ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

RESIDENTIAL DEVELOPMENT, PENISTONE ROAD, FENAY BRIDGE

TRANSPORT ASSESSMENT

JULY 2022

REPORT NO 21312-001

RESIDENTIAL DEVELOPMENT, PENISTONE ROAD, FENAY BRIDGE

TRANSPORT ASSESSMENT

Newett Homes

Final Issue

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PRODUCTION TEAM

AMA

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Senior Transport Planner	Jacky Fitzpatrick

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce this Transport Assessment (TA) and a Travel Plan (TP) in connection with the proposed development of 68 residential dwellings on land to the east of Penistone Road, Fenay Bridge.

1.1.2 The site is located to the east of Penistone Road, in the village of Fenay Bridge, approximately 4km southeast of Huddersfield town centre. The site is currently undeveloped land, which has been allocated for residential development within Kirklees Council's Local Plan.

1.1.3 The site is bound to the north by Whitegates Grove and residential development; to the east by Whitegates Grove, Clough Way and residential development; to the south by residential development; and to the west by Penistone Road and agricultural land. The site location is included at **Figure 1**.

1.1.4 The proposed development will comprise 68 residential dwellings with associated parking. Two new priority junctions will be constructed on Penistone Road to provide access to the development.

1.1.5 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Kirklees Council.

1.1.6 This TA has been prepared with reference to the Department for Communities and Local Government National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

1.1.7 This TA will demonstrate that the site is well served by existing transport provision and is accessible to a range of key services and facilities. The report will also demonstrate that the traffic generated by the proposals will not result in a detrimental impact on the surrounding road network.

1.1.8 A Travel Plan has also been prepared, which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

1.2 PLANNING HISTORY

1.2.1 The site is allocated for development within the Kirklees Local Plan under reference HS1. The indicative capacity of the site is 68 dwellings.

1.2.2 In September 2021, permission was granted at the site (Planning Reference 2020/90725) for the erection of 68 dwellings with associated access, parking and open space. No highway objections were raised to the proposals.

1.3 REPORT STRUCTURE

1.3.1 The structure of the report is set out as follows:

- Section 2 – outlines compliance with both local and national transport planning policy;
- Section 3 – provides a description of the highway network surrounding the site, details of the existing traffic flows and a review of the personal injury collision records;
- Section 4 – examines the accessibility of the site by sustainable modes of travel;
- Section 5 – sets out the development proposals, including the proposed access, servicing, and car parking arrangements;
- Section 6 – examines the impact of the development on the local highway network; and
- Section 7 – provides a summary and conclusions.

2 POLICY BACKGROUND

2.1 NATIONAL PLANNING POLICY FRAMEWORK

2.1.1 The National Planning Policy Framework (NPPF) came into effect in 2012. The document was designed to supersede and simplify previous national planning documents and their policies. A revised version of the NPPF was published in July 2018. The revision implements around 85 reforms announced previously through the Housing White Paper, the planning for the right homes in the right places consultation and the draft revised NPPF consultation. A further update was made in July 2021.

2.1.2 The preparation of this TA is consistent with national transport policy guidance set out in the NPPF, which advocates the submission of such documents to support applications for new developments which generate traffic movements.

2.1.3 The NPPF states under the subheading 'Considering development proposals' 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 46; and*
> >
> > *c) 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 (Paragraph 110).*
>
> *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 (Paragraph 111).*
>
> *Within this context, applications for development should:*
>
> > *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
> >
> > *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
> >
> > *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (Paragraph 112).

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 Paragraph 113).'

2.1.4 **Section 4** of this report highlights the existing sustainable travel modes within the vicinity of the site and demonstrates that the development will be well suited to this location.

2.1.5 **Section 6** of this report assesses the traffic associated with the development on the surrounding road network and will demonstrate that the impact of the development will not be severe.

2.1.6 The Government's objectives set out in the revised NPPF are 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.

2.2 KIRKLEES LOCAL PLAN 2019

2.2.1 Kirklees' Local Plan was adopted in 2019 and sets out how and where land can be developed over the next 15 years, in order to meet the growing needs of local people and businesses.

2.2.2 Policy LP20 of the Local Plan considers sustainable travel. Here it is noted that 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. 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.

2.2.3 The policy goes on to note that Travel Plans will normally be required for all major planning applications and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained.

2.2.4 Policy LP21 considers highways and access. 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. The Policy notes that 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; and
g. *provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes*".

2.2.5 Policy LP22 considers parking. Here it is noted that car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development. New developments should incorporate flexibly designed minimum parking spaces for private cars, to provide the most efficient arrangement of safe, secure, convenient, and visually unobtrusive car parking within the site, including a mix of on and off-street parking. Provision should also be made to meet the needs of cyclists and disabled users.

2.2.6 The proposed development site is allocated for residential development under the reference Site HS1 in the Local Plan (Land to the north west of Woodsome Drive, Fenay Bridge, Huddersfield). There are no identified constraints relating to highways or transport and the site has been given an indicative capacity of 68 dwellings.

2.2.7 The allocations plan also indicates that the disused railway to the east of the site is allocated as a proposed core walking / cycling route. This is detailed under Policy LP23 and will provide an integrated system of cycle routes, public footpaths and bridleways that provide opportunity for alternative sustainable means of travel throughout the district and provide efficient links to urban centres and sites allocated for development. Proposals shall seek to integrate into existing and proposed cycling and walking routes as identified in the core walking and cycling network by providing connecting links where appropriate.

2.3 HOUSEBUILDERS DESIGN GUIDE SPD

2.3.1 The Housebuilders Design Guide Supplementary Planning Document (SPD) was adopted in June 2021 and sets out what the Council considers to be good residential design, to raise the quality of housing that is delivered in the district.

2.3.2 Principle 10 states that the site layout should make effective connections to existing walking and cycling links and take opportunities to create new connections. Walking and cycling links should be safe, convenient, direct, and accessible.

2.3.3 Principle 12 considers parking and notes that at the outset of the development, applicants should identify the need for car parking having considered a range of measures to reduce private car-use into the design of development and through travel plans. Car parking should not dominate street frontages, be provided in a mix of different formats and be well integrated with the street scene.

2.4 HIGHWAY DESIGN GUIDE SPD

2.4.1 The Highway Design Guide SPD was adopted in November 2019 and encourages applicants to deliver good highway design and contribute to the creation of attractive, high quality and sustainable places within the Kirklees district. Some of the key design drivers set out in the SPD are summarised below:

- Direct routes should be provided to bus stops, local facilities, schools, and adjacent neighbourhoods;
- Follow the guidance in the Government endorsed publication 'Inclusive Mobility' on minimum footway widths, gradients and crossfalls, signage heights, steps and crossing points;
- The typical width of adopted carriageways is generally 5.5m, which is sufficient to accommodate typical residential traffic provided that sufficient off-street parking is available;
- The geometry of new junctions must take into account both the type of traffic on the minor route and also the existing traffic flows and speeds on the major route;
- Within visibility splays and forward visibility envelopes, walls and ground cover shrub planting are acceptable up to a maximum potential growth height of 0.60m;
- Kirklees has not set local parking standards, however, as an initial point of reference for residential developments (unless otherwise evidenced), it is considered that new:
    - 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces;
    - 4+ bedroom dwellings provide three off-street spaces;
    - 1-2 bedroom apartments provide one space (3+ bed two spaces);
    - One visitor space per four dwellings; and
    - One cycle space per unit.
- Where on-street parking is proposed, the developer must demonstrate how access for heavy goods, waste collection and emergency vehicles will be achieved, and how bin storage and presentation points for collection have been facilitated.

3 EXISTING CONDITIONS

3.1 SITE LOCATION

3.1.1 The site is located to the east of Penistone Road in the village of Fenay Bridge, approximately 4km southeast of Huddersfield town centre. The site is currently undeveloped agricultural land, which has been allocated for residential development within Kirklees Council's Local Plan.

3.1.2 The site is bound to the north by Whitegates Grove and residential development; to the east by Whitegates Grove, Clough Way and residential development; to the south by residential development; and to the west by Penistone Road and agricultural land. The site location is included at **Figure 1**.

3.2 LOCAL HIGHWAY NETWORK

3.2.1 The site fronts on to the A629 Penistone Road, which routes in a general north / south direction between Huddersfield and Sheffield. Within the vicinity of the site, Penistone Road is a single-carriageway two-way road subject to a 40mph speed limit. A lit footway is provided on the eastern side of the carriageway across the site frontage.

3.2.2 Immediately north of the site, Whitegates Grove connects with Penistone Road at a priority junction, with a ghost-island right turn lane provided on the Penistone Road arm. Further north Penistone Road continues through Fenay Bridge, connecting with Waterloo Road, the A642 Wakefield Road, and the A629 Wakefield Road at a complex signalised junction.

3.2.3 South of the site, the B6433 Rowley Lane connects with Penistone Road at a priority junction with a ghost-island right turn lane. This road serves a number of residential streets as well as providing a connection to the A642 west of Lepton.

3.2.4 The A629 continues west to connect with Queensgate and Southgate, which form a ring road around Huddersfield town centre. The A642 routes east through the village of Lepton, providing a connection to the A637 before routeing into Wakefield. The A637 connects with the M1 at junction 38 before connecting with the A635 northwest of Barnsley.

3.2.5 The site is therefore considered to be well located for access to the local, regional, and strategic highway networks

3.3 PERSONAL INJURY COLLISION RECORD

3.3.1 A review of the existing road safety record on the surround roads has been undertaken using the Crash Map database. The most recent five-year period has been considered and the incident plot is included at **Figure 2**.

3.3.2 In total, two incidents were recorded on Penistone Road close to the site frontage. Both incidents were classified as 'slight' in severity. The first occurred close to the junction of Penistone Road and Whitegates Grove and was a collision between two cars. The second occurred south of the junction with Rowley Lane and was a collision between a car and a bus.

3.3.3 It is not considered that there is a pattern to the existing collision record that would be exacerbated by the proposed development. It is therefore not considered that the proposals will detrimentally impact highway safety on the local highway network.

4 EXISTING SUSTAINABLE TRANSPORT PROVISION

4.1 INTRODUCTION

4.1.1 The Government's objectives set out in the NPPF are 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.

4.1.2 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.

4.2 WALKING ACCESSIBILITY

4.2.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:

"*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)

4.2.2 This walking catchment has been used in the consideration of the accessibility of the site. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 3**.

4.2.3 Within a 2km catchment of the site, much of Fenay Bridge can be accessed. Amenities include convenience stores, restaurants, a supermarket, a doctor's surgery, and a number of educational establishments.

4.2.4 A footway is provided on the eastern side of Penistone Road, providing a continuous route north to the eastern suburbs of Huddersfield. South, pedestrian access is achievable to the village of Kirkburton. Footways are also provided along Rowley Lane providing a safe route towards Lepton.

4.2.5 There are a number of Public Rights of Way operating in the local area, demonstrated at **Figure 4**. Of particular note, footpaths KIR/64/20, KIR/64/30, and KIR/64/10 provide a connection from Whitegates Grove to the north of the site to Common End Lane.

4.2.6 Dropped kerb crossings are provided over local junctions, and tactile paving is also provided over Rowley Lane to the south of the site. A pedestrian refuge island is provided on Penistone Road just north of the Rowley Lane junction.

4.3 CYCLING ACCESSIBILITY

4.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

"*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)

4.3.2 The plan attached at **Figure 5** shows the 5km cycling catchment from the site. The centre of Huddersfield and its eastern suburbs can be accessed within a reasonable cycle distance of the site, as well as a number of neighbouring villages such as Almondbury, Farnley Tyas and Thunder Bridge.

4.3.3 There are no dedicated cycle facilities within the immediate vicinity of the site, however, approximately 1km north on Penistone Road there is a dedicated bus / taxi / cycle lane which provides a continuous route into Huddersfield town centre.

4.4 PUBLIC TRANSPORT

Bus Services

4.4.1 The nearest bus stops to the site are located on Penistone Road, along the site frontage. The southbound stop is provided as a simple flag and post stop with timetable information and raised boarding kerbs. The northbound stop is provided with a shelter, seating, raised boarding kerbs and timetable information.

4.4.2 Additional stops can be accessed on Rowley Lane, approximately 200m from the site. Theses stops are both provided as simple flag and post stops with raised boarding kerbs. All local bus stops are demonstrated at **Figure 6**. The services calling at these stops are summarised in **Table 4-1**.

Table 4-1 Local Bus Services

SERVICE	ROUTE	MONDAY – FRIDAY	SATURDAY	SUNDAY
D1	Huddersfield – Denby Dale	30 mins	30 mins	Hourly
D2	Huddersfield – Lepton – Shepley – Denby Dale	Two-hourly	Two-hourly	-
D3	Huddersfield – Lepton – Shepley – Denby Dale	Two-hourly	Two-hourly	-
K77	Waterloo – Lepton – Fenay Bridge – King James High School	School Service	-	-
K78	Grange Moor –King James High School	School Service	-	-
K79	Fenay Bridge – Lepton –King James High School	School Service	-	-
K80	Waterloo Road – King James High School	School Service	-	-
K86	Kirkheaton – King James High School	School Service	-	-
K87	Kirkheaton – King James High School	School Service	-	-
K89	Moldgreen – Fenay Bridge – Kirkburton Middle School	School Service	-	-
K98	Kirkheaton – King James High School	School Service	-	-
S11	Lepton – Fenay Bridge – King James High School	School Service	-	-
80	Shelley College – Kirkburton - Waterloo	School Service	-	-

Rail Services

4.4.3 The closest railway station to the site is in Huddersfield town centre, which is accessible by a 19-minute cycle or a 26-minute bus ride. From here, regular services operate between Leeds and Manchester. A cycle parking hub is provided at the station, which provides space for 54 cycles.

4.5 SUMMARY

4.5.1 It has been demonstrated that the site is located well for access to local services and amenities, and regular bus services provide access to destinations further afield and to Huddersfield Railway Station. As such, residents will not be dependent upon the private car for making every day journeys.

5 DEVELOPMENT PROPOSALS

5.1 SITE LAYOUT PROPOSALS

5.1.1 The proposals are for the development of 68 dwellings, complimenting the quantum of the extant consent on site, comprising a mix of 2, 3 and 4-bed houses. The proposed accommodation schedule is summarised below:

- 11 x two-beds
- 38 x three-beds
- 19 x four-beds

5.1.2 The proposed site layout is included at **Appendix A**.

5.2 PROPOSED ACCESS AND SERVICING ARRANGEMENTS

5.2.1 The access arrangements are broadly similar to those agreed under the outline application, albeit two accesses are now proposed to serve the site.

5.2.2 A new priority junction is proposed centrally along the site frontage onto Penistone Road. This will measure 5.5m in width and will be provided with 10m radii. A ghost-island right-turn lane will be provided on Penistone Road measuring 50m in length (capable of accommodating seven cars). Visibility splays of 2.4m by 120m, in accordance with the Design Manual for Roads and Bridges, and the posted speed limit of the road, have been shown to be achievable. The gradient of the access will be no more than 1:40 for the first 10m. This access is the same as that permitted under the previous application at the site.

5.2.3 The second access will be a minor priority junction serving seven units. This junction will measure 5.5m in width and will be provided with 10m radii. A ghost-island right-turn lane will be provided on Penistone Road measuring 50m in length (capable of accommodating seven cars). Visibility splays of 2.4m by 120m, in accordance with the Design Manual for Roads and Bridges, and the posted speed limit of the road, have been shown to be achievable, with the southern splay taken to the centre line of the road. This is considered appropriate given the presence of a refuge island to the south on Penistone Road, which means that no overtaking will take place. The gradient of the access will be no more than 1:40 for the first 10m.

5.2.4 The proposed access arrangements are shown in detail at **Appendix B**. The existing southbound bus stop on Penistone Road will be relocated to accommodate the proposed site access and not interfere with visibility. The existing northbound bus stop will also be relocated to accommodate the proposed right-turn lane serving the southern access.

5.2.5 The initial section of the site access road is proposed as a traditional residential estate road with a 5.5m wide carriageway and 2m wide footways on both sides. The road will continue to the southeast, where footway provision will be made on the western side only. A 0.6m wide margin is proposed on the eastern side of the carriageway.

5.2.6 From Unit 63 onwards a shared surface will be provided. Two other shared surface areas will be provided off the main access road. The secondary access to the site will lead straight into a shared surface area. These areas will have a carriageway width of 5.5m, with 0.6m margins provided on both sides.

5.2.7 Vehicle swept path analysis is included at **Appendix C** which demonstrates that a refuse vehicle is able to suitably manoeuvre within the site.

5.3 PARKING

5.3.1 All units will be provided with a minimum of two parking spaces when including garages. 17 visitor parking spaces will be provided across the site, which equates to one space per four units, in accordance with the local standards.

5.3.2 Each dwelling will be provided with electric vehicle charging provision. Cycle storage will be available within the curtilage of each dwelling.

5.3.3 To demonstrate that the car parking provision will be adequate, consideration has been given to local car ownership levels. Within the local Middle Super Output Area (MSOA) Kirklees 051, average car ownership is 1.52 cars per dwelling. The proposals therefore offer sufficient parking to meet this demand.

6 TRAFFIC IMPACT ASSESSMENT

6.1 INTRODUCTION

This section sets out the methodology used to estimate the number of trips that are expected to be generated by the proposed development of the site and its impact on the local highway network.

6.2 DEVELOPMENT TRAFFIC GENERATION

6.2.1 Preliminary traffic assessments were undertaken to support the Local Plan site allocation process. As part of this process, weekday peak hour trip rates were agreed with the Council, and these rates were subsequently used in the outline application at the site. These trip rates are summarised in **Table 6-1** and have been applied to the proposed number of units to quantify the expected trip generation of the proposals.

Table 6-1 Proposed Development - Vehicle Trip Rates and Generation (68 dwellings)

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.15	0.35	0.45	0.20
Trip Generation	10	24	31	14

6.2.2 However, as part of the recently permitted application, it was agreed to consider a sensitivity scenario, whereby the two-way trip rates in each peak hour would equal 0.80. These trip rates and subsequent trips are demonstrated in **Table 6-2**.

Table 6-2 Sensitivity Trip Generation (68 Dwellings)

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.16	0.64	0.64	0.16
Trip Generation	11	44	44	11

6.2.3 The proposed number of units is equal to that assessed under the previous application. Given that the main access is the same as that previously proposed, and a smaller number of trips will be making use of this access owing to the provision of a secondary access, it is not considered necessary to re-assess the capacity of this junction.

6.2.4 The Transport Assessment submitted by Sanderson Associates demonstrated that even in the sensitivity scenario, the junction would operate with ample spare capacity and would experience no queueing on any arm and no further modelling of the site access is required.

6.2.5 It is therefore not considered that the proposed development will lead to a severe impact on the local highway network in terms of highway capacity or any detrimental impact on highways safety.

7 SUMMARY AND CONCLUSIONS

7.1.1 This Transport Assessment has been prepared on behalf of Newett Homes to accompany a planning application for the development of 68 residential dwellings on land to the east of Penistone Road, Fenay Bridge.

7.1.2 The site is located to the east of Penistone Road in the village of Fenay Bridge, approximately 4km southeast of Huddersfield town centre. The site is currently undeveloped land, which has been allocated for residential development within Kirklees Council's Local Plan.

7.1.3 In September 2021, permission was granted at the site for the erection of 68 dwellings with associated access, parking and open space. No highway objections were raised to the proposals. These proposals mirror the same development quantum consented (2020/90725) and as such is already acceptable in principle in highways terms.

7.1.4 The proposals accord with both national and local transport planning policy. The site is located sustainably, with good access to a range of local services and good quality bus routes. Residents will not be reliant on the private car for everyday trips.

7.1.5 The proposals comprise the development of 68 dwellings, incorporating 11 two-bed, 38 three-bed and 19 four-bed units. A new priority junction is proposed centrally along the site frontage onto Penistone Road to serve the majority of dwellings. Seven dwellings will be accessed via a shared private drive to the south of the site. Both of these junctions will measure 5.5m in width and will have a ghost island right-turn lane on Penistone Road.

7.1.6 All units will be provided with at least two car parking spaces, with additional visitor parking provided throughout the site. The proposed level of parking is considered appropriate to meet the needs of the site without leading to overspill parking on the local highway. Each dwelling will be provided with electric vehicle charging provision. Cycle storage will be available within the residential curtilage of each dwelling.

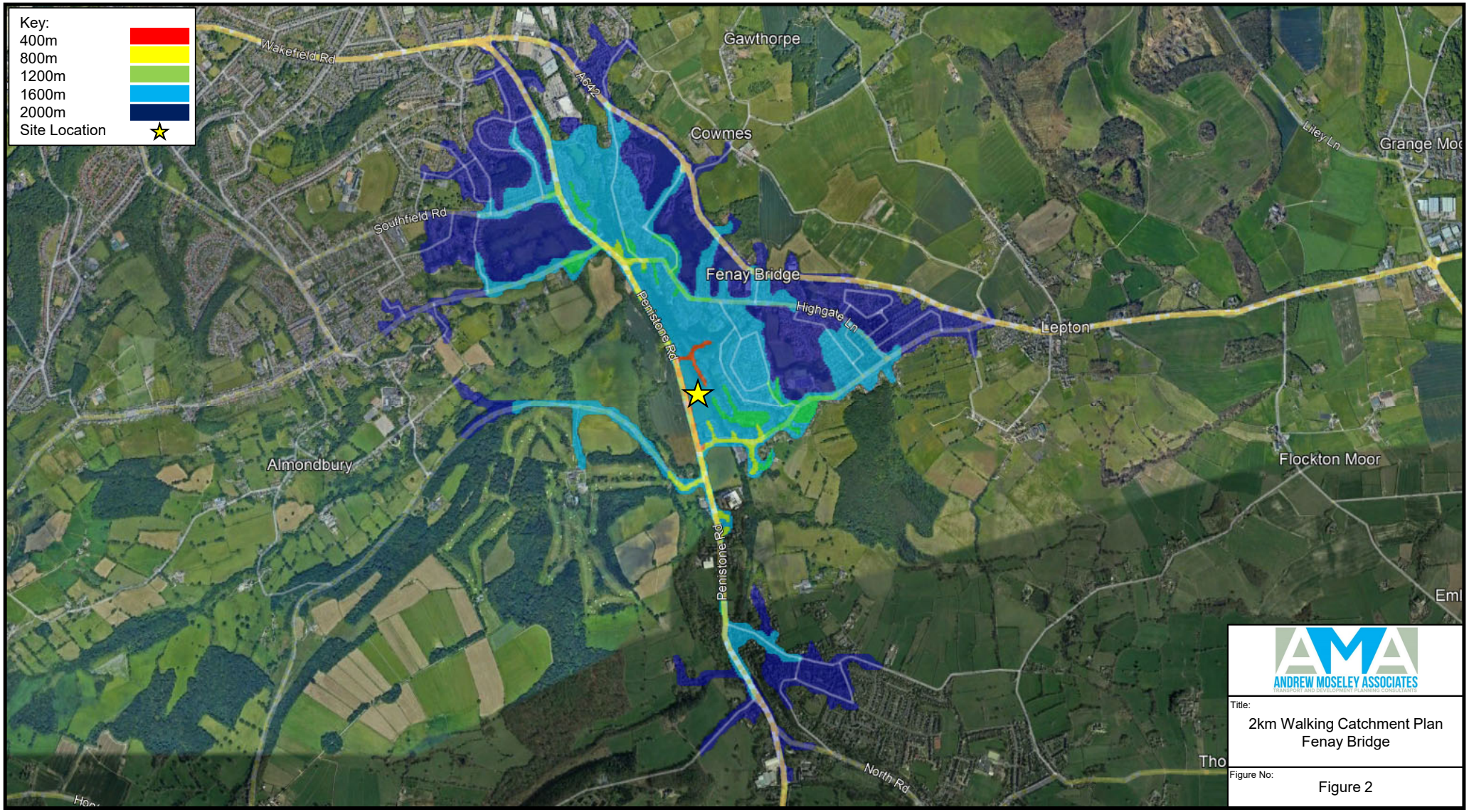
7.1.7 The proposals are expected to generate 34 two-way vehicle trips in the morning peak hour and 45 two-way trips in the evening peak hour. Under a sensitivity scenario using trip rates provided by the LHA, the site could generate 55 trips in each peak hour.

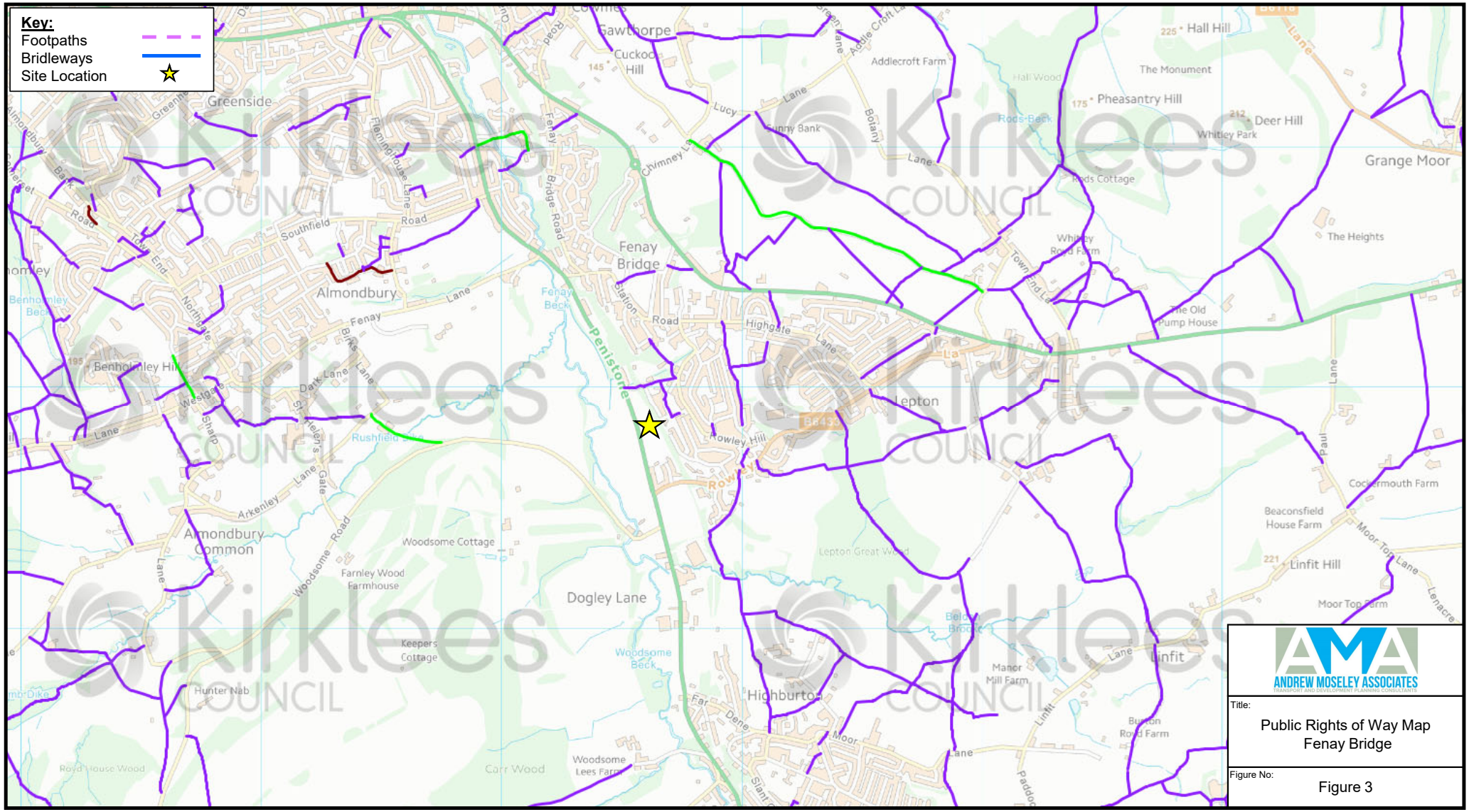
7.1.8 The proposed level of trip generation is lower than that previously assessed, and the unit numbers are the same as previously permitted under an earlier planning application. It is therefore considered that the proposals will not lead to a severe impact on the local highway network.

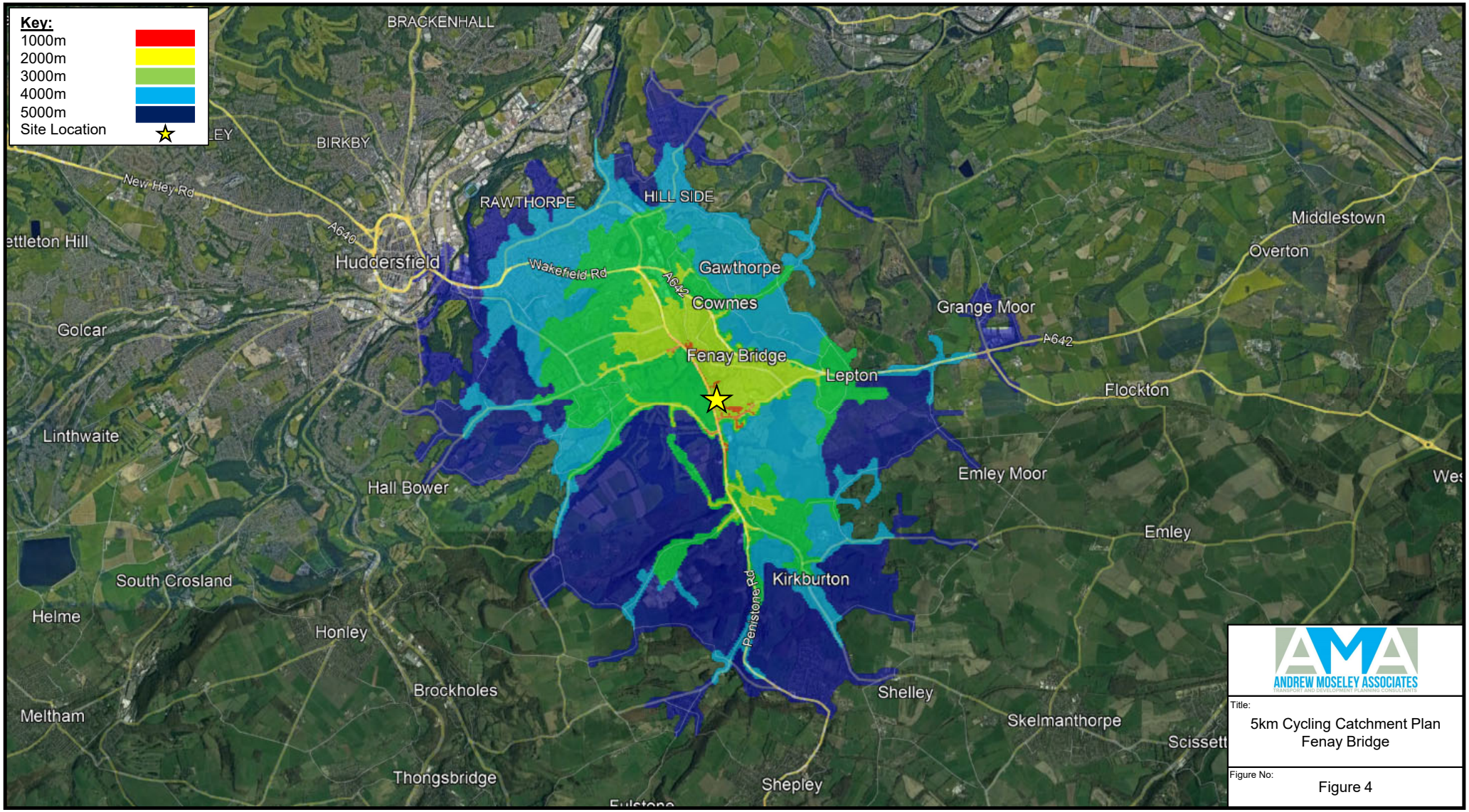
7.1.9 Given that set out above, it is not considered that there should be any highway objections to the proposals.

FIGURES


Key:
Site Location
Southgate School
LDC Driving School - Kate Bell
Fenay Bridge
Lepton Surgery
Station Rd
Highgate Ln
Fenay Ln
A642
St. John's Church
King James's School
Rowley Lane Junior Infant & Nursery School
Stephen North Automatic Driving School
Woodsome Rd
Rowley Ln
LITTLE LEPTON
ANDREW MOSELEY ASSOCIATES
Title:
Indicative Site location Plan
Fenay Bridge
Figure No:
Figure 1


Key:
400m
800m
1200m
1600m
2000m
Site Location
Wakefield Rd
A642
Gawthorpe
Cowmes
Liley Ln
Grange Moo
Southfield Rd
Fenay Bridge
Penistone Rd
Highgate Ln
Lepton
Almondbury
Flockton Moor
Penistone Rd
North Rd
Emi
Tho
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS
Title:
2km Walking Catchment Plan
Fenay Bridge
Figure No:
Figure 2


Key:
Footpaths
Bridleways
Site Location
Greenside
Cuckoo Hill
Gawthorpe
Addlecroft Farm
Hall Hill
The Monument
Pheasantry Hill
Deer Hill
Whitley Park
Grange Moor
Rods Cottage
The Heights
Whitley Royd Farm
Fenay Bridge
Almondbury
Benholmley Hill
Fenay Beck
Penistone
Road
Highgate
The Old Pump House
Lepton
Rowley Hill
Cockermouth Farm
Beaconsfield House Farm
Linfit Hill
Moor Top Farm
Almondbury Common
Woodsome Cottage
Farnley Wood Farmhouse
Dogley Lane
Keepers Cottage
Hunter Nab
Woodsome Beck
Highburton
Manor Mill Farm
Linfit
Burton Royd Farm
Woodsome Lees Farm
Carr Wood
Royd House Wood
Kirklees COUNCIL
ANDREW MOSELEY ASSOCIATES
Title:
Public Rights of Way Map
Fenay Bridge
Figure No:
Figure 3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1000m
2000m
3000m
4000m
5000m
Site Location
BRACKENHALL
BIRKBY
New Hey Rd
A640
RAWTHORPE
HILL SIDE
Huddersfield
Wakefield Rd
A642
Gawthorpe
Cowmes
Middlestown
Overton
Grange Moor
A642
Golcar
Fenay Bridge
Lepton
Flockton
Linthwaite
Hall Bower
Emley Moor
Emley
South Crosland
Kirkburton
Penistone Rd
Helme
Honley
Brockholes
Shelley
Meltham
Skelmanthorpe
Thongsbridge
Shepley
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS
Title:
5km Cycling Catchment Plan
Fenay Bridge
Figure No:
Figure 4


Key:
Site Location
Bus Stops
Walking Route
Refuge island Crossing
Woodsome Rd
Woodsome Rd
Fenstone Rd
Fenstone Rd
Rowley Dr
Fields Rd
Sorbus Way
Rowley Lane Junior
Infant & Nursery Scho
Rowley Ln
Clough Dr
Rowley Hill
B6433
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS
Title:
Bus Stop Locations Plan
Fenay Bridge
Figure No:
Figure 5

APPENDICES

Appendix A – Proposed Site Layout

Appendix B – Proposed Site Access Arrangements and Visibility Splays

Appendix C – Vehicle Swept Path Analysis

Appendix A

PROPOSED SITE LAYOUT

ACCOMMODATION SCHEDULE

Market Units

Colour Code	Housetype		Beds		Storey Height	Number	2 Bed %
	N201	Elm	2	Semi	2	11	
	T3		3	Semi	2	4	
	Total					15	22%

	Housetype		Beds		Storey Height	Number	3 Bed %
	N302	Blackthorn	3	Detached	2	10	
	N303A	Laurel	3	Semi	2	4	
	SL03	Beeches	3	Semi	3	10	
	SL04	Rowan	3	Semi	3	6	
	N313	Aspen	3	Semi	2.5	4	
	Total					34	50%

	Housetype		Beds		Storey Height	Number	4 Bed %
	N402	Mulberry	4	Detached Integral	2	1	
	N403A	Willow	4	Detached	2	1	
	N403B(s)	Willow Alt	4	Detached	2	5	
	N405	Cedar	4	Detached Integral	2	3	
	N407	Woodlark	4	Detached	2	1	
	SL02	SL02	4	Detached	3	8	
	Total					19	28%

GRAND TOTAL:	Number
	68

Drawing Title
Planning Layout

Site
Penistone Road, Fenay Bridge

Scale @ A2	1:1000	Date	27/06/22
Drawn	MC	Checked	WN
Drawing No.	Z078-001	Rev.	E

N

Thorpe Arch Grange
Walton Road
Thorp Arch
LS23 7BA

01937 543599
www.newetthomes.co.uk

NEWETT HOMES

Appendix B

PROPOSED SITE ACCESS ARRANGEMENTS AND VISIBILITY SPLAYS

NOTES

P1	Preliminary - Initial Issue	-	-

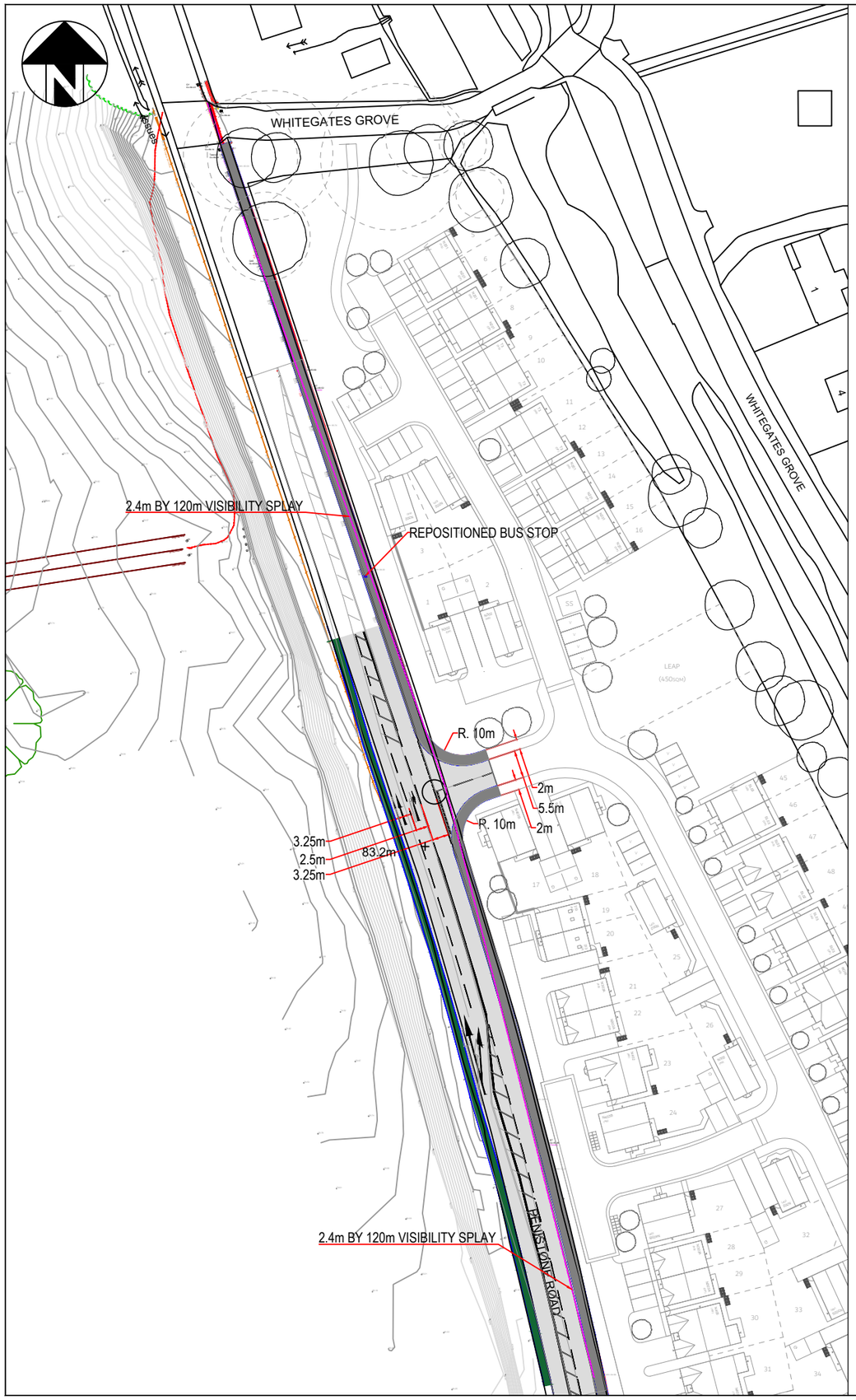
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

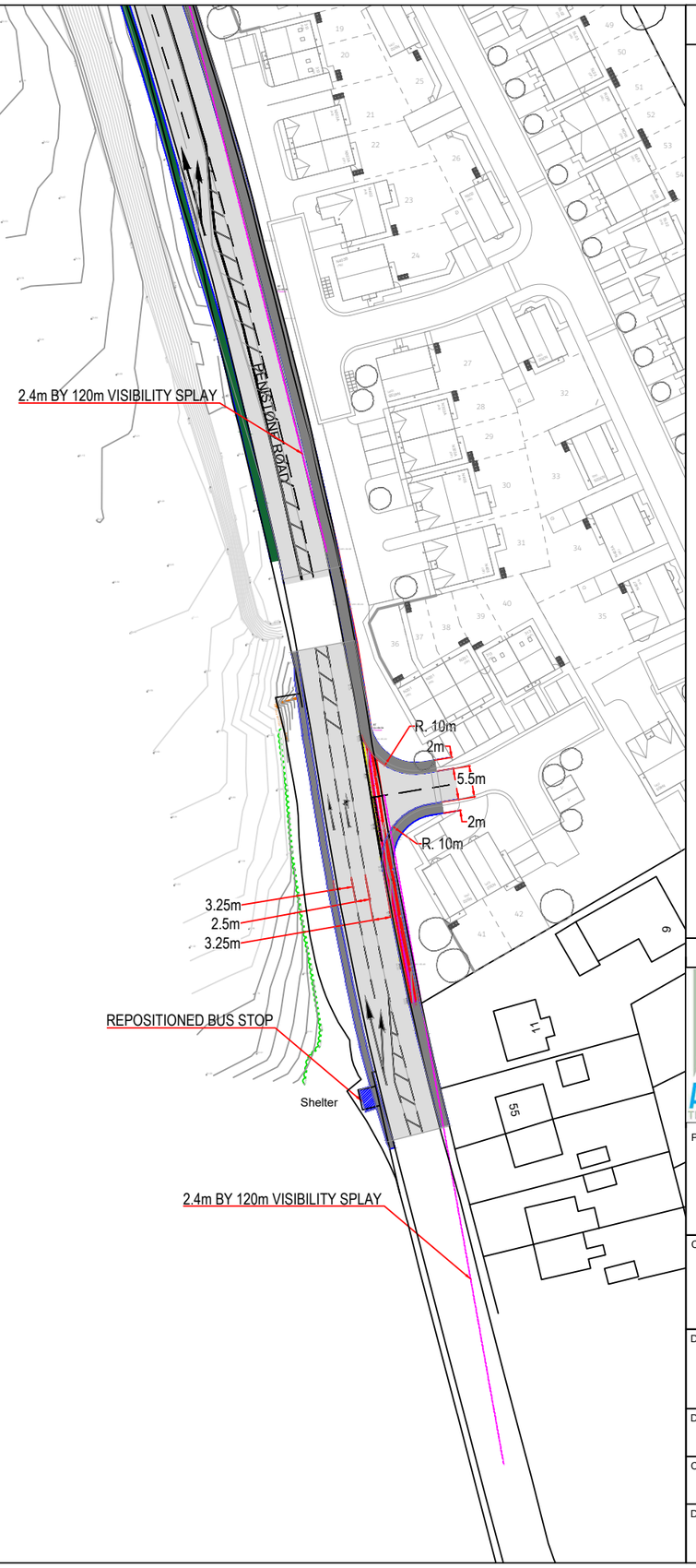
Project:
FENAY BRIDGE

Client:
NEWETT HOMES

Drawing:
PROPOSED ACCESS ARRANGEMENT

Drawn By:	Date:	
RID	29/07/2022	
Checked: GDM	Scale: 1:2000	A3
Drawing No. AMA/21312/SK/006.1		Rev. -





NOTES

P1	Preliminary - Initial Issue	-	-

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
FENAY BRIDGE

Client:
NEWETT HOMES

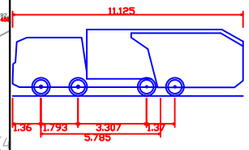
Drawing:
PROPOSED ACCESS ARRANGEMENT

Drawn By:	Date:	
RID	29/07/2022	
Checked: GDM	Scale: 1:1000	A3
Drawing No. AMA/21312/SK/006.2		Rev. -

Appendix C

VEHICLE SWEPT PATH ANALYSIS

NOTES



Phoenix 2-25W (with Volvo FM12 chassis)	
Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

P1	Preliminary - Initial Issue	-	-

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
FENAY BRIDGE

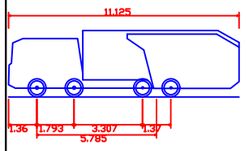
Client:
NEWETT HOMES

Drawing:
LARGE REFUSE VEHCILE SWEPT PATH ANALYSIS

Drawn By:	Date:	
RID	27/07/2022	
Checked:	Scale:	A3
JF	1:500	

Drawing No.	Rev.
AMA/21312/ATR005	-

NOTES



Phoenix 2-25W (with Volvo FM12 chassis)	
Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.209m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

P1	Preliminary - Initial Issue	-	-

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
FENAY BRIDGE

Client:
NEWETT HOMES

Drawing:
LARGE REFUSE VEHCILE SWEPT PATH ANALYSIS

Drawn By: RID	Date: 27/07/2022	
Checked: JF	Scale: 1:500	A3
Drawing No. AMA/21312/ATR006		Rev. -

Andrew Moseley Associates, 51A St Pauls Street, Leeds, LS1 2TE

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