Highways Supporting Statement

Proposed Residential Development – 61-63 Moor Lane, Gomersal

6th September 2022

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highway impact associated with a full planning application for a proposed change of use from a dance studio to a residential development totalling ten apartments located at 61-63 Moor Lane, Gomersal.

This Statement sets out the following elements:

- Description of Site Location;
- Details of the Local Highway Network;
- Sustainable Modes Access – Walking, Cycling and Public Transport;
- Collision Data;
- Details of Existing Development;
- Details of the Proposed Development;
- Access Arrangements;
- Servicing Arrangements;
- Traffic Generation of Existing and Proposed Development;
- Expected and Net Highway Impact; and
- Conclusion.

The following are appended to this statement:

- Figure 1 – Site Location Plan;
- Appendix A – Proposed Site Layout; and
- Appendix B – TRICS Data.

Description of Site Location

The site consists of 61-63 Moor Lane, which is currently occupied by a dance studio and associated car parking. The application site is located on land to the north of Moor Lane, approximately 1km to the north of Gomersal town centre.

The site is bound to the north by residential dwellings accessed from Summerdale; to the east by the A652 Dewsbury Road; to the south by Moor Lane and later by residential dwellings; and to the west by residential dwellings. A site location plan is appended to this Statement in **Figure 1**.

The Local Highway Authority (LHA) is Kirklees Council (KC).

Details of the Local Highway Network

The site is bound to the south by Moor Lane, which is a single carriageway two-way road subject to a 30mph speed restriction, which is street lit and equipped with a footway along the southern side of the carriageway. Moor Lane is a residential street which runs in a general east / west alignment providing access to the A652 Dewsbury Road in the east and to the A651 Oxford Road in the west.

Located approximately 50m to the east of the application site, Moor Lane forms a right turn ghost-island T-junction with the A652 Dewsbury Road. The junction is subject to a 30mph speed limit, is street lit and has footway provision present along the southern side of Moor Lane and along both sides of the A652. An uncontrolled pedestrian crossing is present across the minor arm which is equipped with dropped kerbs and tactile paving.

Forming the main arms to the T-junction, the A652 Dewsbury Road is a single carriageway two-way road which is subject to a 30mph speed limit, is street lit and has footways present along both sides of the road. Running in a general north-west / south-east alignment, the A652 providing access to destinations such as Birstall and Batley in the south-east and to the A651 in the north-west.

Located approximately 350m to the west of the application site, Moor Lane forms a right turn ghost-island T-junction with the A651 Oxford Road. The junction is subject to a 30mph speed limit, is street lit and has footways present along both sides of all arms.

The A651 Oxford Road is a single carriageway two-way road which is subject to a 30mph speed limit, is street lit and has sections of footway present along both sides of the carriageway. The A651 runs in a general north / south alignment providing a key route through the centre of Gomersal and later providing access to the A62 (c. 2.5km) in the south, and to the residential settlement of Birkenshaw and later the A650 (3.5km) in the north.

At a more strategic level, the M62 is located approximately 800m to the north of the application site, however can only be accessed via Junction 26 (c. 3km) to the west of the site, or via the Junction 27 (c. 4km) to the east of the site. The M62 forms part of the Strategic Road Network (SRN) which runs in a general east / west direction providing access to a number of destinations to the south of Leeds, and at a wider level to Manchester in the west and Goole in the east.

The site is considered to be well located to the local, regional and national highway networks.

Sustainable Modes Access – Walking, Cycling and Public Transport

The proposed development is considered to be accessible on foot, with the provision of footways present along the southern side of Moor Lane. Footways are also present along both sides of the A652 Dewsbury Road and the A651 Oxford Road, providing access to Gomersal's and Birstall's key facilities in the town centres.

Situated within a 2km walking catchment of the proposed development, the site is within a suitable walking distance of both Gomersal and Birstall town centres, providing access to a range of services and amenities including primary schools, areas of retail and food shopping, GP surgeries and medical centres, areas of employment and areas of recreation.

Within an acceptable 5km cycling catchment of the site, it is considered all of the areas within the walking catchment are accessible by cycle. Other areas within a 5km cycling catchment includes the surrounding residential settlements of Batley, Heckmondwike, Hightown, Scholes and Oakenshaw, as well as providing access to a range of employment areas including Gildersome Industrial Estate and Birstall Retail Park.

A review of the West Yorkshire Connect cycle map identifies a series of advisory cycle routes within the vicinity of the development. These advisory cycle routes include Moor Lane which borders the south of the site, as well as Queen Street, Nutter Lane, and sections of the A651 Oxford Road and the A652 Dewsbury Road. Advisory cycle routes connect the residential settlement of Gomersal to Birstall, Birkenshaw, Cleckheaton and Liversedge.

A total of five bus stops are located within the recommended 400m walking distance of the proposed development; two bus stops on the A652 Dewsbury Road (c. 260m to the south east of the site); one bus stop on Moor Lane (c. 30m west of the site); and two bus stops on the A651 Oxford Road (c. 400m to the west of the site).

All of the identified bus stops are accessible via existing footway provisions. Further details of the bus services are provided in **Table 1**.

Table 1: Local Bus Services

Stop Location	Service	Service Destinations	Daytime and Peak Frequency
A652 Dewsbury Road	283	Bradford – Dewsbury	Weekdays & Saturday – Every 30 Minutes Sunday – Every Hour
	283A	Bradford – Dewsbury	Weekdays & Weekends – Evenings Every Hour
	AL1	Birstall – St John Fisher High School	School Service
	AL6	East Bierley – St John Fisher High School	School Service
A651 Oxford Road	254	Dewsbury - Leeds	Weekdays & Saturday – Every 30 Minutes Sunday – Every Hour
	255	Halifax - Leeds	Weekdays & Saturday – Every 30 Minutes Sunday – Every Hour
	263	Bradford – Dewsbury	School Service
	624A	Batley – BBG Academy	School Service

Details of the bus services provided in **Table 1**, identify a cumulative frequency of seven buses per hour on Weekdays; seven buses per hour on Saturdays and four buses per hour on Sundays to a range of destinations including; Leeds, Bradford, Halifax and Dewsbury.

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. Given the close proximity of the proposed residential development to Gomersal centre and availability of frequent public transport services, the site is considered to be in a sustainable location with a range of facilities to accommodate and encourage pedestrian, cycle and public transport trips from the site.

The site is therefore considered to be in a highly sustainable location for access by non-car modes in line with local and national transport planning policy.

Collision Data

A review of the most recent five-year period (January 2017 – December 2021) was undertaken for the entire length of Moor Lane and its junction with the A652 Dewsbury Road in the east. The data identified that a zero collisions occurred within the vicinity of the application site.

Given the extent of the study area and that no collisions occurred in the last five years, it is considered that there are no existing road safety issues within close proximity to the site.

Details of Existing Development

The site is currently occupied by a dance studio which offers a range of dance classes, venue hire and café. The site is access to the south of the application site via a private gated access providing access to a car park and main entrance.

Details of the Proposed Development

The proposed development is for ten residential apartments with associated parking, providing 12 car spaces. Copies of the proposed site layouts are included in **Appendix A.**

The proposed development will consist of the following:

- 10 x 1 Bedroom Apartments.

Parking for the proposed residential apartment scheme will be provided in accordance with KC's design policy of one parking space for 1 - 2 bedroom apartments, and 1 visitor parking space per four residential units.

It is therefore considered that the proposed quantum or 12 parking spaces provides a suitable level of provision to accommodate both future residents of the development and visitor parking.

A secure cycle parking area is proposed to the rear of the development which will provide sufficient space to accommodate the required level of cycle parking. Cycle parking will be provided in line with the KC Parking guidelines at one secure space per apartment (ten in total).

Access will remain the same as that of the existing conditions, with access taken to the south of the application site, directly onto Moor Lane. A review of the surrounding highway network identifies that zero collisions were recorded within close proximity to the site access.

It is therefore considered that as the site currently generates a significant amount of vehicle based traffic in excess of that that would be generated by ten apartments, the access would result in a net benefit in trip generation terms and as such is considered to be acceptable for the future change of use to residential apartments. This is fully detailed in the Trip Generation sub section.

The proposed development is therefore considered to provide access, internal layout and parking provision in line with policy requirements.

Servicing Arrangements

Servicing of the proposed site would adopt the same servicing principals as other residential dwellings with refuse collections undertaken fortnightly from the Moor Lane road side. No special arrangements would be required for the proposed development, simply adopting the existing provision accepted for all other properties.

As detailed in the attached site layout plan, a refuse collection area is located within the application boundary, to the south west of the site adjacent to Moor Lane.

Traffic Generation and Likely Highway Impact

The development proposes ten apartments, located within an edge of town centre, predominantly residential area. The time periods of 08:00 to 09:00 and 17:00 to 18:00 have been selected for the AM and PM Peaks respectively for assessment which ensures that the worst case peak hours are considered.

Trip generation calculations for the proposed use are summarised and factored against the ten apartments in **Table 2**, which is supported by full TRICS output which is appended to this statement at **Appendix B**.

Table 2: Development Trip Generation

	AM		PM	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Trip Rates	0.096	0.287	0.162	0.132
Trip Generation	1	3	2	2

All trip generation figures have been rounded up showing that a total of four two-way trips would occur for the proposed residential development in the AM and PM peak periods respectively.

The traffic movements which were previously generated from the dance school should also be taken into consideration when assessing the impact of the development proposals on the highway network. Given the frequency and turnover of classes, coupled with pupil numbers, the dance school is considered to generate significantly more traffic movements than a ten apartment scheme.

Therefore, the existing trips could be effectively 'discounted' from those of the proposed use to understand the 'net impact' as not all trips would be 'new'.

For robustness this has not been implemented to effectively assess a worst-case scenario for trip generation, however would result in the development proposal having a lower 'net' impact.

In any case, the trip generation of the proposed development is considered negligible and would have no noticeable or material impact on the local highway network.

Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the highways officer to be able to make a positive recommendation on the development proposal.

The site is situated in a highly sustainable location with a range of key facilities and services available within a 2km walking catchment area, including the whole city centre. Those destinations situated further afield can be accessed by local bus, which can be accessed within the recommended 400m walking distance.

In conclusion, it is considered that the proposals would not result in any detrimental highways impact and that there are no traffic or transportation reasons that planning permission could not be granted for the development proposals.

Appended Documents

Figure 1 - Site Location

Appendix A – Proposed Site Layout

Appendix B – TRICS Data

Figure 1 – Site Location Plan


Key:
Site Location
Carriage Dr
A652
Knowles Ln
Richmond Grove
Red Vale
Ventnor Cl
Clark Roofing
Best Paws Forward
The Dancing House
Moor Ln
Oakwell Hall Countryside Centre and Play Area
The Old Silk Mill
Oakwell Garden Products
Into Interior Design
Enkayo Professional Services
Hepworth Landscapes
Trax Safety Boots
Boot Shop
Queen St
Pit Ln
The Gomersal Cafe
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS
Title:
Site Location Plan
Moor Lane, Gomersal
Figure No.:
Figure 1
Drawn By:
RW

Appendix A – Proposed Site Layout

1 Proposed Site Plan
1 : 100

C:\Users\Hepworth\Desktop\Main Model REV05.rvt

Northpoint:

Rev	Date	Amendments	By	Chkd

Key

- Retained trees
- Trees to be removed
- Apartment entrance

Area Schedule (GIA)		
Level	Name	Area
Ground Floor	Apartment 01	52 m²
Ground Floor	Apartment 02	52 m²
Ground Floor	Apartment 03	50 m²
Ground Floor	Apartment 04	50 m²
First Floor	Apartment 05	52 m²
First Floor	Apartment 06	52 m²
First Floor	Apartment 07	50 m²
First Floor	Apartment 08	50 m²
Second Floor	Apartment 09	52 m²
Second Floor	Apartment 10	52 m²

Parking
12No. spaces including 2No. visitors

0 1 5 10 M

den architecture
8 Wharf Street, Leeds, LS2 7EQ
17 Grosvenor Street, London, W1K 4QG
T: 0113 244 5038
info@den.uk.com
www.den.uk.com

Project:
Dancing House, Moor Lane, Gomersal

Client:
Charlotte McCue

Dwg Title:
Proposed Site Plan

Date:	Scale:	Drawn:	Checked:
August 2022	1 : 100	GH	ADP

Project No:	Size:	Status:
3278	A1	PLANNING

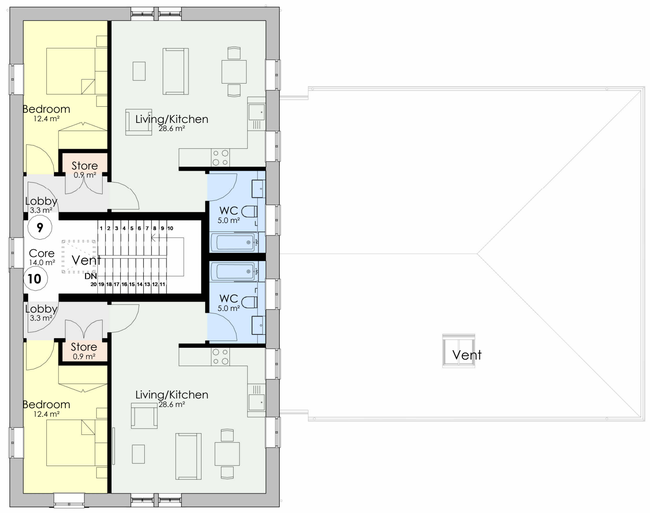
Drawing Number: 3278-DEN-01-00-DR-A-1001
Revision:

0 Proposed Ground Floor

1 : 100

1 Proposed First Floor Plan

1 : 100



2 Proposed Second Floor Plan

1 : 100

Northpoint:

Rev	Date	Amendments	By	Chkd

0 .5 1 5 M

den architecture

8 Wharf Street, Leeds, LS2 7EQ
17 Grosvenor Street, London, W1K 4QG

T: 0113 244 5038

info@den.uk.com
www.den.uk.com

Project: Dancing House, Moor Lane, Gomersal			
Client: Charlotte McCue			
Dwg Title: Proposed Plans			
Date: August 2022	Scale: 1 : 100	Drawn: GH	Checked: ADP
Project No: 3278	Size: A1	Status: PLANNING	
Drawing Number: 3278-DEN-01-00-DR-A-2000			Revision:

Appendix B – TRICS Data

Calculation Reference: AUDIT-710001-220803-0816

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	DV	DEVON	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 days
10	**WALES**		
	CO	CONWY	1 days
11	**SCOTLAND**		
	SR	STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 24 to 48 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 15/10/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **CO-03-C-01** **BLOCKS OF FLATS** **CONWY**
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

2 **DV-03-C-01** **BLOCK OF FLATS** **DEVON**
BONHAY ROAD
EXETER

Edge of Town Centre
Residential Zone
Total No of Dwellings: 27
Survey date: MONDAY *10/07/17* *Survey Type: MANUAL*

3 **MS-03-C-04** **BLOCK OF FLATS** **MERSEYSIDE**
HOY DRIVE
NEWTON-LE-WILLOWS
EARLESTOWN
Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *12/04/21* *Survey Type: MANUAL*

4 **SR-03-C-02** **FLATS** **STIRLING**
ROSEBERRY TERRACE
STIRLING

Edge of Town Centre
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	34	0.037	4	34	0.176	4	34	0.213
08:00 - 09:00	4	34	0.096	**4**	**34**	**0.287**	**4**	**34**	**0.383**
09:00 - 10:00	4	34	0.140	4	34	0.110	4	34	0.250
10:00 - 11:00	4	34	0.081	4	34	0.132	4	34	0.213
11:00 - 12:00	4	34	0.147	4	34	0.140	4	34	0.287
12:00 - 13:00	4	34	0.147	4	34	0.110	4	34	0.257
13:00 - 14:00	4	34	0.074	4	34	0.140	4	34	0.214
14:00 - 15:00	4	34	0.074	4	34	0.140	4	34	0.214
15:00 - 16:00	4	34	0.176	4	34	0.088	4	34	0.264
16:00 - 17:00	4	34	0.191	4	34	0.125	4	34	0.316
17:00 - 18:00	4	34	0.162	4	34	0.132	4	34	0.294
18:00 - 19:00	**4**	**34**	**0.206**	4	34	0.118	4	34	0.324
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.531			1.698			3.229

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	24 - 48 (units:)
Survey date date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.