# Fernside Avenue, Almondbury

## Access Statement

September 2021

Project number 1438

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell Estate

Wakefield WF4 1AB

☏ 01924 291536
✉ mail@paragonhighways.com
paragonhighways.com

# Quality Management

| | First Issue | Revision 1 | Revision 2 | Revision 3 |
|---|---|---|---|---|
| Remarks | | | | |
| Date | September 2021 | | | |
| Prepared by | AH | | | |
| Checked by | LO | | | |

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## 1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Access Statement relating to the proposed demolition of an existing builder's store / depot and construction of four residential dwellings comprising of two semi-detached one-bed and two semi-detached three-bed houses to land to the rear of 5 Fernside Avenue, Almondbury in the district of Kirklees. Appendix A shows the site location in relation to the local Highway Network.

1.2 The site is currently comprised of an end terrace property, recently used as a builder's store / depot and its associated yard / parking areas to the side and rear.

1.3 The development will comprise of two three-bed semi-detached residential dwellings, and two one-bed semi-detached residential dwellings which will utilise and extend the existing shared drive which currently serves the application site and adjoining residential properties which runs parallel to Fernside Avenue.

1.4 This Access Statement considers such matters as access, car parking, servicing, and traffic impact associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

## 2.0 Existing Situation

### 2.1 Site Description

2.1.1 The application site is situated within an existing predominantly residential area within the village of Almondbury, approximately 2.3km to the southeast of the centre of the large town of Huddersfield. Almondbury is a primarily residential area with immediate access to numerous local services and amenities.

2.1.2 The site is bound by Fernside Avenue to the south, whilst residential dwellings bound the site to the north, east, and west.

2.1.3 The site is to be accessed from Fernside Avenue by continuing to utilise and extend the existing shared drive which currently serves the application site and the adjoining residential properties, running parallel to Fernside Avenue. The private drive adjoins Fernside Avenue via typical vehicular dropped crossing immediately adjacent to the Fernside Avenue / Town End junction.



*Photograph 1 – Private drive access off Fernside Avenue*

## 2.2 Local Highway Network

2.2.1 Fernside Avenue is a typical estate road running in a southwest to northeast direction from Town End to Fleminghouse Lane for approximately 1.2km**,** is traffic calmed along its length, is subject to a 30-mph speed-limit and provides a mix of direct access for individual residential properties and access to other residential access roads as well as providing access to Almondbury Community School and Greenside infant and Nursery School. Fernside Avenue is generally subject to light traffic volumes throughout the day. Fernside Avenue is a two-way single carriageway road with footways provided on both sides. Within the vicinity of the shared drive junction the carriageway is around 7.0m wide reducing to approximately 5.0m at the traffic calming feature approximately 38m east of the site access where the carriageway narrows, and speeds cushions are in place. The northern footway is approximately 1.2 or 2.2m when considering the dropped crossing layby which provides on street parking. The southern footway is approximately 2.5m wide along the southern side. Fernside Avenue adjoins Town End via a simple priority give way junction immediately adjacent to the shared drive leading to the site.




*Photograph 2 – Junction of Fernside Avenue / Town End looking east*

2.2.2 Town End is a local distributor road that provides access to further residential properties providing a connection to Northgate to the south and the A629 Wakefield Road to the north. Town End is therefore subject to moderate traffic volumes during the network peak periods and lighter volumes experienced throughout the remainder of the day. Town End is a two-way single carriageway road with footways provided on both sides. Within the vicinity of the Fernside Avenue junction both the footways and carriageway appear suitable in terms of width, layout, and construction for their day to day use by all traffic. The road contains street lighting to a suitable standard and is subject to a 30mph speed limit.

# 3.0 Development Proposals

## 3.1 Proposed Development

3.1.1 The proposals are for the demolition of an existing builder's store / depot and the construction of four residential dwellings within land to the rear of 5 Fernside Avenue. The development proposals can be found at Appendix B.

3.1.2 The development will comprise of two three-bed semi-detached residential dwellings, and two one-bed semi-detached residential dwellings which will utilise and extend the existing shared drive which currently serves the application site and adjoining residential properties which runs parallel to Fernside Avenue. There will be residents parking, visitor parking, and a turning and amenity area.

## 3.2 Access and Parking Provision

3.2.1 The site will be accessed via the existing shared drive, which will be extended into the site and around the proposed semi-detached dwellings to the front, and incorporate 8 resident parking bays, 2 visitor parking bays, and a turning head. These proposals can be found at Appendix B.

3.2.2 The proposed new surfaced area and turning facility will be available for use by all residents, existing and proposed, thereby reducing any current reversing manoeuvres on to Fernside Avenue from the site and adjacent properties. Notwithstanding this, car parking is permitted on Fernside Avenue parallel to the private drive by the provision of lay-by parking.



*Photograph 3 – Lay-by parking on Fernside Avenue*

3.2.3 Secure cycle storage facilities will be provided within the site; the type and location to be agreed with the LPA.

# 4.0 Traffic Impact

## 4.1 Existing Traffic

4.1.1 The current builder's store / depot would have provided a degree of traffic generation. Given the size of the building it is envisaged that at least 2 employees would be based at the yard / workshop. This could have generated up to 3 vehicle movements during the network peak hours (with employees arriving at the site to work and then leaving in one vehicle to work at other sites, which would be mirrored during the evening peak). It should also be considered that during the day frequent visits would be made to the site, either by employees, potential customers, or delivery vehicles for plant / materials, which could on average equate to a further 2 to 4 trips per day. Delivery vehicles for material and plant would have ranged in size with a mix of LGVs and HGVs, and in the case of the latter would not have been able to access the site, leading to parking on Fernside Avenue in proximity to the Town End junction. Therefore, the use of the site as a builder's store / depot could have generated between 6 and 10 trips daily.

4.1.2 As the current area surrounding the builder's store / depot is predominately unmade, turning is unformalized and no doubt leads to continuous deterioration of the private drive and deposit of mud and debris onto the highway and difficult reversing manoeuvres along the shared driveway on to Fernside Avenue to the detriment of traffic safety. It should also be noted that any HGV / LGV trips associated with material deliveries would have been unregulated and could have occurred during the network peak hours, causing disruption on the adjacent highway network (namely Fernside Avenue and its junction with Town End).

4.1.3 There are no formal turning facilities for the adjacent residential properties, as such this could lead to reversing manoeuvres along the shared driveway and onto Fernside Avenue, with a risk of a reversing car colliding with a vehicle on Fernside Avenue or pedestrians using the footway and shared driveway.

## 4.2 Proposed Traffic

4.2.1 It is proposed to demolish the existing builder's store / depot, remove the use class and erect 4 new dwellings on the application site, complete with suitable parking and turning areas.

4.2.2 Table 1 provides the typical peak hour trip rates (morning peak 0800 – 0900 hours and evening peak 1700 – 1800 hours) and likely traffic generation of the proposed 4 dwellings.

| | Morning Peak | | | Evening Peak | | |
|---|---|---|---|---|---|---|
| | Arrive | Depart | Total | Arrive | Depart | Total |
| **Trip Rate** | 0.16 | 0.64 | 0.80 | 0.64 | 0.16 | 0.80 |
| **Generated Trips** | 0.64 | 2.56 | 3.2 | 2.56 | 0.64 | 3.2 |

*Table 1 – Predicted Development Trip Rates & Generation*

4.2.3 As can be seen from the above table, the proposed development is anticipated to generate 3 vehicle trips during each of the peak hours. It is considered that the site would potentially provide parity with the existing usage during the network peak periods. Therefore, it is considered that the traffic generation of the proposed development would be comparable with the sites former use.

4.2.4 As such, it is considered that the level of traffic generated by the proposed development can easily be accommodated given the proposed improvements to the shared drive (in terms of surfacing and internal turning) when compared to the existing arrangements. The proposed development will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

## 5.0 Conclusion

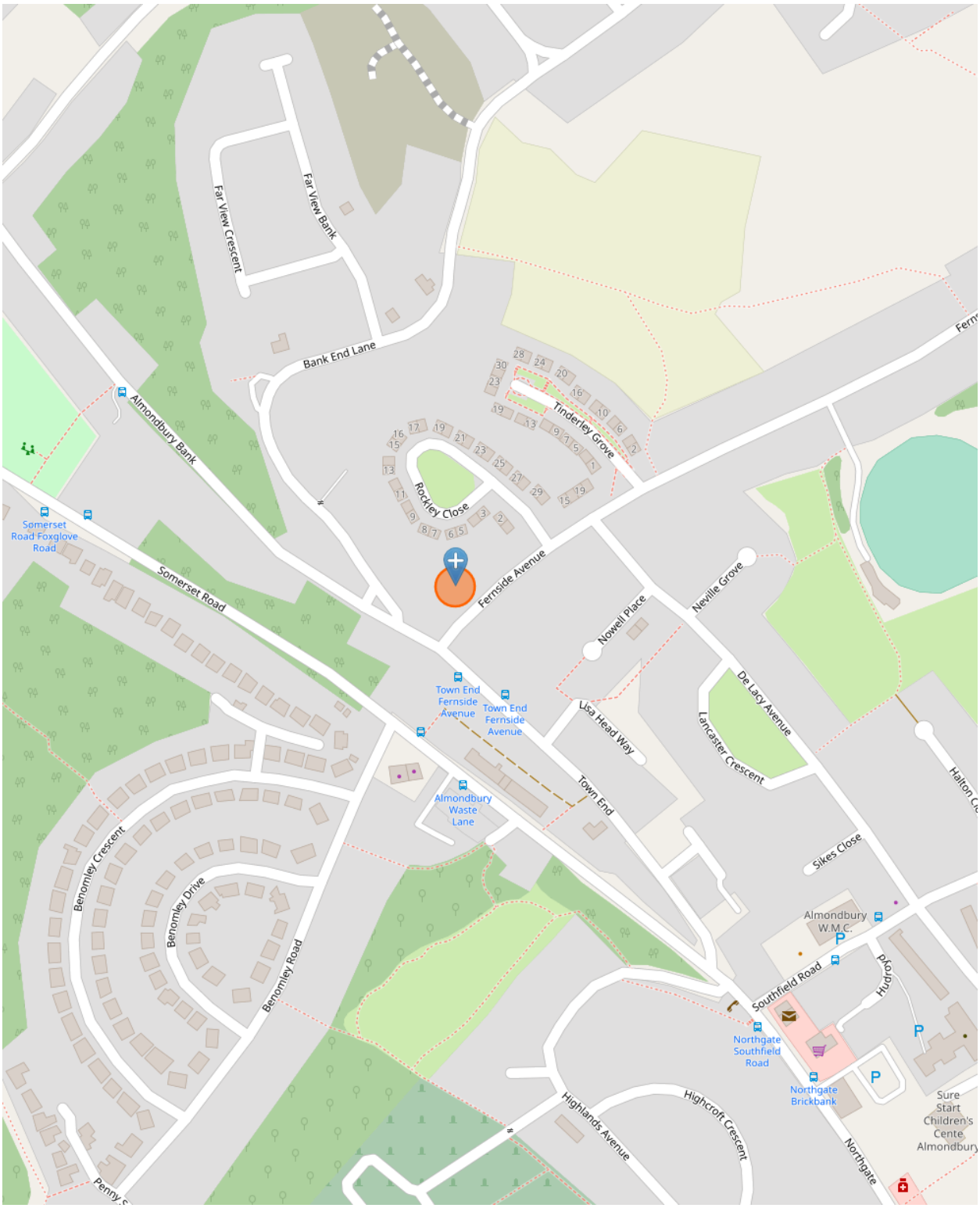
5.1 This statement considers the proposals to demolish an existing builder's store / depot and construct four residential dwellings comprising of two semi-detached one-bed and two semi-detached three-bed houses complete with suitable parking and turning areas.

5.2 Given the potential traffic generation associated with the sites previous use, it is considered that the site would not increase trips during the network peak periods. Therefore, the traffic generation of the proposed development would be comparable with the sites previous use.

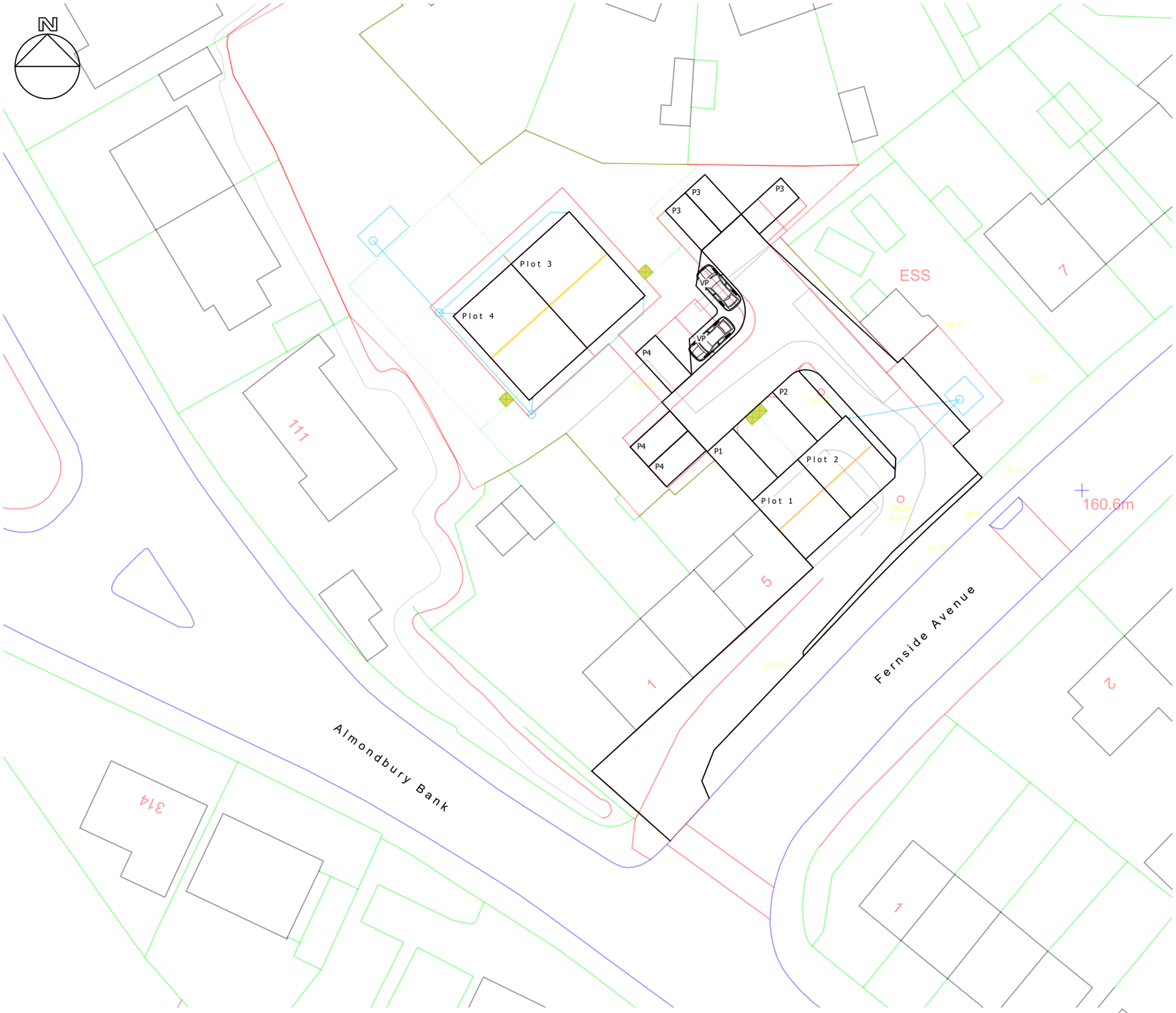
5.3 Furthermore, it is considered that the proposed development will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety, capacity, or efficiency reasons why planning consent for the proposed development should not be granted.

# Appendix A
## Site Location


Far View Crescent
Far View Bank
Bank End Lane
Almondbury Bank
Tinderley Grove
Rockley Close
Somerset Road Foxglove Road
Somerset Road
Fernside Avenue
Nowell Place
Neville Grove
Town End Fernside Avenue
Town End Fernside Avenue
Lisa Head Way
De Lacy Avenue
Lancaster Crescent
Almondbury Waste Lane
Town End
Benomley Crescent
Benomley Drive
Benomley Road
Sikes Close
Almondbury W.M.C.
Southfield Road
Northgate Southfield Road
Northgate Brickbank
Highlands Avenue
Highcroft Crescent
Northgate
Sure Start Children's Cente Almondbury

# Appendix B
## Development Proposals




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GENERAL NOTES

This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

| REV | DATE | DESCRIPTION |
|---|---|---|

PROJECT

FERNSIDE AVENUE,
ALMONDBURY

TITLE

ACCESS PROPOSALS

SCALE

1:400 @ A3

DRAWING

Appendix B

DATE

28.09.2021

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM