



PARAGON HIGHWAYS



Green Mount, Cinder Hills Road, Holmfirth

Highway Statement

June 2019

Project 1307

Paragon Highways

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Quality Management

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been requested to prepare this Highway Statement to provide information to the Local Highway Authority on the highway impact of the proposed residential development, comprising of one dwelling along with improvements and alterations to an existing shared drive off Cinder Hills Road, a semi-rural area located in the settlement of Holmfirth - see location plan at Appendix A.
- 1.1.2 The proposal is for a single dwelling, which is the subject of this application, on an area of land to the north/north west of a site located off Cinder Hills Road which is currently accessed via a shared driveway.

2 EXISTING SITUATION

- 2.1.1 The site comprises of an area of vacant land situated to the south of Green Mount. The existing property (Green Mount) comprises of a large detached dwelling which is accessed via shared driveway from Cinder Hills Road.
- 2.1.2 The established shared driveway currently serves five existing detached properties via individual access points leading to associated driveways, turning areas and garaging. It is a shared access that commences at a dropped crossing junction arrangement from Cinder Hills Road. It is acknowledged that the visibility at this junction arrangement is sub-standard, however, this is not considered to be a road safety issue as the traffic volumes and vehicle speeds in the immediate vicinity are very low due to the semi-rural location combined with the high level of on-street parking and restrained carriageway widths.
- 2.1.3 The access, which is approximately 200 metres in length is a surfaced shared drive of varying widths of 1.8 – 3.7 metres and irregular shaped sections of grassed verge(s) along its full length. It commences at its dropped crossing arrangement with Cinder Hills Road (see photograph below) it then heads in a north-easterly direction for 24 metres. At this point the drive spurs off in a north-westerly direction with the remaining portion of the drive continuing in a north-eastly/north westerly direction and serves the last property on the site.



2.1.4 The site is within short walking distance of bus services. A bus stop with shelter and timetable case is available on Cinder Hills Lane located to the south-east of the site – see photograph below. This fare stages allow access to the town of Holmfirth located to the west of the site which offers a wide range of amenities. The services also include a stop at Holmfirth Bus Station, allowing access to further services across the district.



2.1.5 Cinder Hills Road is a two-way single carriageway and benefits from street lighting to side road standards. It is the subject of 30-mph speed limit, however, given the width of the carriageway combined with the large amount of on-street parking and rural nature of the route (see photograph on subsequent page), traffic speeds are estimated to be well below the speed limit.



- 2.1.6 Cinder Hills Road is a local distributor road approximately 650 metres in length that commences at its priority junction with Stake Lane Bank and Sandy Gate, it continues in a westerly/north-westerly direction to its priority junction with South Lane/Gully Terrace. The road surface is in good condition with carriageway widths varying along its length. Footway provision is provided and is offered to one and both sides throughout the length of the carriageway.
- 2.1.7 The CrashMap records have been obtained. The accident record for the last 5 years close to and around the existing site access off Cinder Hills Road have been reviewed.
- 2.1.8 The plan at Appendix B which identifies the search area, incorporating the site access arrangement, shows there have been no reported injury accidents. This confirms that the immediate highway network and existing site access operates in a safe and efficient manner and road safety in the area is not a concern given the slight change in traffic flows as a result of the development.

3 PROPOSED DEVELOPMENT

- 3.1.1 The proposal is for a residential development consisting of one dwelling. As part of the development, alterations and improvements will be made to the existing shared driveway off Cinder Hills Lane – see layout plan at Appendix C.
- 3.1.2 The existing private shared driveway serves five dwelling houses, with each property having an individual access on to the same. The existing access has a single width, narrow drive which currently, does not allow two vehicles to pass or allow access for a fire tender to access all the existing properties given the narrow access.
- 3.1.3 As part of this proposal, large sections along the full length of the drive will be widened, together with the installation of a vehicle passing point. The widening would allow for a fire appliance to access the nearby properties and application site, improving safety for all the residents.
- 3.1.4 Table 3.1A 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 new dwelling.

	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	1	1	1	0	1

Table 3.1A Predicted Development Trip Rates & Generation

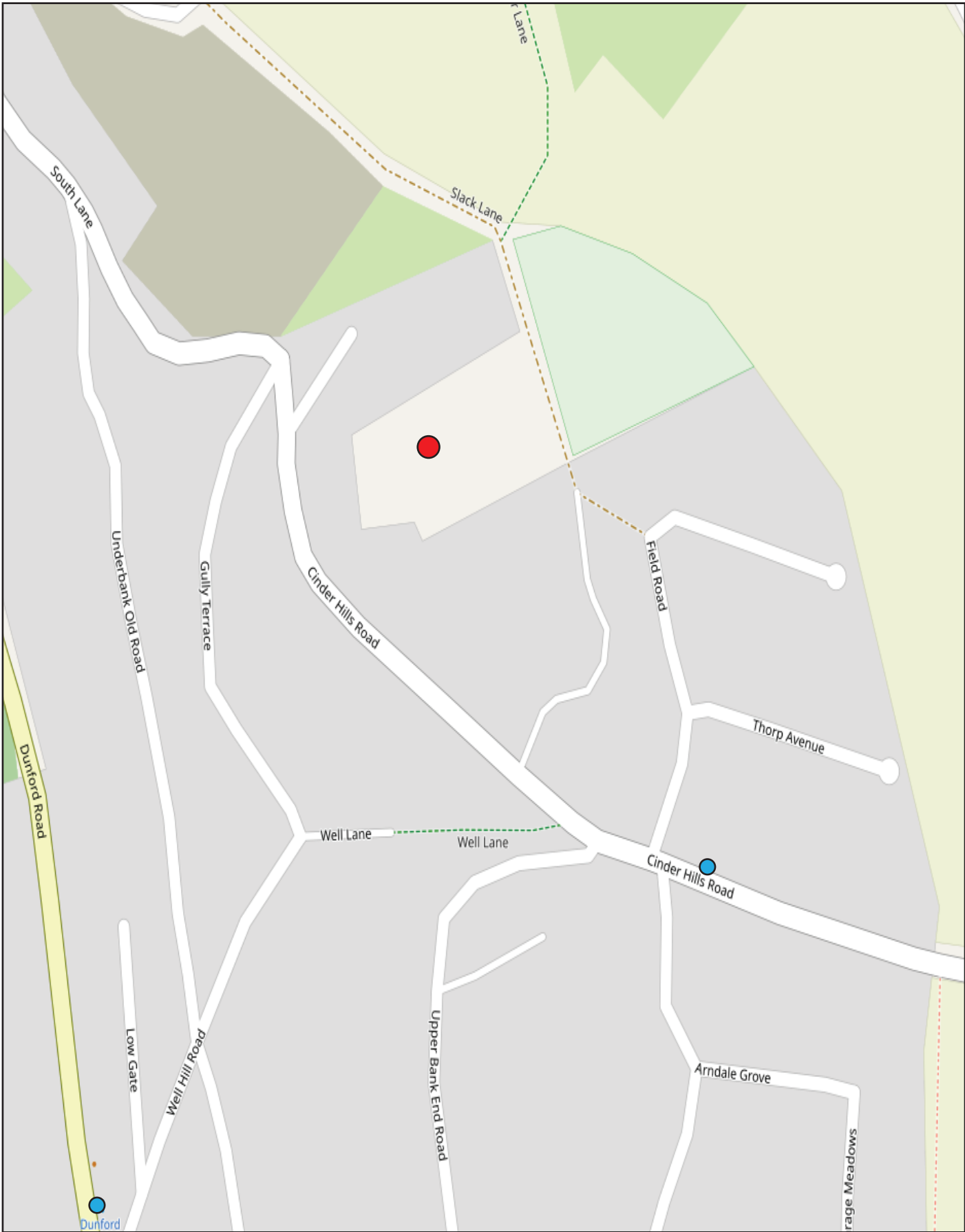
- 3.1.5 As can be seen from the above the table, the proposed development would generate one movement during each of the peak hours, generally around six to eight vehicle movements per day.
- 3.1.6 The traffic impact described above can easily be offset by the proposed improvements to the existing shared driveway including widening for fire appliance access, passing places and internal turning to accommodate a fire appliance within the application site, having regard the number of dwellings served from the shared drive.

3 CONCLUSIONS

- 3.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposed development is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.
- 3.1.2 The site is considered to be in a sustainable location with reference to its proximity to the essential services and facilities within Holmfirth Town Centre and local fare stages which provide suitable connections to the local and wider areas. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.
- 3.1.3 It is considered that the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the operation of the local highway and will not significantly add to any congestion at the peak times on the local network. The traffic impact can easily be offset by the proposed improvements to the existing shared driveway. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location Plan



- SITE LOCATION
- BUS STOP LOCATION

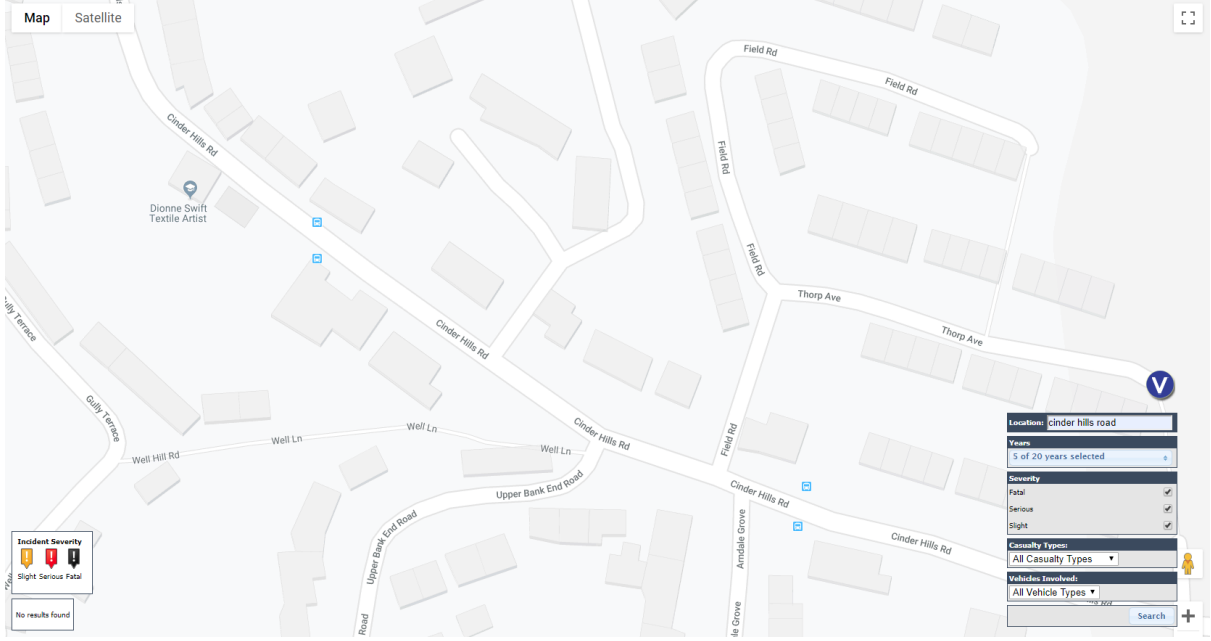


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Appendix B

Accident Search Area

Map Satellite



Incident Severity

- Slight
- Serious
- Fatal

No results found

Location: cinder hills road

Years: 5 of 20 years selected

Severity:

- Fatal
- Serious
- Slight

Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

Search

Appendix C

Proposed Access Arrangements

