter.
- 5.4.4 Further afield, but still within a walking distance of 400m, there are bus stops located on both sides of Lytham Road, approximately a 310m walking distance to the west of the site. The southbound bus stop has a layby and the northbound stop is on-street. Both bus stops have bus borders, a post, a flag and a shelter.
- 5.4.5 The bus routes serving the stops in the vicinity of the site are operated by First Huddersfield and CT Plus. **Table 5.1** provides a summary of the bus routes and frequencies served by the bus stops outside the site, Monday to Friday when the college is in operation.

Table 5.1: Local Bus Services

Bus Service	Calling Points	Frequency (minutes): Monday – Friday
301/302	Huddersfield to Golcar Circular	Ranges between 10 to 15 minutes from 5:45am to 7:45pm
377/378	Huddersfield to Mount Lindley	Every 30 minutes from 8:20am to 6:20pm
	Mount Lindley to Huddersfield	Every 30 minutes for 7:48am to 6:48pm

5.4.6 **Table 5.1** demonstrates that the site benefits from two regular bus services, operating Monday to Friday. The frequency of bus services during the day ranges from every 10 minutes to every 30 minutes. In addition, the start and end times are suitable for students and staff to use at the start and end of the college day.

5.4.7 In addition, Huddersfield Bus Station is located in the town centre to the east of the site, approximately a 380m walking distance from the site. Significantly more bus services with destinations to more local areas within Huddersfield and to further afield can be reached from the bus station.

5.4.8 It has therefore been demonstrated that the site is highly accessible by bus for students and staff living in Huddersfield and further afield.

Accessibility by Rail

5.4.9 Huddersfield Rail Station is located in the town centre, approximately a 510m walking distance to the east of the site. Operated by Northern Rail and Trans Pennine Express, destinations available include Leeds, Manchester, Liverpool, Hull, York, Middlesbrough and Newcastle.

5.4.10 It has therefore been demonstrated that the site is highly accessible by rail for students and staff living further afield from Huddersfield.

5.5 Travel Plan

5.5.1 The planning application for the proposed development is also supported by a Travel Plan (TP). This TS should be read in conjunction with the TP that has been prepared as a separate document.

5.5.2 The TP aims to encourage students and staff to travel by sustainable modes of transport. The proximity of the site to existing connections to local public transport services helps reduce the need to travel by private car and encourages students and staff to make walking, cycling and travel by public transport their natural choice.

5.6 Accessibility Summary

5.6.1 In conclusion it has been demonstrated that the site is highly accessible on foot, by cycling and by public transport, bus and rail, in accordance with national and local transport policies.

6 Summary and Conclusion

6.1 Summary

- 6.1.1 Stantec UK Limited has been appointed by Galliford Try to prepare a Transport Statement in support of a planning application for the proposed part redevelopment of Greenhead College in Huddersfield. The site is located to the west of Huddersfield town centre, in the Kirklees metropolitan district.
- 6.1.2 A full planning application has been submitted for the part redevelopment of Greenhead College, including part demolition and making good, new four storey building and new two storey courtyard infill building, relocated car parking and revised site access arrangements, reconfiguration of sports provision, and associated landscaping. This Transport Statement has been prepared in support of the planning application.
- 6.1.3 Greenhead College is located to the west of Huddersfield town centre and to the south of Greenhead Park. Greenhead Road bounds the site to the south, Park Avenue bounds the site to the east, Park Drive South bounds the site to the north and residential properties fronting Park Drive South and Greenhead Road bound the site to the west. The site is currently occupied by Greenhead College, which is a Sixth Form College with 2,600 students.
- 6.1.4 The main pedestrian access into the site is taken from the southeast corner of the site at the junction of Greenhead Road with Park Avenue.
- 6.1.5 The car parking for the college is located in the southeast corner of the site. The existing car park is for staff and visitors only, with no parking permitted on site for students. Access to the car park is taken from Greenhead Road to the south, via a separate entry and exit only.
- 6.1.6 A review of the Personal Injury Collision data over a five year period, from 2016 and 2020, was carried out for a study area in vicinity of the site. It has been concluded that two Personal Injury Collisions spread out within the study area does not indicate an inherent road safety issue with the current highway layout in the vicinity of the site.
- 6.1.7 The proposal is for the existing buildings located at the north and central part of the site to be demolished. A new building would be constructed at the southeast corner of the site, which currently accommodates the main car park. A new car park would be provided at the western end of the site. The proposals would not result in an increase of staff or student numbers – 2,600 students and 185 full time equivalent staff.
- 6.1.8 As the proposals will not result in an increase in staff or student numbers and the same level of parking provision on site is to be retained, this Transport Statement has concluded that a traffic impact assessment or parking assessment is not required. The proposed development will have no impact on the existing situation in terms of traffic impact or parking demand.
- 6.1.1 The existing pedestrian route from the southeast corner of the site is to be retained. An additional pedestrian entrance is proposed from the existing vehicular exit onto Greenhead Road. The existing exit will be closed to regular vehicular traffic and controlled by a collapsible bollard to provide access for fire tenders in the event of a fire.
- 6.1.2 The existing vehicular entrance on Greenhead Road is to be retained and improved to allow two-way access to serve a car park area. In addition, the existing closed access on Greenhead Road, at the western site boundary, is proposed to be reopened and improved. This access will serve the proposed main car park, which will be relocated from the southeast corner to the western part of the site.

- 6.1.3 A new access onto Park Avenue is also proposed to be created to serve a small existing car park area located to the northeast of the site. This parking area is currently accessed through the existing main car park via the Greenhead Road access points, which is to be relocated. In addition, it is proposed that refuse collection will take place from the proposed Park Avenue access and access will also be permitted for fire tenders in the event of a fire.
- 6.1.4 This Transport Statement has demonstrated that the improvements to existing access points / the proposed new access points will conform to current junction design standards.
- 6.1.5 Swept patch analysis has also been carried out for a fire tender and a refuse vehicle, which demonstrates that the vehicles can enter the site in forward gear, turn within the site and exit the site in forward gear.
- 6.1.6 An assessment of the accessibility of the site by non-car modes has demonstrated that the site is highly accessible on foot, by cycling and by public transport, bus and rail, in accordance with national and local transport policies. A Travel Plan will also be implemented at the college to encourage travel by sustainable modes.

6.2 Conclusion

- 6.2.1 In accordance with the NPPF, it has been demonstrated that the proposed development is in a highly sustainable location with no local highway safety issues. This Transport Statement has also demonstrated that there will be no impact on traffic or parking demand in comparison with the existing situation.
- 6.2.2 In conclusion, the planning application should therefore be considered acceptable in transportation and highway terms.

Drawings



- NOTES:
1. DRAWING BASED ON TOPOGRAPHICAL SURVEY (REFERENCE: 45774-013T-01-1 REV. A), PRODUCED BY PLOWMAN CRAVEN OCTOBER 2020.
- KEY:
- SITE BOUNDARY
 - EXISTING VISIBILITY SPLAY
 - TACTILE PAVING

P02	Revised to reflect updated site boundary.	24.11.21	IE	BL	BL
P01	First issue	16.03.21	IE	BL	BL
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
S0: WORK IN PROGRESS

GREENHEAD COLLEGE, HUDDERSFIELD
EXISTING SITE AND HIGHWAY LAYOUT

Client



Date of 1st Issue
16.03.2021

Designed
-

Drawn
IE

A1 Scale
1:500

Checked
BL

Approved
BL

Drawing Number
NE8659-STN-ZZ-00-DR-CR-0001

Revision
P02

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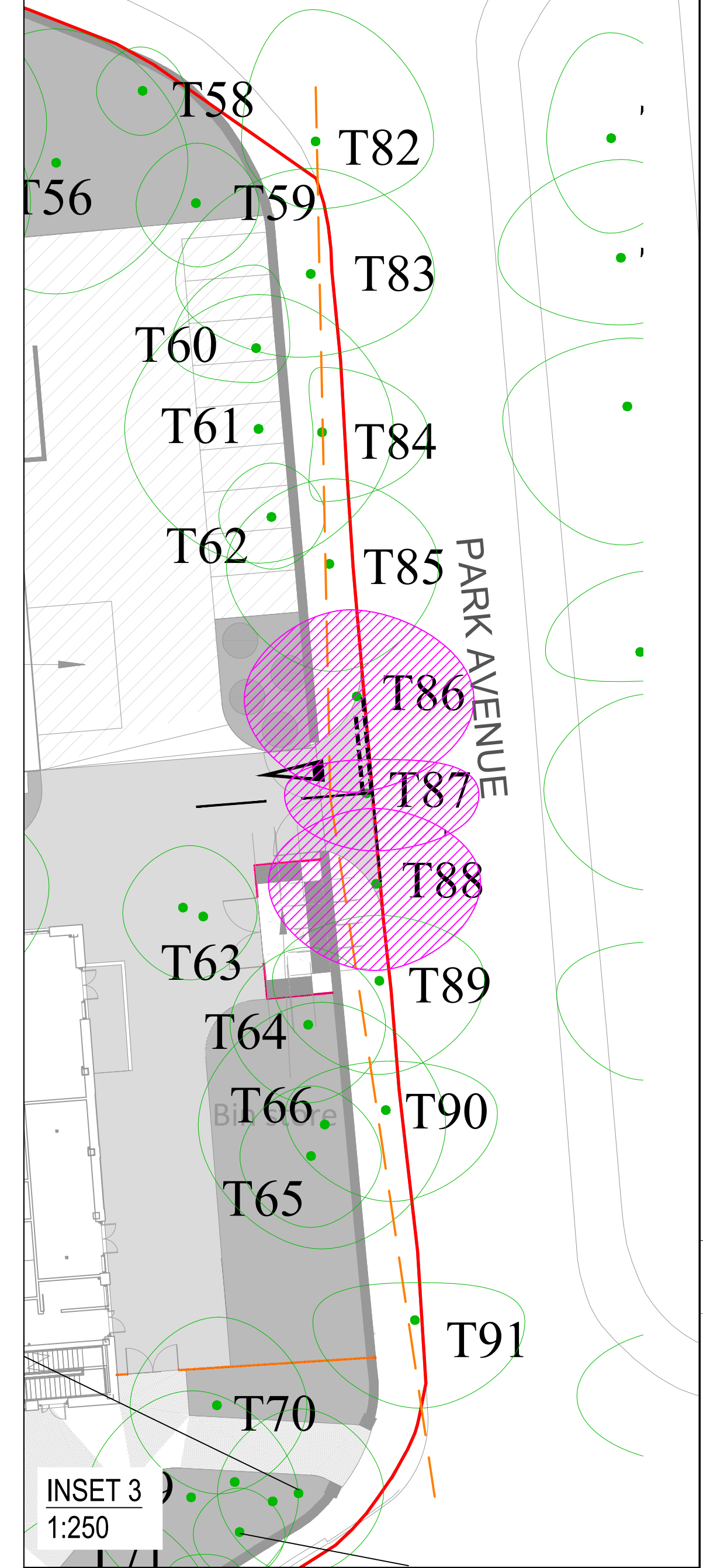
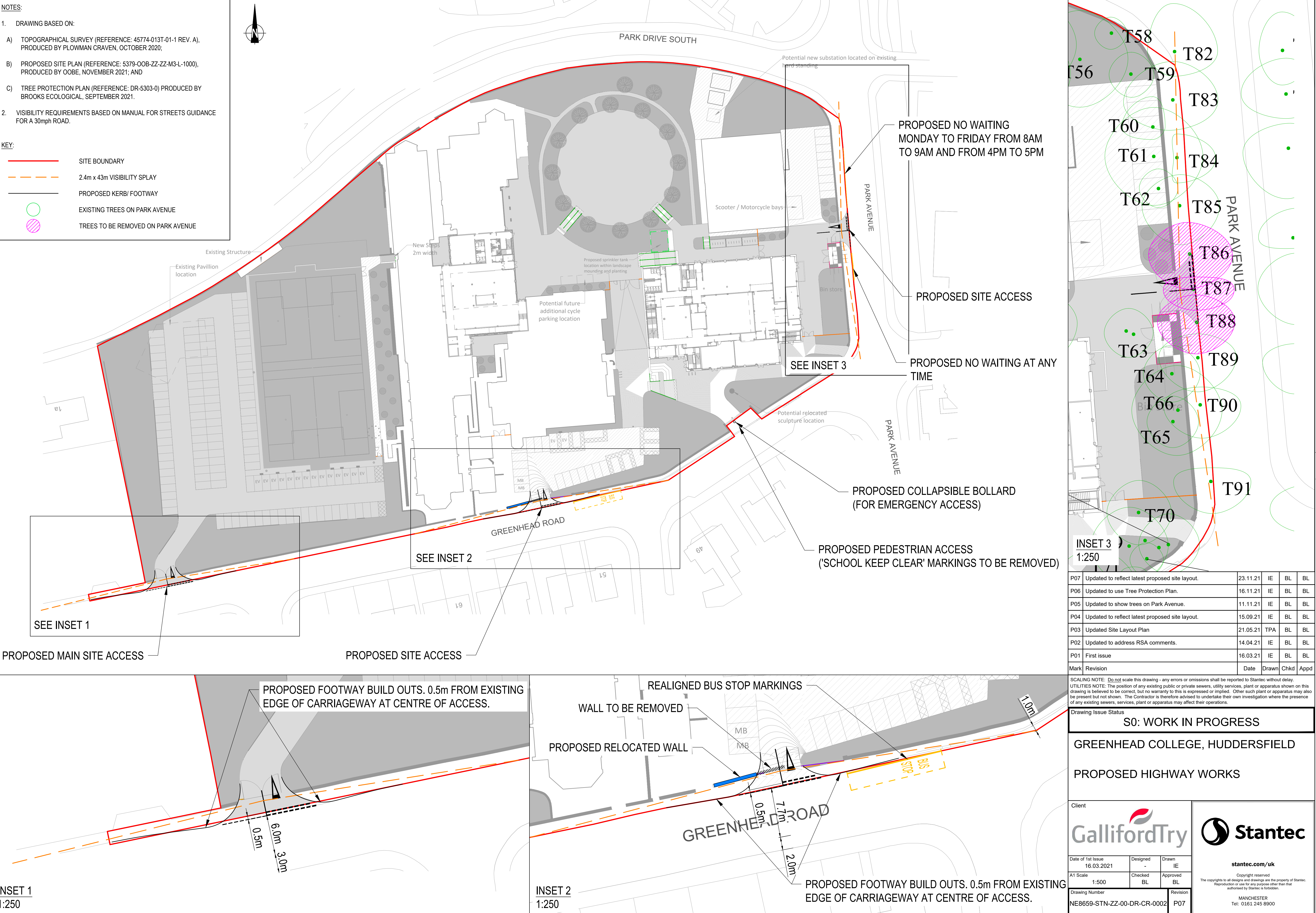
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NOTES:

- DRAWING BASED ON:
 - TOPOGRAPHICAL SURVEY (REFERENCE: 45774-013T-01-1 REV. A), PRODUCED BY PLOWMAN CRAVEN, OCTOBER 2020;
 - PROPOSED SITE PLAN (REFERENCE: 5379-OOB-ZZ-ZZ-M3-L-1000), PRODUCED BY OOB, NOVEMBER 2021; AND
 - TREE PROTECTION PLAN (REFERENCE: DR-5303-0) PRODUCED BY BROOKS ECOLOGICAL, SEPTEMBER 2021.
- VISIBILITY REQUIREMENTS BASED ON MANUAL FOR STREETS GUIDANCE FOR A 30mph ROAD.

KEY:

- SITE BOUNDARY
- 2.4m x 43m VISIBILITY SPLAY
- PROPOSED KERB/ FOOTWAY
- EXISTING TREES ON PARK AVENUE
- TREES TO BE REMOVED ON PARK AVENUE



P07	Updated to reflect latest proposed site layout.	23.11.21	IE	BL	BL
P06	Updated to use Tree Protection Plan.	16.11.21	IE	BL	BL
P05	Updated to show trees on Park Avenue.	11.11.21	IE	BL	BL
P04	Updated to reflect latest proposed site layout.	15.09.21	IE	BL	BL
P03	Updated Site Layout Plan	21.05.21	TPA	BL	BL
P02	Updated to address RSA comments.	14.04.21	IE	BL	BL
P01	First issue	16.03.21	IE	BL	BL
Mark	Revision	Date	Drawn	Chkd	Appd

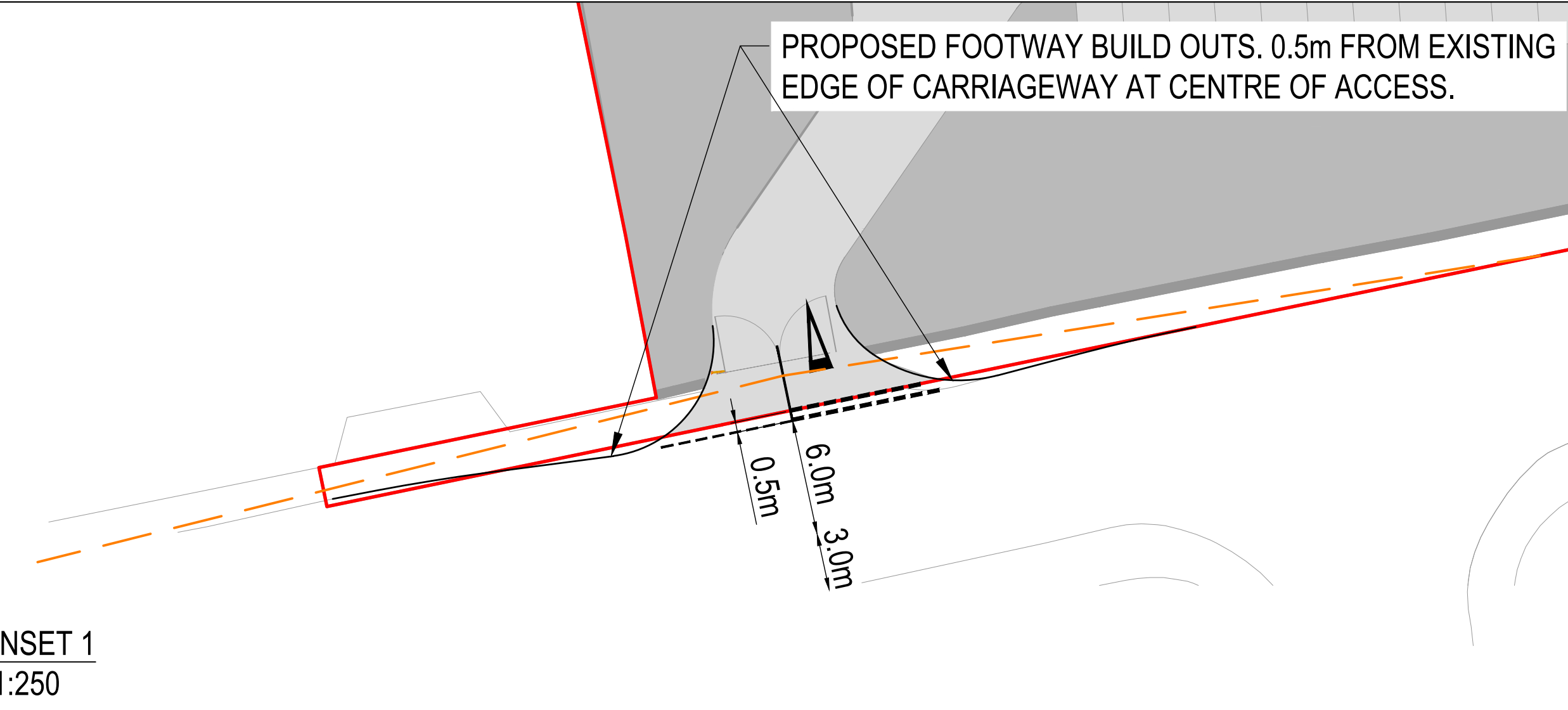
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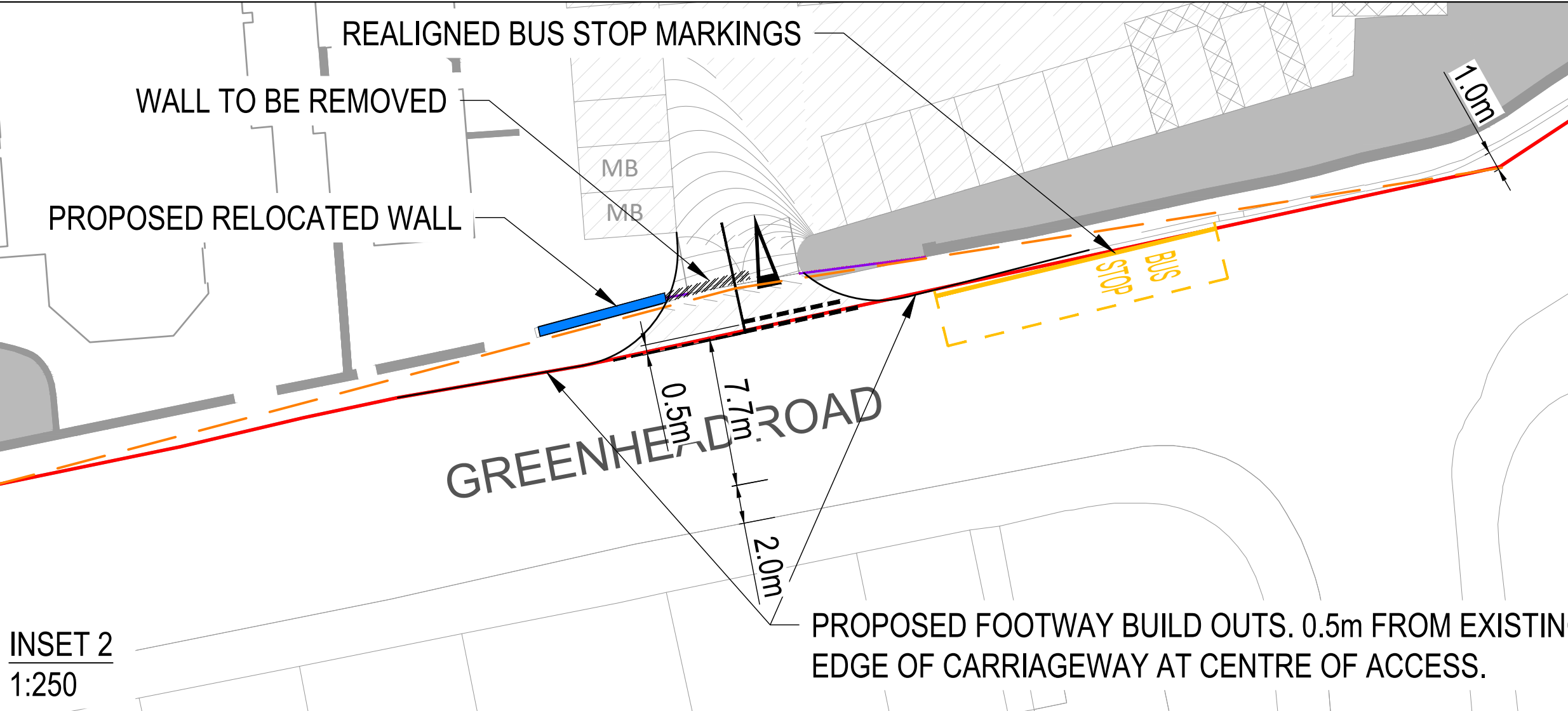
GREENHEAD COLLEGE, HUDDERSFIELD
PROPOSED HIGHWAY WORKS

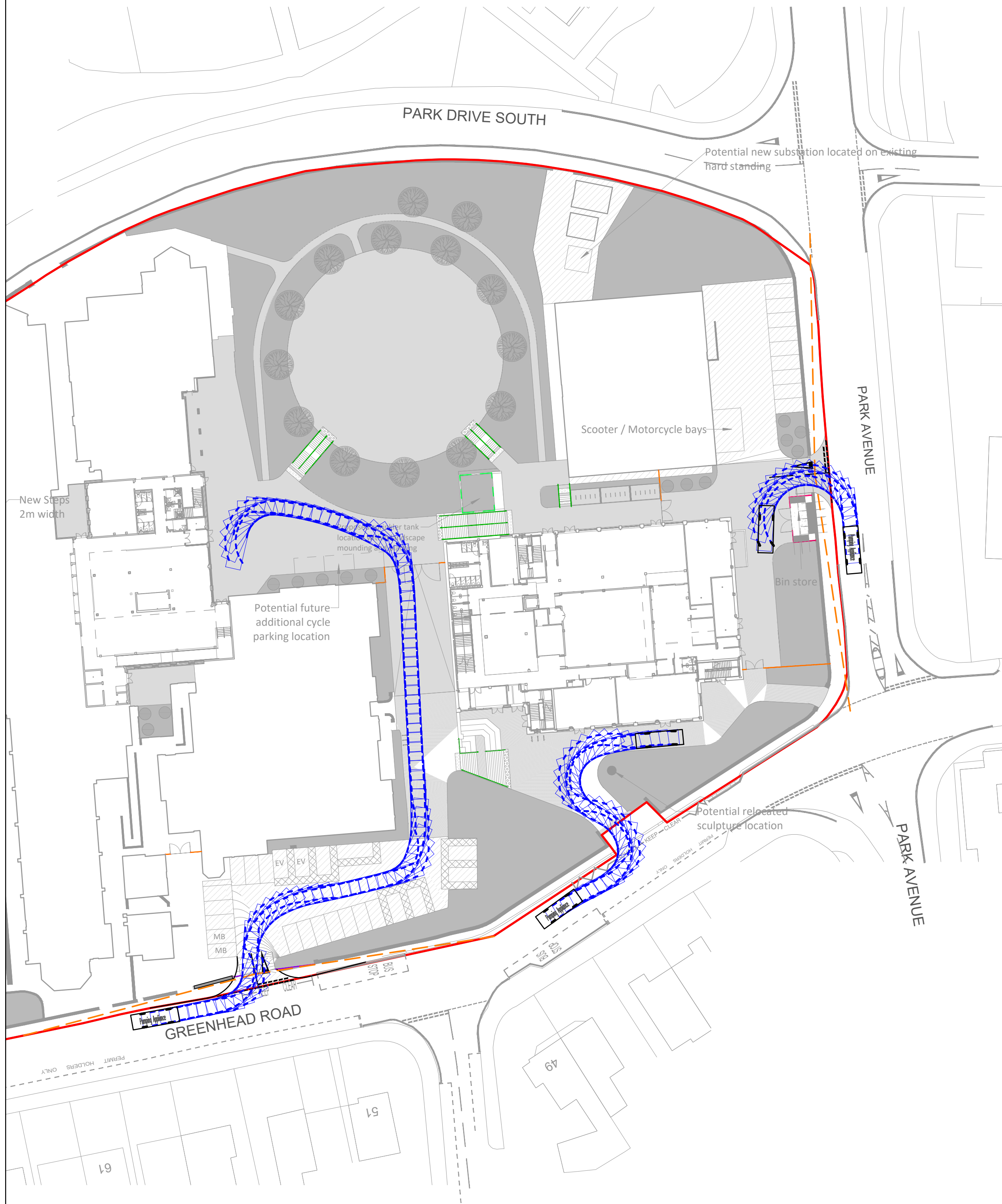
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Drawing Number NE8659-STN-ZZ-00-DR-CR-0002		Revision P07			

INSET 1
1:250

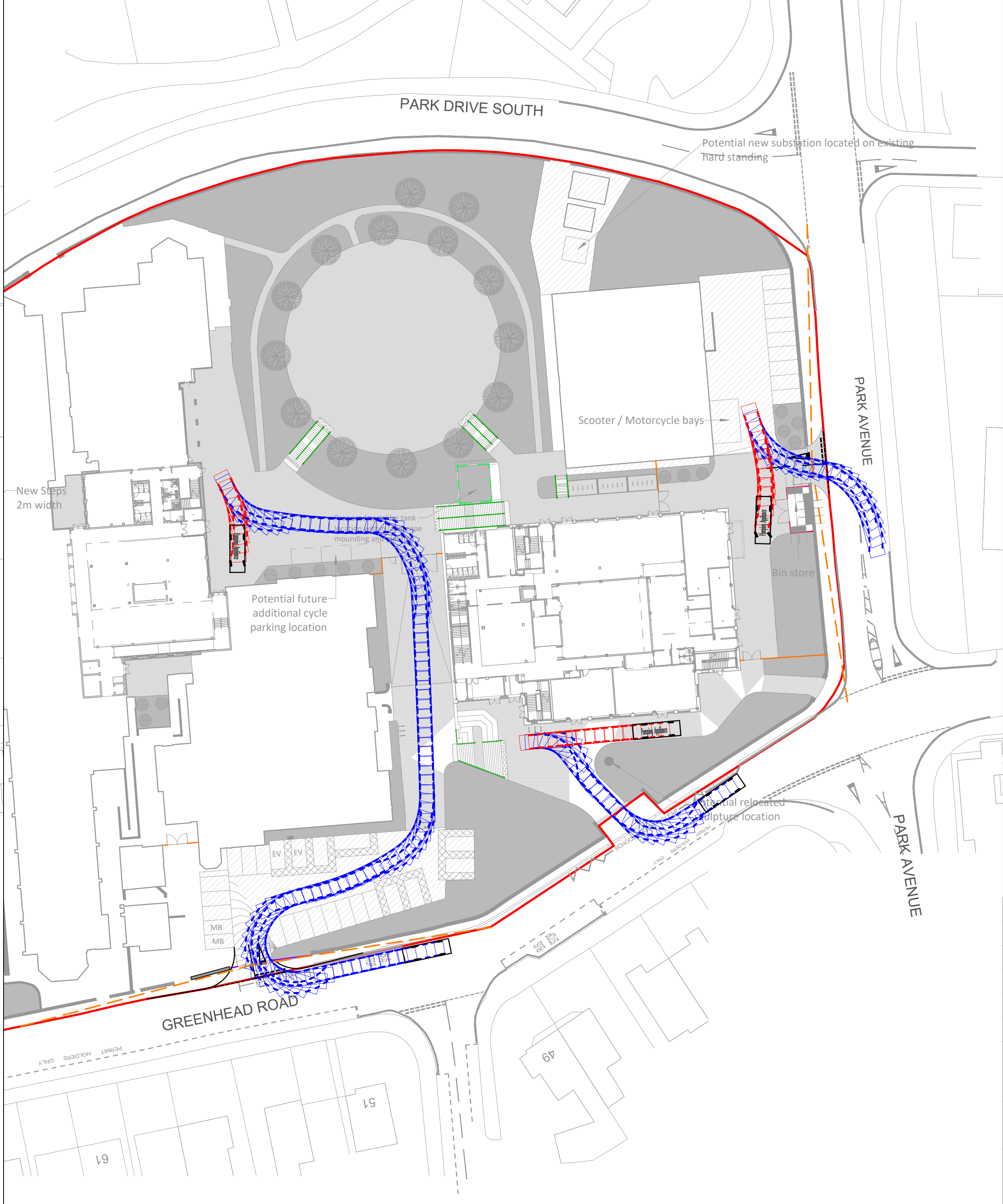


INSET 2
1:250





VEHICLE ENTERING SITE



VEHICLE EXITING SITE

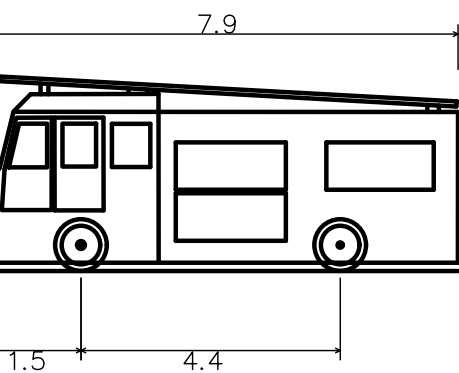
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 - PROPOSED SITE LAYOUT (DRAWING REFERENCE: 5379-00B-ZZ-ZZ-M3-L-1000), PRODUCED BY OOB NOVEMBER 2021.

KEY:

- SITE BOUNDARY
- FORWARD GEAR
- REVERSE GEAR

VEHICLE DETAILS:



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

P05	Updated to reflect latest proposed site layout.	23.11.21	IE	BL	BL
P04	Updated to reflect latest proposed site layout.	11.11.21	IE	BL	BL
P03	Updated to reflect latest proposed site layout.	15.09.21	IE	BL	BL
P02	Updated Site Layout Plan	21.05.21	TPA	BL	BL
P01	First issue	16.03.21	IE	BL	BL
Mark	Revision	Date	Drawn	Chkd	Appd

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GREENHEAD COLLEGE, HUDDERSFIELD

**SWEPT PATH ANALYSIS:
FIRE TENDER**

Client



Date of 1st Issue
16.03.2021

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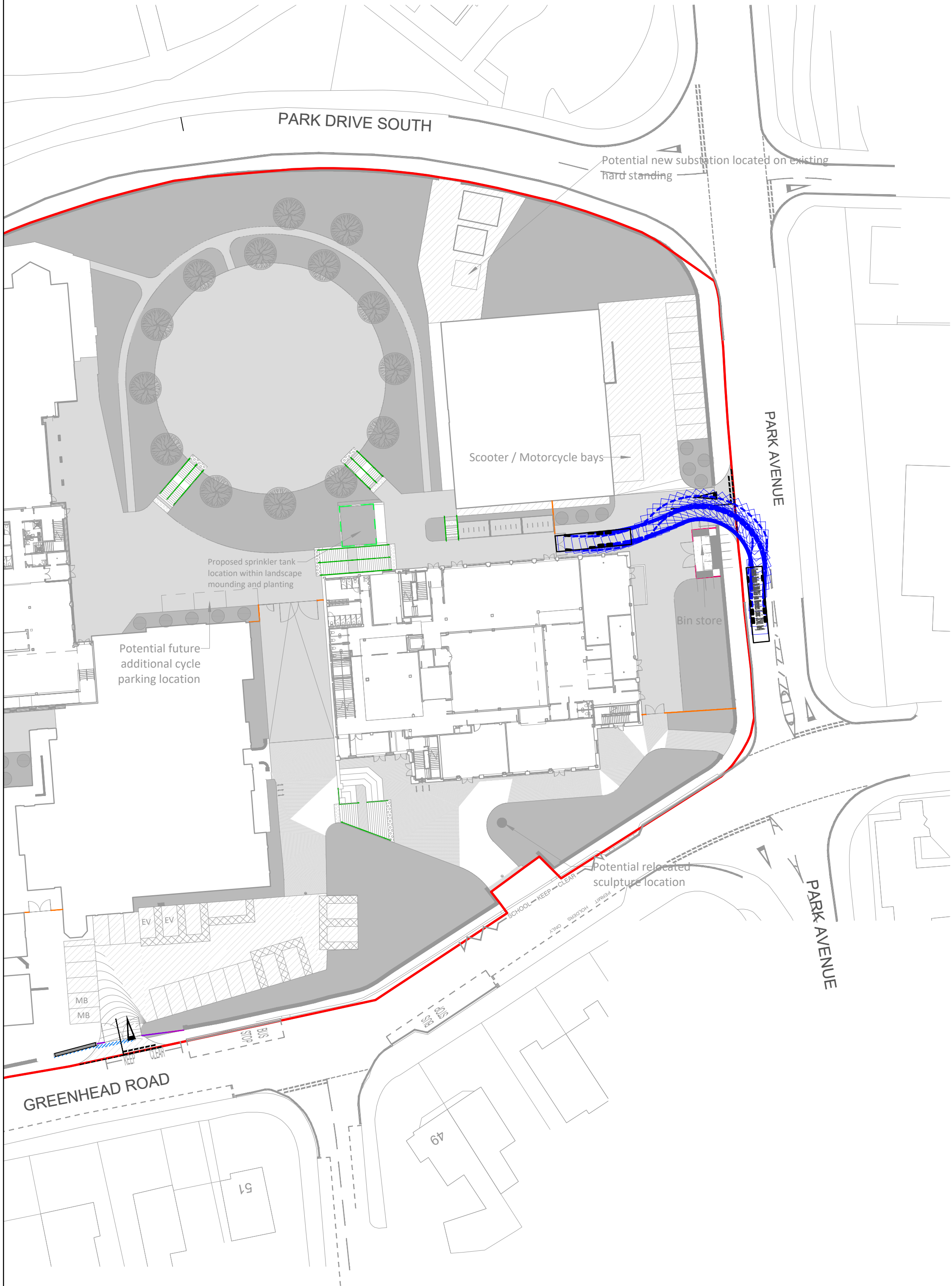
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Revision
P05

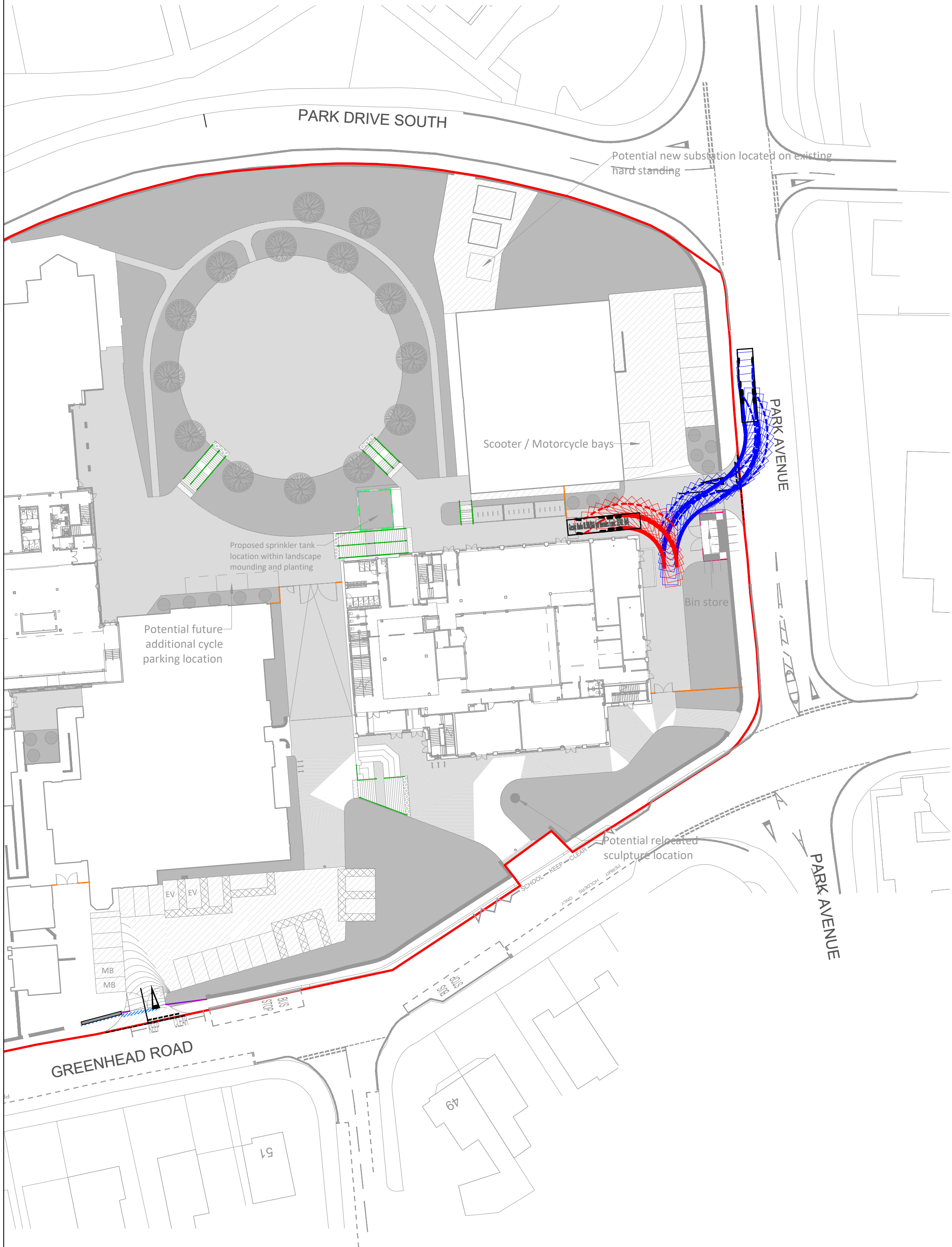
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VEHICLE ENTERING SITE



VEHICLE EXITING SITE

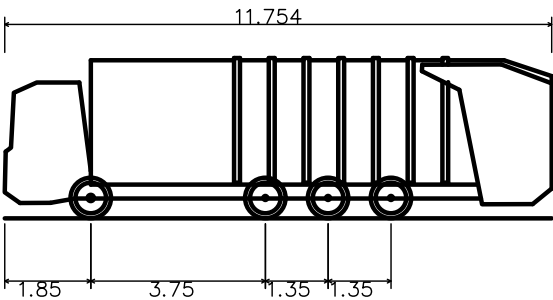
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 - B) PROPOSED SITE LAYOUT (DRAWING REFERENCE: 5379-00B-ZZ-ZZ-M3-L-1000), PRODUCED BY OOBE NOVEMBER 2021.

KEY:

- SITE BOUNDARY
- FORWARD GEAR
- REVERSE GEAR

VEHICLE DETAILS:



Geesink Norba RL300/18.6 (on Mercedes Econic 3234LL 8x4)
Overall Length 11.754m
Overall Width 2.490m
Overall Body Height 3.444m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m

P05	Updated to reflect latest proposed site layout.	23.11.21	IE	BL	BL
P04	Updated to reflect latest proposed site layout.	11.11.21	IE	BL	BL
P03	Updated to reflect latest proposed site layout.	15.09.21	IE	BL	BL
P02	Updated Site Layout Plan	21.05.21	TPA	BL	BL
P01	First issue	16.03.21	IE	BL	BL
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GREENHEAD COLLEGE, HUDDERSFIELD

SWEPT PATH ANALYSIS:
REFUSE VEHICLE (11.8m)

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16.03.2021

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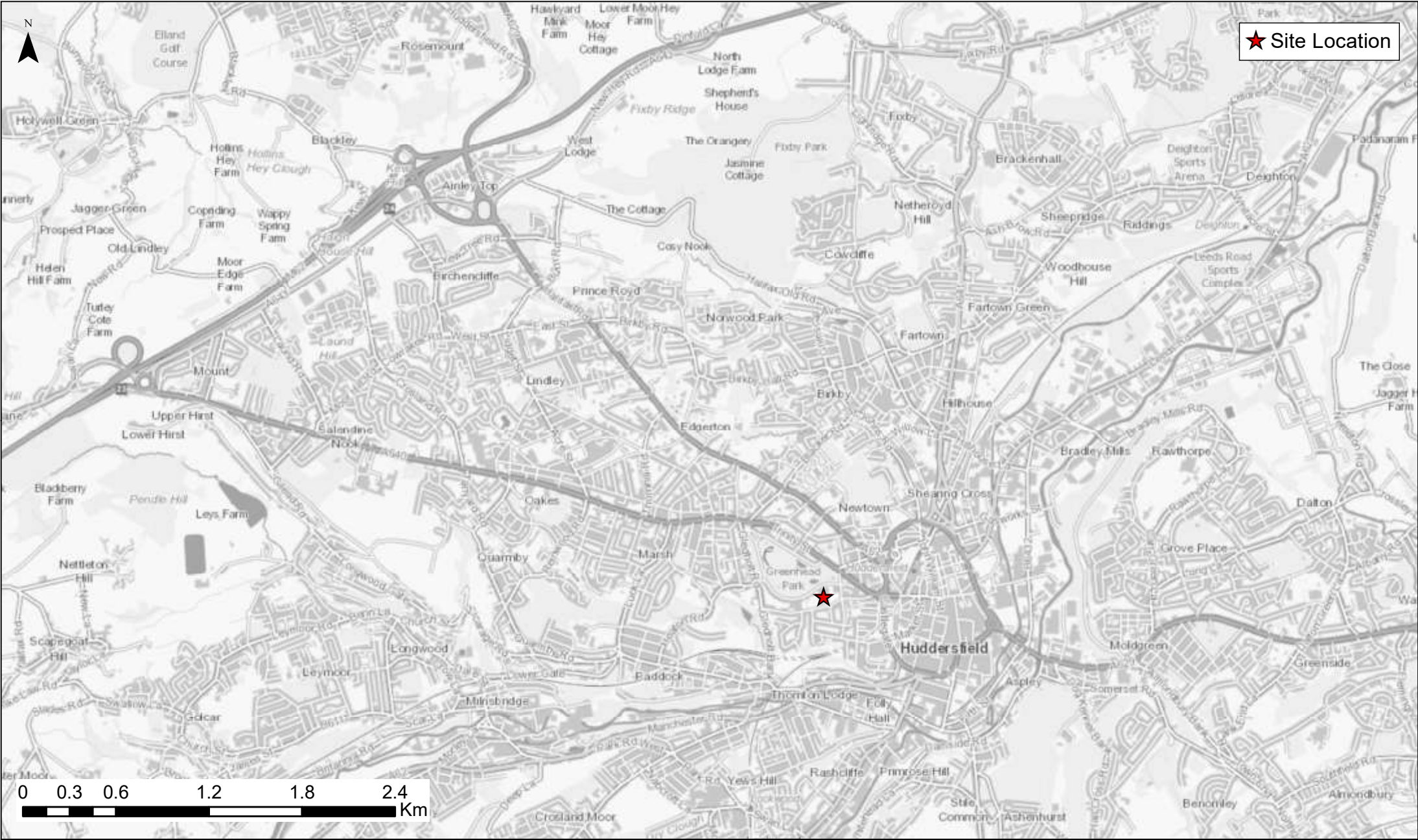
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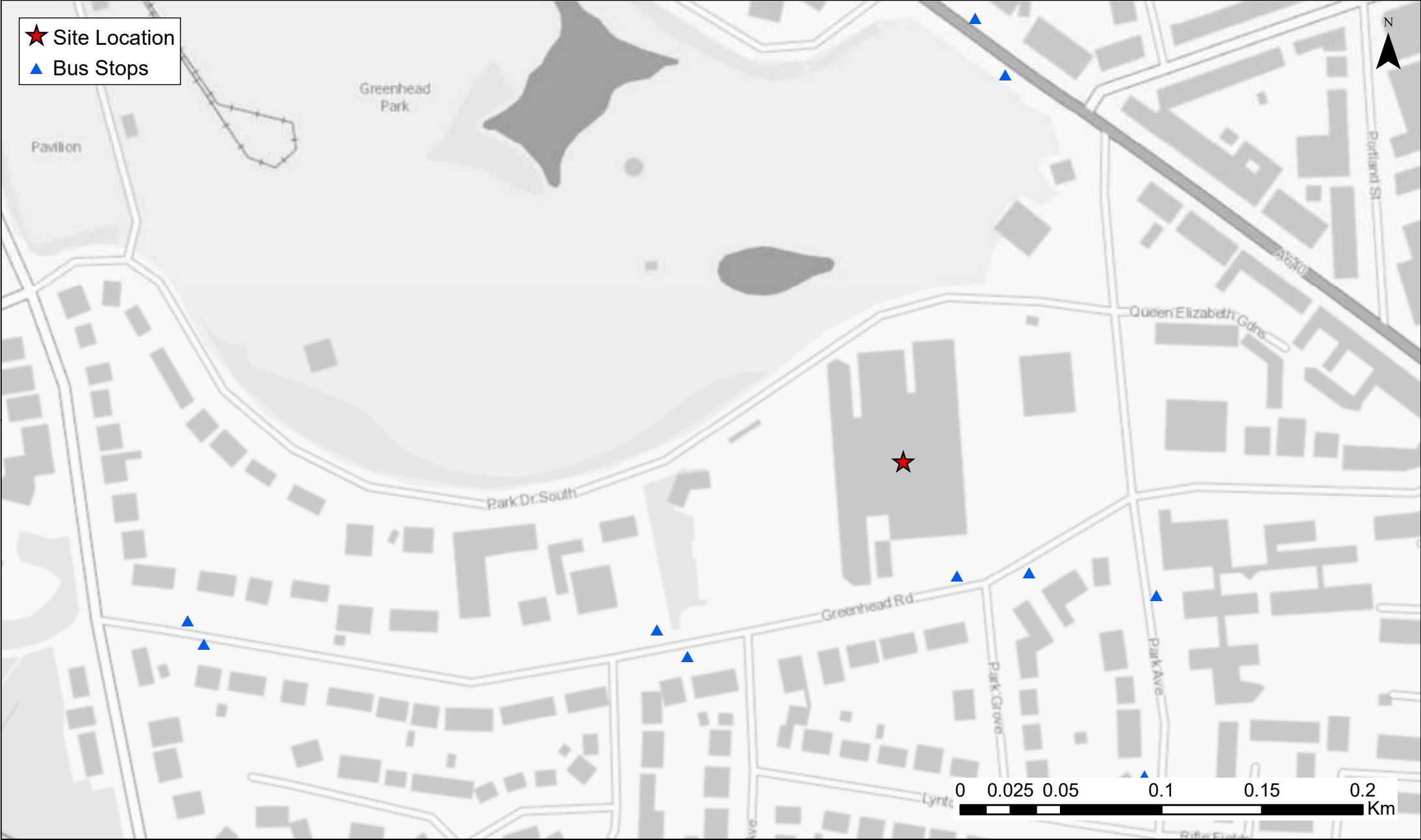
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Figures



		Greenhead College, Huddersfield Figure 1.1: Location Plan	Contains OS data © Crown Copyright and database right 2020		NTS	Date: 08/03/2021
					Drawn: NT	Checked: BL
					Figure 1.1	



Client



Greenhead College, Huddersfield
Figure 2.1: Local Highway Network

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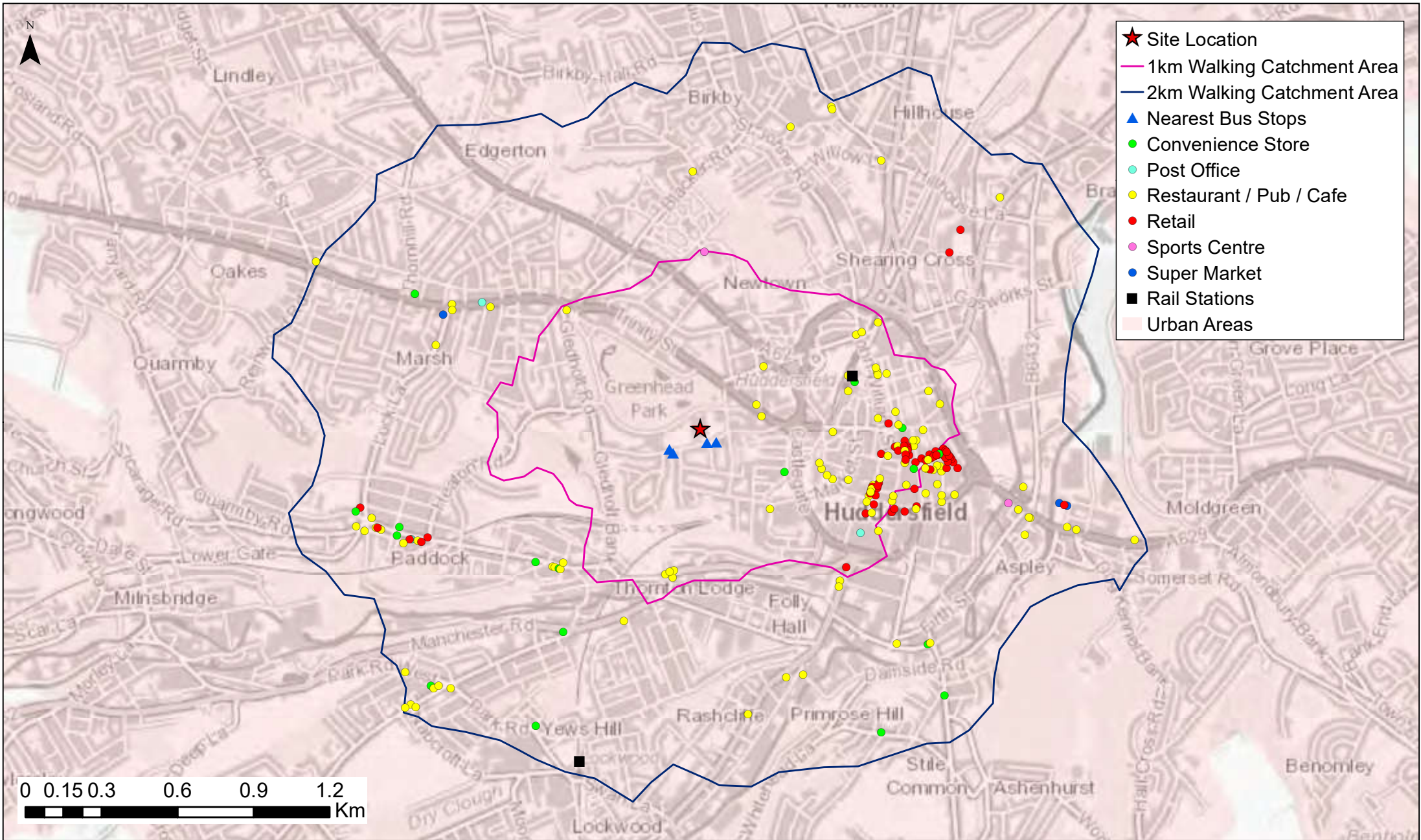
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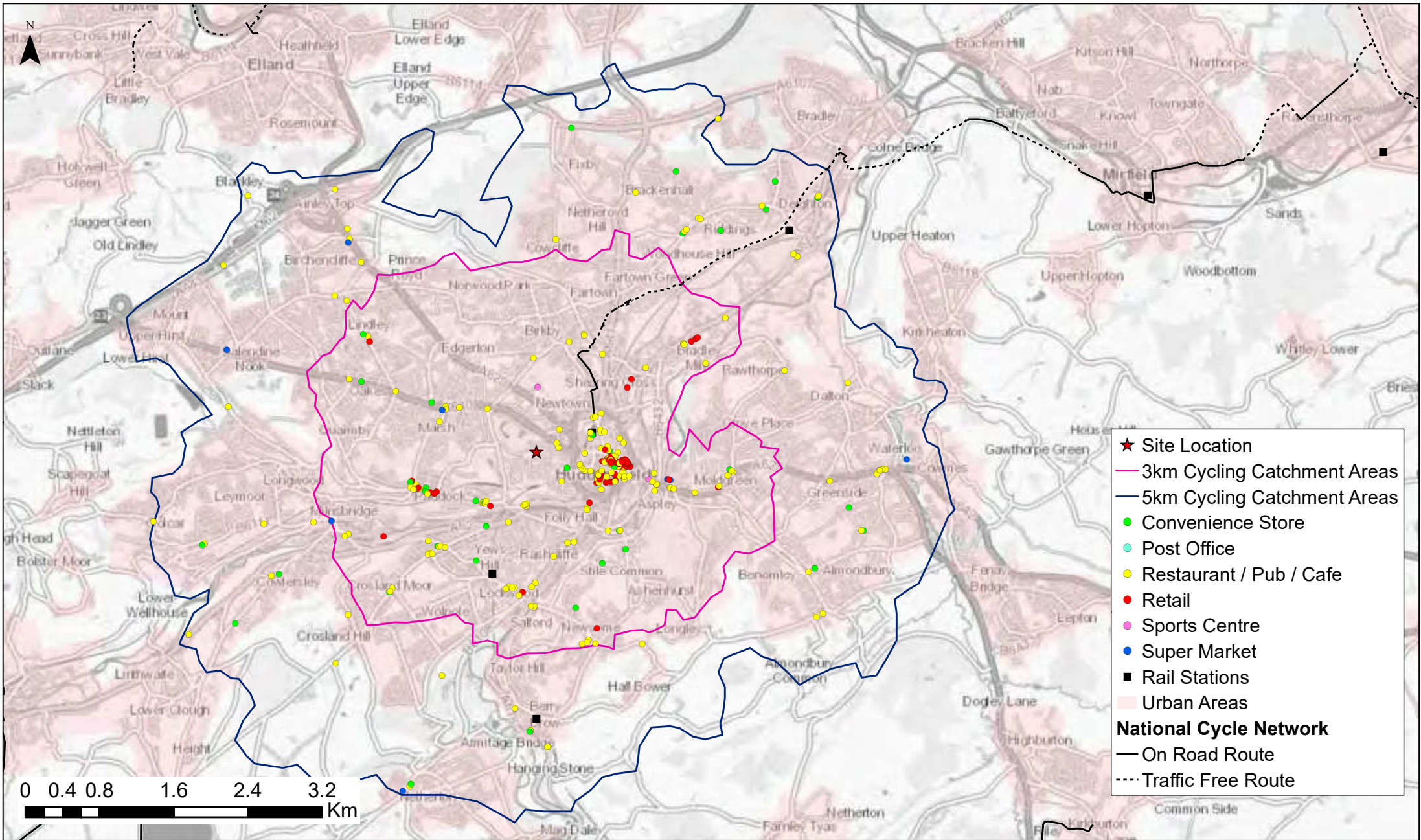
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Checked: BL

Figure 2.1





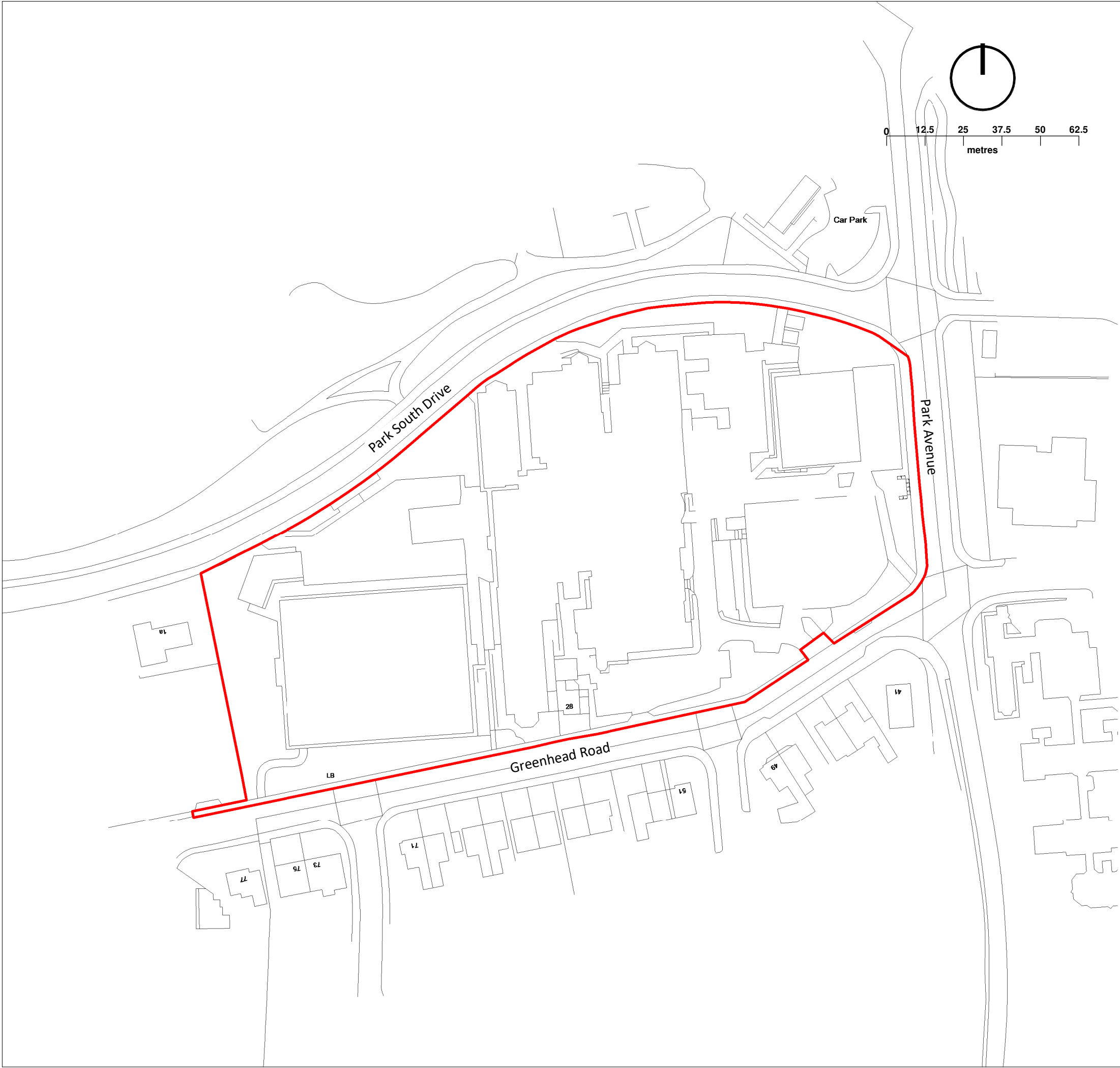
Appendices

Appendix A Existing Site Layout

This drawing is not to be scaled. All dimensions to be checked on site.
Discrepancies, ambiguities and / or omissions between this drawing and information given elsewhere must be reported immediately to head office for clarification before proceeding.

Legend

	Site Boundary
-------------	---------------



Changes in line with comments	S2	P08	CLO	IWA	18/11/21
Update to site boundary on Park Avenue	S2	P07	IWA	IWA	08/11/21
Issued for Planning	S2	P06	KMS	MGO	09/09/21
Issued for Planning	S2	P05	DWR	MGO	20/04/21
Issued for Information	S2	P04	CLO	MGO	22/03/21
Issued for Information	S2	P03	BWH	MGO	23/02/21
Scale updated	S2	P02	JGR	MGO	19/02/21
Revision	Status	Rev	Author	Aprvd	Date



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w: www.oobe.co.uk **e:** info@oobe.co.uk

Client	Galliford Try		
Project	Greenhead College		
Title	Site Location Plan		
Dwg. No.	NE8659- OOB- ZZ- 00- DR- L- 0000	Scale	1 : 1250 @ A3
Revision	P08	Date	February 2021

Appendix B Proposed Site Plan

Legend



Site Boundary

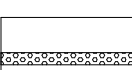
Hardworks



Proposed Tarmacadam - Impermeable



Proposed Tarmacadam - Permeable



Tactile Paving



Paving Type 1 - Permeable



Existing Surfacing

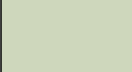


Steps



Electric charging point

Softworks



Proposed Grass



Proposed all weather pitch (astroturf)



Proposed Ornamental Planting



Proposed Wildflower Planting



Proposed Woodland Planting



Proposed Climbing Planting



Proposed Tree

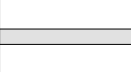


Existing Tree

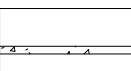


Proposed Shrub

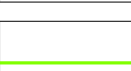
Walls and Fencing



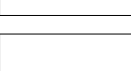
Existing walls to be retained



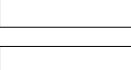
Proposed walls



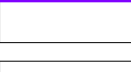
Existing fencing to be retained



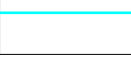
Proposed 3.0m high weldmesh fencing



Proposed 2.4m high weldmesh fencing



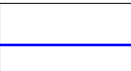
Proposed 2.4m high timber fencing



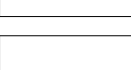
Proposed 1.8m high weldmesh fencing



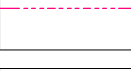
Proposed 1.8m high acoustic fencing



Proposed 1.8m timber fence



Proposed handrail to steps



Proposed balustrading



Double and single gates



Existing Structure

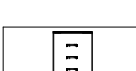


Existing Pavillion location

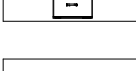
Site



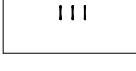
Proposed defibrillator location



Proposed staff/pupil cycle shelter
5 no. cycle hoops (10 spaces)
2.4m x 5m



Proposed visitor cycle stands

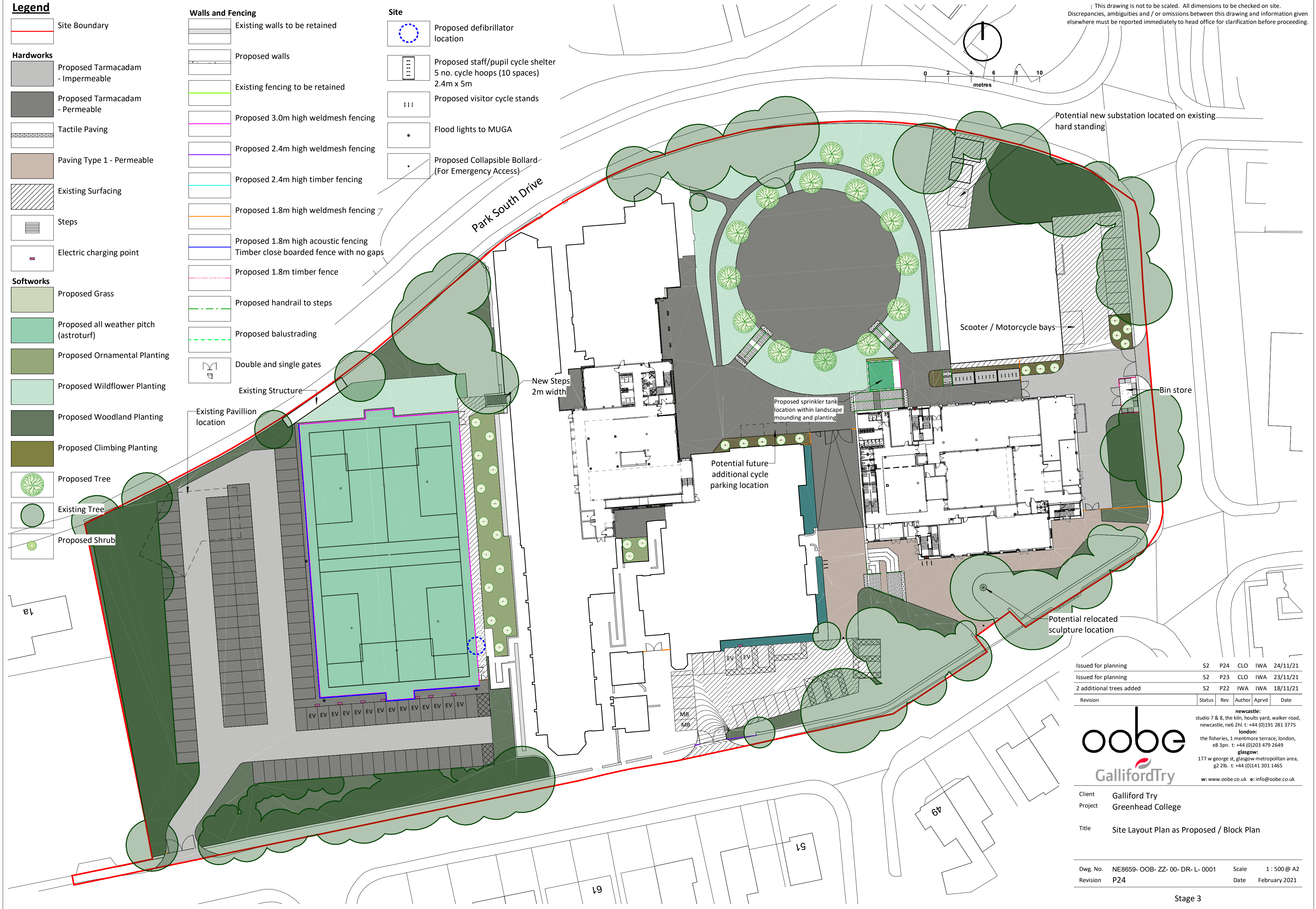


Flood lights to MUGA



Proposed Collapsible Bollard
(For Emergency Access)

/ This drawing is not to be scaled. All dimensions to be checked on site.
Discrepancies, ambiguities and / or omissions between this drawing and information given elsewhere must be reported immediately to head office for clarification before proceeding.



Issued for planning	S2	P24	CLO	IWA	24/11/21
Issued for planning	S2	P23	CLO	IWA	23/11/21
2 additional trees added	S2	P22	IWA	IWA	18/11/21
Revision	Status	Rev	Author	Aprvd	Date

GallifordTry

newcastle:
studio 7 & 8, the kiln, hoults yard, walker road,
newcastle, ne6 2hl. t: +44 (0)191 281 3775

london:
the fisheries, 1 mentmore terrace, london,
e8 3pn. t: +44 (0)203 479 2649

glasgow:
177 w george st, glasgow metropolitan area,
g2 2lb. t: +44 (0)141 301 1465

w: www.oobe.co.uk e: info@oobe.co.uk

Client	Galliford Try
Project	Greenhead College
Title	Site Layout Plan as Proposed / Block Plan

Dwg. No.	NE8659- OOB- ZZ- 00- DR- L- 0001	Scale	1 : 500 @ A2
Revision	P24	Date	February 2021

Appendix C Road Safety Audit Stage 1

Greenhead College
Huddersfield

Road Safety Audit
Stage 1 Report



Contents

- 1.0 Project details
- 2.0 Introduction
- 3.0 Items raised at previous road safety audits
- 4.0 Items raised at this stage 1 road safety audit
- 5.0 Audit team statement
- 6.0 List of documents presented for road safety audit
- 7.0 Problem location plan

1.0 Project details

Report title:	Greenhead College - Huddersfield
Date:	7 th April 2021
Document reference and revision:	GCH/STC/1/0
Prepared by:	Network Road Safety Limited
On behalf of:	Stantec UK Ltd

2.0 Introduction

Site location:

Greenhead College, Greenhead Road, Huddersfield.

Scheme purpose:

The proposed scheme is the highway elements to a scheme that makes changes to existing access arrangements to Greenhead College.

The scheme involves creation of a new vehicle access on park Avenue, conversion of an existing vehicle access to an emergency/pedestrian access on Greenhead Road and improvements to two other vehicle accesses to the college grounds on Greenhead Road.

The RSA was instructed by Brian Laird, Stantec UK Ltd, who also approved the RSA team.

The RSA team membership consisted:

D Ramsden DipASM CertAI FIHIE MRSGB MARRM
Network Road Safety Ltd
HE Certificate of Competency

N Jones BA(Hons) DipTEDM MSoRSA MCIHT
Network Road Safety Ltd
HE Certificate of Competency

The road safety audit took place during April 2021. The audit comprised of an examination of the documents provided by the design team, which are listed in section 6.0 and an examination of the site of the proposed scheme.

The site was visited on 4th April 2021, during which the weather was dry. The road surface was dry. Traffic conditions were considered light and free flowing.

The terms of reference of this report are as described within GG119. The road safety audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

No departures from standard have been brought to the attention of the road safety audit team regarding the scheme as presented.

3.0 Items raised at previous road safety audits

No previous road safety audits have been carried out on the scheme as presented.

4.0 Items raised at this stage 1 road safety audit

PROBLEM – 1

Location: Park Avenue

Summary: Visibility restricted due to parking and line of mature trees

The proposals include a new vehicular access on Park Avenue. The access is to be used for staff parking and refuse vehicle access to the college. The frontage of the college along Park Avenue is lined with mature trees with large diameter trunks and was fully parked up on both sides of Park Avenue at the time of the audit site visit. The trees and parked vehicles reduce visibility at the access for vehicles emerging increasing the risk of side impact collisions with vehicles on Park Avenue. Although a limited time waiting restriction is proposed the audit team feels that one side of the access should be always free of parked vehicles.

RECOMMENDATION

The existing double yellow line, 'no waiting at any time' restriction, on the western side of Park Avenue should be extended from Greenhead Road up to the new access.

5.0 Audit team statement

We certify that this road safety audit has been carried out in accordance with GG 119	
Road Safety Audit Team Leader	
Name:	David Ramsden
Signed:	
Position:	Director
Organisation:	Network Road Safety Ltd
Date:	7 th April 2021
Road Safety Audit Team Member(s)	
Name:	Neil Jones
Signed:	
Position:	Consultant Road Safety Engineer
Organisation:	Network Road Safety Ltd
Date:	7 th April 2021

6.0 List of documents presented for road safety audit

NE8659-STN-ZZ-00-DR-CR-0001	P01	Greenhead College, Huddersfield Existing Site and Highway Layout
NE8659-STN-ZZ-00-DR-CR-0002	P01	Greenhead College, Huddersfield Proposed highway Works

7.0 Problem location plan

