OPTIMA
Intelligent Highways Solutions

Pearsons Timber Yard, Scholes
Proposed Residential Development
Transport Statement

December 2022 (Initial Issue)

Prepared on behalf of

Mr J Wilkinson

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Quality Management

Pearsons Timber Yard, Scholes - Transport Statement Project No: 22098-P1				
File reference	O:\Pearsons Timber Yard, Scholes\TEXT\REPORTS\221208 Pearsons Timber Yard, Scholes TS.docx			
Issue/revision	**Initial Issue**	**Revision 1**	**Revision 2**	**Revision 3**
Remarks	Draft			
Date	8th December 2022			
Prepared by	J Stackhouse			
Checked by	M Whittaker			
Authorised by	M Whittaker			

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1. Introduction

1.1 BACKGROUND

1.1.1 This Transport Statement (TS) has been undertaken by Optima to consider the highways and transportation matters raised by a proposed residential development at Pearsons Timber Yard, Scholes, Kirklees ('the Site').

1.1.2 The location of the Site is identified at Image 1.1.

Image 1.1 Site Location Plan – Strategic

1.1.3 The development proposals are shown on the Townscape Architects Site Layout contained at Appendix A and include the provision of 10 residential dwellings within land currently occupied by Pearsons Timber Yard. The development proposals can be summarised as follows:

- Provision of 10 residential dwellings comprising of;
  - The construction of 9 new dwellings; and
  - Conversion of 1 existing workshop to form a single dwelling.
- Vehicular access via the retention and upgrading of 2no. existing access points onto Halifax Road; and
- Associated parking, landscaping and infrastructure.

1.1.4 This TS supports a full planning application made on behalf of Mr J Wilkinson and has been prepared in accordance with the Ministry of Housing, Communities & Local Government

'Overarching principles on Travel Plans, Transport Statement and Statements' document published in 2014, which supersedes the Department for Transport "Guidance on Transport Statement" document published in March 2007.

1.1.5 Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF) published in February 2019 and updated in July 2021, which states that all developments that will generate significant amounts of movements should be required to provide a travel plan, and the application should be supported by a transport statement or assessment so that the likely impacts of the proposal can be assessed.

1.1.6 Paragraph 111 of the NPPF goes on to state that:

> *"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."*

1.2 PRE-APPLICATION DISCUSSIONS

1.2.1 A request for pre application advice was submitted to Kirklees Council (KC) for the demolition of existing buildings, erection of 13 dwellings and conversion of workshops to provide 1no. dwelling at Pearsons Timber Yard, Halifax Road, Harsthead Moor Top, Cleckheaton, BD19 6PE, under application ref: 2021/21319.

1.2.2 A formal pre application response was provided by KC dated 28th March 2022, which included comments from the Councils Highways Development Management and S38 Teams based on the initial proposals for 14 residential dwellings with vehicular access proposed via both Halifax Road and Manor Street.

1.2.3 The pre app consultation response provided an initial assessment of the proposed vehicular access strategy/internal layout and requested that the following information be submitted in support of any forthcoming planning application:

- Transport Statement;
- Proposed Highways Details;
- Stage 1 Road Safety Audit for S278 / S38 works, and Designers Response; and
- Swept Path Analysis (SPA) for the Councils Design Refuse Vehicle, delivery vehicles and parking cars.

1.2.4 The full pre app consultation response is contained at Appendix B.

1.3 REPORT STRUCTURE

1.3.1 This report sets out the transport matters relating to the proposed development and identifies if any measures are necessary to accommodate the anticipated transport impacts of the scheme. The TS considers the sustainability of the Site, reviewing the provision for, and quality of, facilities and connections to and from the surrounding areas. It covers a variety of topics which are set out in the following chapters:

- Chapter 2 – describes the Site and the existing transport conditions;
- Chapter 3 – defines the development proposals including the access arrangements;
- Chapter 4 – describes the accessibility of the Site by non-car modes;

- Chapter 5 – calculates the level of trips generated by the development and considers the impact on the local highway network; and
- Chapter 6 – summarises and highlights the conclusions of the TS.

2. Existing Site and Conditions

2.1 INTRODUCTION

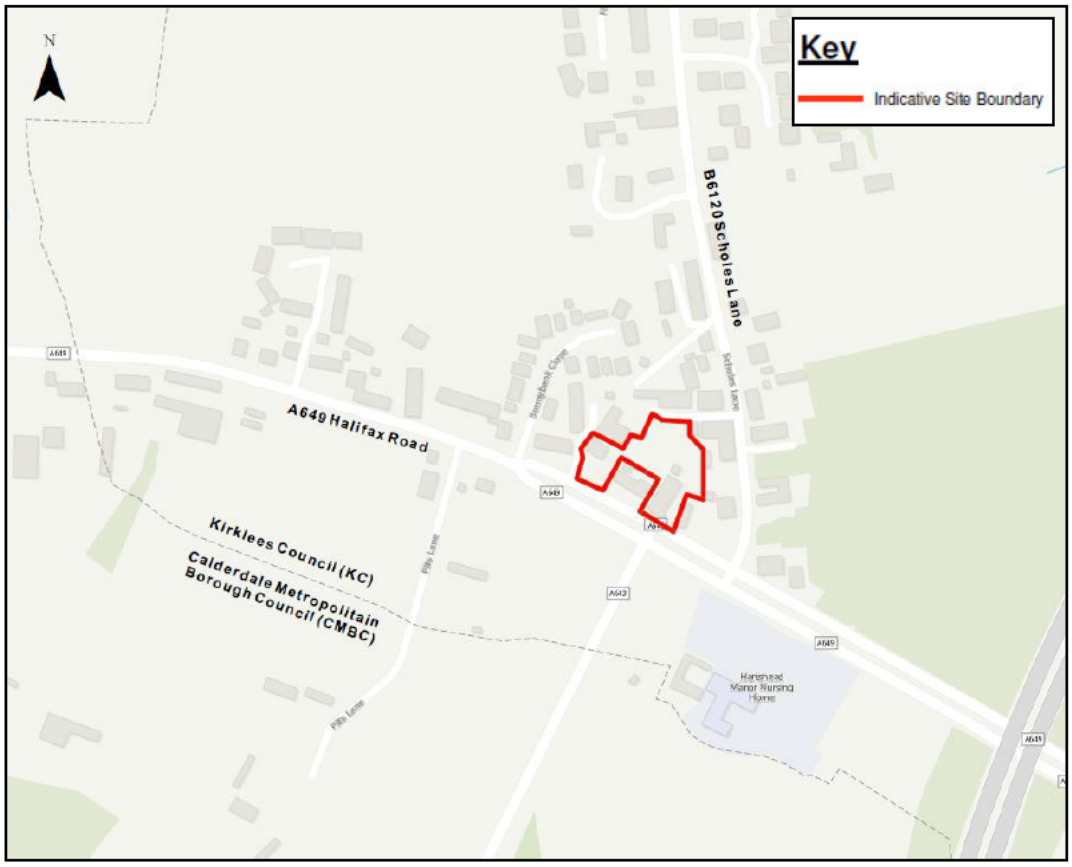
2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It also includes a review of personal injury collision data and summarises the traffic surveys undertaken.

2.2 EXISTING SITE

2.2.1 The Site is bound by Manor Street to the north, the Stafford Arms public house and a number of residential dwellings fronting the B6120 Scholes Lane to the east, the A649 Halifax Road and a number of terraced properties to the south, and Hartshead Moor Club/further residential properties to the west.

2.2.2 Figures 1 and 2 show the Site location in relation to the strategic and local transport networks and the Site boundary is illustrated within Image 2.1 below.

Image 2.1 Site Location Plan – Local



2.2.3 The Site lies just north of the Kirklees Council/Calderdale Metropolitan Borough Council administrative boundary, which runs parallel to Halifax Road, to the south of the Site.

2.2.4 The Site is currently occupied by the operational L R Pearsons & Co Ltd timber yard and is served by 3no. vehicular access points to the south via Halifax Road, details of which are provided below.

Western Access

2.2.5 A private access leads north from Halifax Road and currently serves the western extent of the Site, which is occupied by a number of storage buildings associated with the existing Timber Yard. The western access also serves the operational Hartshead Moor Club and associated car park, which is located to the north-west of the Site. The Club does not form part of the application and access will be retained.

2.2.6 The western access is formed of a c. 4.2m wide single track served by a dropped vehicular crossing onto Halifax Road. On carriageway parking bays are present along the Site frontage, including within the immediate vicinity of the western access.

2.2.7 The existing western access is shown within Image 2.2.

Image 2.2 Existing Western Access

Central Accesses

2.2.8 The Site is also provided with 2 central vehicular access points onto Halifax Road, located to the east and west of an existing workshop. Both central accesses lead north from Halifax Road and serve the majority of the Site, which is occupied by workshops and storage space associated with the Timber Yard.

2.2.9 The existing central access points are shown below within Image 2.3.

Image 2.3 Existing Central Accesses

2.2.10 The western of the central access points is formed of a dropped vehicular crossing of c. 4m width. The eastern central access is formed of an c 8.5m wide dropped vehicular crossing.

2.2.11 During pre-application discussions a further access was considered, which currently serves two existing cottages. This eastern access no longer forms part of the planning application, however is within the applicants control (blue line).

2.3 EXISTING LOCAL HIGHWAY NETWORK

2.3.1 Along the Site frontage Halifax Road is provided with an area of grassed central reserve of varying width which incorporates ghost island right turn facilities to priority junctions with the A643 and Scholes Lane, located opposite and adjacent to the Site.

2.3.2 The eastbound carriageway, which forms the Sites southern frontage, is flanked by a lit, c. 2.8m wide footway to the north and an area of marked on-street parking bays which extend east from the junction with Sunnybank Close, covering the frontage. The Halifax Road/Sunnybank Close junction is formed by white-lining in order to provide existing rows of on-street parking and an area of tapered hatching to the east and west respectively.

2.3.3 Opposite the Site, the westbound carriageway of Halifax Road is formed of a c. 7.5m wide dualled carriageway, which tapers to single lane to the west of the Site. The westbound carriageway is flanked by a c. 1.8m wide footway and 1m wide grassed verge to the south.

2.3.4 Within the vicinity of the Site Halifax Road is subject to a 40-mph speed limit, which increases to the national speed limit (60-mph) some 150m to the west of the Halifax Road/Moorfield Way junction. The A649 then continues west as Birkby Lane providing access to Bailiff Bridge, Lightcliffe, Hipperholme and Halifax.

2.3.5 Some 250m to the east of the Site, the speed limit of the A649 reduces to 30-mph as the route crosses the M62. Thereafter the route becomes more urban in nature and provides access to Hightown before meeting the A638 within Liversedge.

2.3.6 Scholes Lane is formed of a c. 8.5m wide single carriageway and leads north from a priority T junction with Halifax Road immediately to the east of the Site and is provided with ghost island right turn facilities within an area of central reserve. Scholes Lane is subject to a 30-mph speed limit.

2.3.7 Opposite the Site, the A643 Walton Lane leads south from a priority T junction with Halifax Road, which is also provided with ghost island right turn facilities within an area of central reserve. Walton Lane is subject to the national speed limit (60-mph) and can be utilised to access Brighouse, via Clifton and the M62 (Junction 25) to the south.

2.3.8 Both the Halifax Road and Scholes Lane are bus routes, with the closest stops located some 100-150m to the east of the Site.

2.3.9 Access to the Strategic Road Network is also available some 2.1km to the north-east at Junction 26 of M62.

2.3.10 The limit of adopted highway maintained at public expense is contained at Appendix C, an extract of which is provided within Image 2.4.

Image 2.4 Highway Adoption Records

Source – Kirklees Council

2.4 VEHICLE SPEED SURVEY

2.4.1 A radar gun vehicle speed survey has been conducted in order to ascertain vehicle speeds along Halifax Road to inform junction visibility requirements.

2.4.2 Vehicle speeds have been recorded in two separate locations as there are multiple access points and the speed limit changes on the approach to the Site.

2.4.3 The surveys also only recorded eastbound speeds, since right turn movements into and out of the Site are prohibited.

2.4.4 Both speed survey locations are identified within Image 2.5.

Image 2.5 Speed Survey Locations

2.4.5 200 vehicle speed were recorded during inter-peak traffic conditions at each location during the hours of 10:00 – 12:00pm on Wednesday 14th of September and the hours of 14:00 – 16:00pm on Thursday 15th September 2022. During both surveys the weather conditions and road surface were dry.

2.4.6 Full details of the speed surveys are contained within Appendix D and a summary of the results is provided within in Table 2.1.

Table 2.1 Vehicle Speed Survey – A649 Halifax Road

A649 Halifax Road (40mph Speed Limit)	Location A Eastbound Speeds (MPH)			Location B Eastbound Speeds (MPH)		
	AM	PM	Average	AM	PM	Average
Mean Speed	38.8	37.9	**38.4**	34.6	33.6	**34.1**
85th Percentile Speed	44.8	43.4	**44.1**	39.1	38.0	**38.6**
Wet weather 85th Percentile Speed	42.3	40.9	**41.6**	36.6	35.5	**36.1**

2.4.7 As can be seen from Table 2.1, 85th percentile vehicle speeds recorded are slightly above the plated 40mph speed limit at location A, as vehicles slow after emerging from the national speed limit.

2.4.8 Speeds can be seen to reduce on approach to the Site, with 85th percentile speed recorded at location B shown to be within the plated speed limit.

2.5 PERSONAL INJURY COLLISION ANALYSIS

2.5.1 Personal injury collision data has been obtained for the highway network in the vicinity of the Site for the most recent 5-year period between 19th August 2017 and 18th August 2022. The study area includes Halifax Road between its junction with Moorfield Drive to a point some 120m to the east of the Halifax Road/Scholes Lane junction.

2.5.2 For the five-year period, there has been a total of eight collisions, of which four were classified as being slight in severity, with three serious and one fatal collision recorded.

2.5.3 Full details of the collisions can be found at Appendix E and a summary of the collisions can be found below in Tables 2.2 and 2.3.

Table 2.2 Personal Injury Collision Analysis – Severity

Severity	No of collisions	Percentage
Slight	4	50%
Serious	3	38%
Fatal	1	13%
Total	8	100%

Table 2.3 Personal Injury Collision Analysis – Severity by Year

Severity	2017	2018	2019	2020	2021	2022	Total
Slight	1	0	2	0	1	0	4
Serious	0	2	0	0	0	1	3
Fatal	0	0	1	0	0	0	1
Total	1	2	3	0	1	1	8

2.5.4 A full assessment has been carried out of the circumstances behind each collision that has occurred in order to ascertain whether there are any underlying contributing factors relating to junction design / layout as set out in Table 2.4.

Table 2.4 Study Area - Personal Injury Collision Assessment

Collision Ref	Date / Time	Severity	Location	Summary
4AI1285	18/10/2017 16:05	Slight	A649 Halifax Road/A643 Walton Lane junction	Vehicle turns right from Walton Lane into the path of an oncoming vehicle causing it to overturn.
51C0897	12/01/2018 13:51	Serious	A649 Halifax Road/A643 Walton Lane junction	Vehicle emerging from Walton Lane turns right into the path of an oncoming vehicle.
59A0852	10/09/2018 13:27	Serious	A649 Halifax Road/B6120 Scholes Lane	Driver fails to look when entering Halifax Road from Scholes Lane and collides with vehicle approaching from Halifax Road.
6240717	04/02/2019 12:30	Fatal	A649 Halifax Road/B6120 Scholes Lane	Vehicle traveling eastbound along Halifax Road collides with vehicle turning right from Scholes Lane.
68G0531	16/08/2019 10:44	Slight	A649 Halifax Road/A643 Walton Lane junction	Driver fails to look properly and collides with a vehicle performing an overtaking manoeuvre at excessive speed travelling westbound on Halifax Road, when attempting to turn right out of Walton Lane.
68N0240	23/08/2019 06:20	Slight	A649 Halifax Road/A643 Walton Lane junction	Driver fails to look to the right when entering Halifax Road from Walton Lane and collides with an oncoming cyclist.
1052585	05/06/2021 17:00	Slight	A649 Halifax Road/A643 Walton Lane junction	Driver collides with the rear of a vehicle waiting to turn right onto Halifax Road eastbound.
1206492	06/08/2022 13:00	Serious	A649 Halifax Road/B6120 Scholes Lane junction	Driver overshoots when slowing down to give way at the Halifax Road/ Scholes Lane junction, colliding with vehicle traveling eastbound along Halifax Road.

2.5.5 Whilst it is acknowledged that three serious collisions and one fatal collision have been recorded within the study area, the redevelopment of the Site is likely to result in a net reduction in overall vehicle trips and the removal of regular large vehicle/HGVs loading and unloading from Halifax Road.

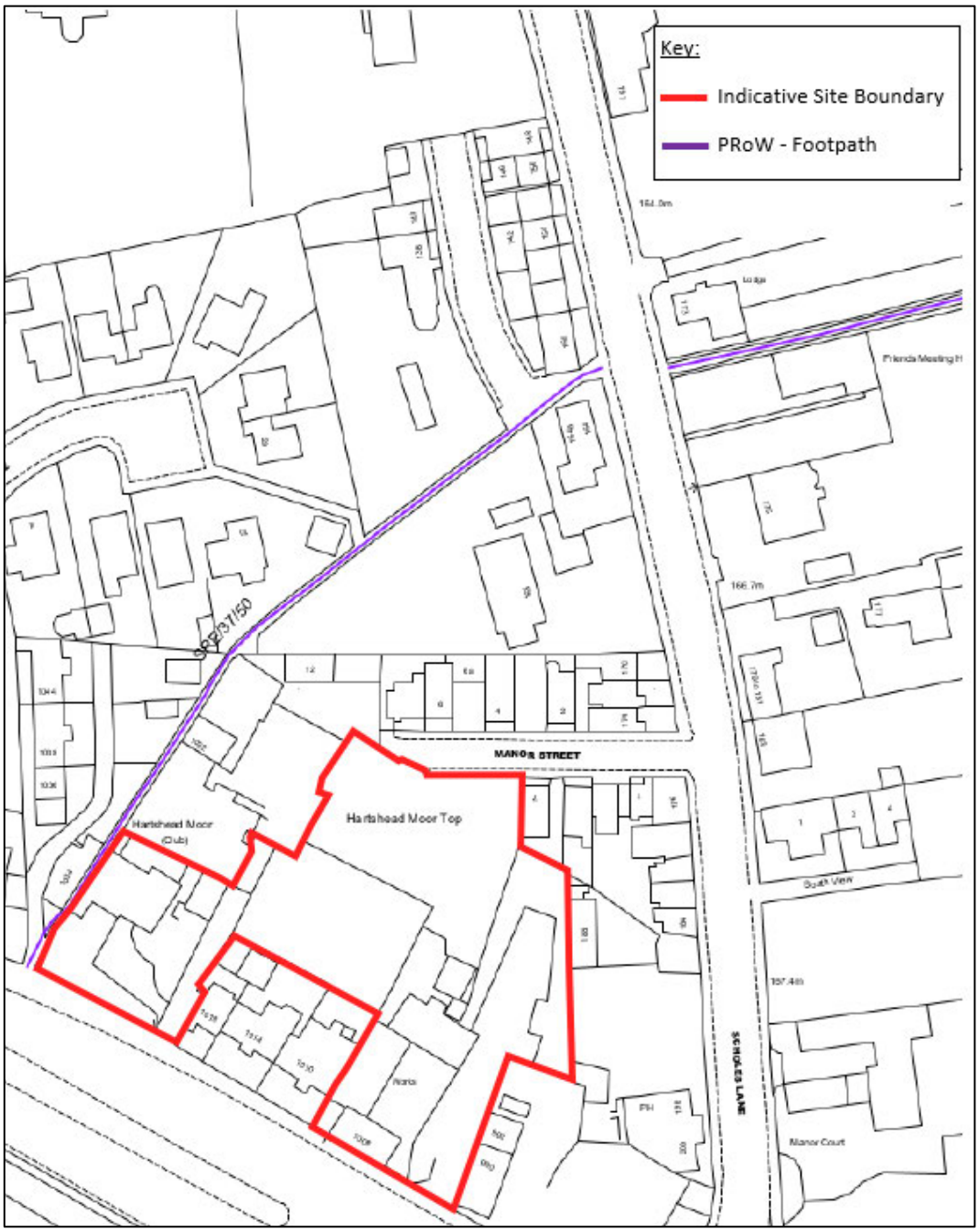
2.5.6 The combination of the likely reduction in activity, consolidation and improvement of access arrangements and removal of HGV loading/unloading on street is considered to provide meaningful highway safety benefits.

2.6 EXISTING PEDESTRIAN AND CYCLE FACILITIES

2.6.1 Lit footways are present along both flanks of Halifax Road, as well as Scholes Lane, which provide continuous walkable routes to local bus stops.

2.6.2 Public Right of Way (PRoW) SPE/37/50 runs roughly on a north-east to south-west alignment along the western Site boundary over a c. 150m distance between Halifax Road and Scholes Lane, as shown within Image 2.6.

Image 2.6 PRoW Extract



2.6.3 Scholes Lane is an advisory cycle route to the north of the Site within Scholes and can be utilised to access Cleckheaton and Low Moor to the east and west respectively.

2.7 BUS SERVICES

2.7.1 Three bus stops are located within 150m of the centre of the Site along Halifax Road and Scholes Lane, providing access to destinations such as Brighouse, Bradford and Leeds.

2.7.2 A summary of the bus stop provision within the vicinity of the Site is provided within Table 2.5.

Table 2.5 Bus Stop Provision

Bus Stop Reference	Location	Direction	Facilities	Buses towards	Services
450 15409	Scholes Lane	Northbound	Bus stop pole and timetable information	Bradford and East Bierley	256 & 259
450 14095	Halifax Road	Eastbound	Bus shelter and timetable information	Brighouse and Leeds	254, 256, 259
450 17325	Halifax Road	Westbound	Bus stop pole, timetable information and layby	Brighouse Bradford and Leeds City Centre	254, 256, 259

Table 2.6 Bus Service Summary – B6120 Scholes Lane – Northbound (450 15409)

Service	Buses Towards	Days of Operation	Approximate One-way Frequency	Time of Operation
256	Bradford	Monday – Friday	1 service per day	16:23
		Saturday	No service	-
		Sunday	No service	-
259	East Bierley	Monday – Friday	1 per hour	10:14 – 14:14
		Saturday	1 per hour	09:14 – 16:14
		Sunday	No service	-

Table 2.7 Bus Service Summary – A649 Halifax Road – Eastbound (450 14095)

Service	Buses Towards	Days of Operation	Approximate One-way Frequency	Time of Operation
254	Leeds City Centre	Monday – Friday	1 per hour	06:25 – 17:33
		Saturday	1 per hour	08:24 – 17:24
		Sunday	Bi-hourly	10:29 – 16:29
256	Brighouse	Monday – Friday	3 services per day	07:18 – 18:09
		Saturday	No service	-
		Sunday	No service	-
259	Brighouse	Monday – Friday	1 per hour	09:40 – 13:38
		Saturday	1 per hour	09:39 – 15:38
		Sunday	No service	-

Table 2.8 Bus Service Summary – A649 Halifax Road – Westbound (450 24399)

Service	Buses Towards	Days of Operation	Approximate One-way Frequency	Time of Operation
254	Brighouse	Monday – Friday	1 per hour	08:10 – 17:16
		Saturday	1 per hour	10:11 – 17:11
		Sunday	Bi-hourly	10:18 – 16:18
259	East Bierley	Monday – Friday	1 per hour	10:14 – 14:14
		Saturday	1 per hour	09:14 – 16:14
		Sunday	No service	-

2.7.3 As can be seen from Tables 2.5 - 2.8 the existing bus services provide regular journeys to major employment, retail, health, leisure and education facilities within the surrounding areas of Brighouse, Cleckheaton, East Bierley, Bradford, Birkenshaw and Leeds.

2.8 RAIL SERVICES

2.8.1 The nearest rail station to the Site is located within Brighouse Town Centre some 3.7km to the south. Brighouse Railway Station (BGH) (Railway Street, Brighouse, HD6 1LE) is located on the Calder Valley Line with services to Leeds, Bradford Interchange, Brighouse, Hebden Bridge, Huddersfield, Blackburn, Preston, Rochdale and Manchester Victoria.

2.8.2 The station can be reached within a 15-minute journey via bicycle or 18-minutes via the 254 bus service (including an approximate 8-minute walk).

3. Development Proposals and Access Strategy

3.1 INTRODUCTION

3.1.1 This section of the report provides details of the proposed development including the proposed access arrangements for all modes of transport.

3.2 DEVELOPMENT PROPOSALS

3.2.1 The development proposals are shown on the Townscape Architects Feasibility Site Layout Plan contained within Appendix A and can be summarised as follows:

- Provision of 10 residential dwellings comprising of;
  - The construction of 9 new dwellings; and
  - Conversion of 1 existing workshop to form a single dwelling;
- Vehicular access via the retention and upgrading of existing access points via Halifax Road; and
- Associated parking, landscaping and infrastructure.

3.3 ACCESS STRATEGY

3.3.1 Access to the proposed development will be provided through the upgrade and formalisation of the Sites existing accesses onto Halifax Road.

Western Access

3.3.2 The western access will be upgraded to provide private access to 3no. residential dwellings, whilst also retaining rights of access to Hartshead Moor Club.

3.3.3 The existing access track will be widened to provide a consistent 5.0m wide single carriageway between Halifax Road and the proposed private drive spur, before tying back into the access to Hartshead Moor Club.

3.3.4 As requested by Highways Development Management the existing dropped crossing arrangement will be retained rather than providing a bell mouth with kerbed radii, however 4m radii are provided by road markings which tie into the existing on-street parking bays.

3.3.5 The proposed private drive spur will be provided with 2m x 11m junction visibility, which is in-line with the requirements for a c. 11-12mph speeds in accordance with MfS guidance and is considered to represent appropriate provision in this circumstance, taking into account the width and form of the existing access track and the likely approach speeds of on-coming vehicles in both directions.

3.3.6 The proposed western access can be summarised as providing the following:

- 5.0m wide carriageway;
- Dropped vehicular crossing with 4m corner radii formed by road markings; and
- Retained vehicular and pedestrian access to Hartshead Moor Club.

3.3.7 The proposed western access arrangement is shown on drawing number 22098/GA/01, a copy of which is contained at Appendix F.

Main Access

3.3.8 It is proposed to replace the Sites two existing central dropped access points with a single vehicular access, which will lead north from Halifax Road and provide level surface street access to 7no. residential dwellings.

3.3.9 The proposed central access has been designed to an adoptable standard and shall, in-accordance with Kirklees Highway Design Guide SPD, compromise the following:

- 5.5m wide shared surface carriageway flanked by 0.6m hard margin;
- Formalised bell mouth with 6m junction radii formed by road markings;
- 2m footway ramp transition to A649 Halifax Road; and
- A refuse collection turning area.

3.3.10 The access has been positioned as far east as possible so as to discourage emerging vehicles from turning right using the gap within the central reservation. This is proposed to be reinforced with 'left turn' and 'one way' signage.

3.3.11 The proposed central access arrangement is shown on drawing number 22098/GA/01, a copy of which is contained at Appendix F.

3.4 JUNCTION VISIBILITY

3.4.1 The level of junction visibility has been calculated based on the worst-case average inter-peak 85th percentile eastbound speed of 44.1mph recorded at speed survey location A, as identified within Table 2.1.

3.4.2 Based on the recorded eastbound speed of 44.1 mph, a junction visibility of 2.4m x 118.7m is required in accordance with interpolated SSD requirements identified within Table 2.10 of document CD 109 – Highway Link Design.

3.4.3 It is proposed to replace on-street parking bays along the Site frontage, where required, with a double yellow lines Traffic Regulation Order (TRO), in order to prohibit waiting at any time protect visibility.

3.5 SWEPT PATH ANALYSIS

3.5.1 Two large cars are able to pass each other at the western access and a 7.5t box van can enter and exit the private drive in forward gear, as shown on 22098/ATR/01 contained at Appendix G.

3.5.2 Two large cars are also able to pass each other at the central access, and the internal route is provided with a turning facility which is sufficient to accommodate a 7.5t box van and the Kirklees Design Refuse Collection Vehicle, as shown on 22098/ATR/02 contained at Appendix H.

3.6 PARKING

3.6.1 Vehicle parking is to be provided in accordance with the recommended levels set out within the Kirklees Highway Design Guide, as confirmed by HDM within the pre application response.

3.6.2 Vehicle parking shall be provided as follows:

- 3-bed residential dwellings – 2 spaces per dwelling; and
- 4-bed residential dwellings – 3 spaces per dwelling (including 1no. 3m x 6m internal garage space).

3.6.3 Visitor parking shall be provided in-line with the recommended 1 space per 4 dwelling ratio, with 1 space allocated for the western section of the Site (which includes 3no. dwellings) and 2 spaces allocated for the central section of the Site (which includes 7no. dwellings).

3.6.4 Each dwelling will also be provided with 1 electric vehicle charging point and an external cycle storage space.

4. Site Accessibility

4.1 ACCESSIBILITY ON FOOT

4.1.1 The residential design guide 'Manual for Streets' (MfS) advises that *"walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas…"* (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering *"the greatest potential to replace short car trips, particularly those under 2km"*.

4.1.2 The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document 'Providing for Journeys on Foot' as shown in Table 4.1.

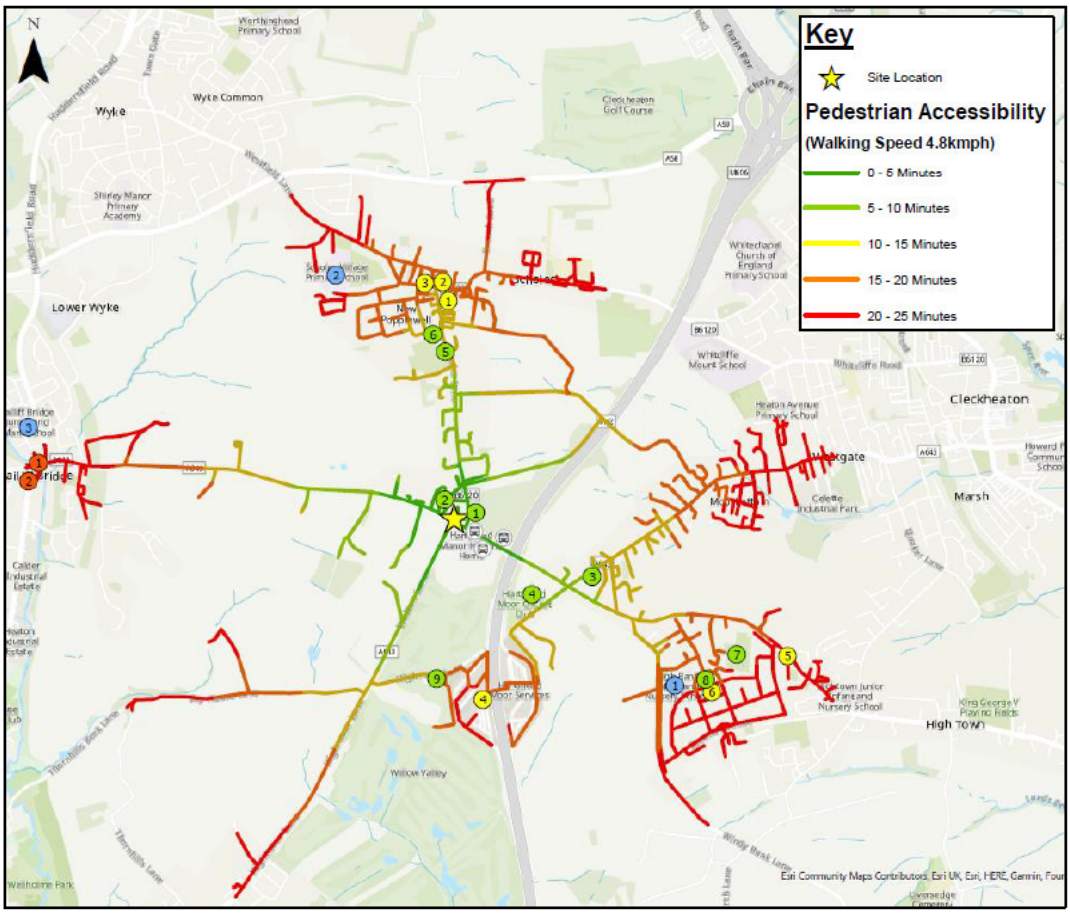
Table 4.1 Accessibility on Foot

	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source – Table 3.2 'Guidelines for Providing for Journey on Foot' published by IHT

4.1.3 Using GIS Network Analyst software typical walk times (up to 25 mins) from the centre of the Site are shown on Figure 3. An extract of Figure 3 is provided within Image 4.1.

Image 4.1 Pedestrian Accessibility



4.1.4 The following key facilities can be accessed on foot:

Public Transport

- The closest bus stops are accessible within a 5-minute walk immediately to the east of the Site.

Education

- High Bank Junior and Infant School and Scholes Village Primary School are both within a 15-20-minute walk; and
- Bailiff Bridge Junior and Infant School is located within a 20-25-minute walk.

Retail

- A small cluster of amenities including Fast Food Takeaways a DIY Store and Co-op Food Store are located in Scholes to the north of the Site and can be accessed within a 10-15-minute walk.
- Hartshead Moor Services, which includes a number of Fast Food Outlets can be reached within a 15-minute walk to the south of the Site; and
- One-stop and Windy Bank Convenience Stores can be reached within a 20-minute walk to the south-east of the Site.

Health

- Bailiff Bridge Pharmacy, Post Office and Bailiff Bridge Dental Practice are within a 25-minute walk to the west of the Site.

Recreational

- The Stafford Arms public house and Hartshead Moor Club are within a 5-minute walk to the east and north-west of the Site respectively;
- Moorside Playground and Hartshead Moor Cricket Club are within a 5-10-minute walk to the east of the Site;
- Scholes Cricket Club and Scholes Village Hall are within a 10-15-minute walk to the north;
- An additional area of Public Open Space and Windy Bank Community Centre is within a 20-minute walk to the south-east; and
- Willow Valley Golf Centre is within a 15-minute walk to the south of the Site.

4.1.5 It is therefore concluded that the Site is accessible on foot.

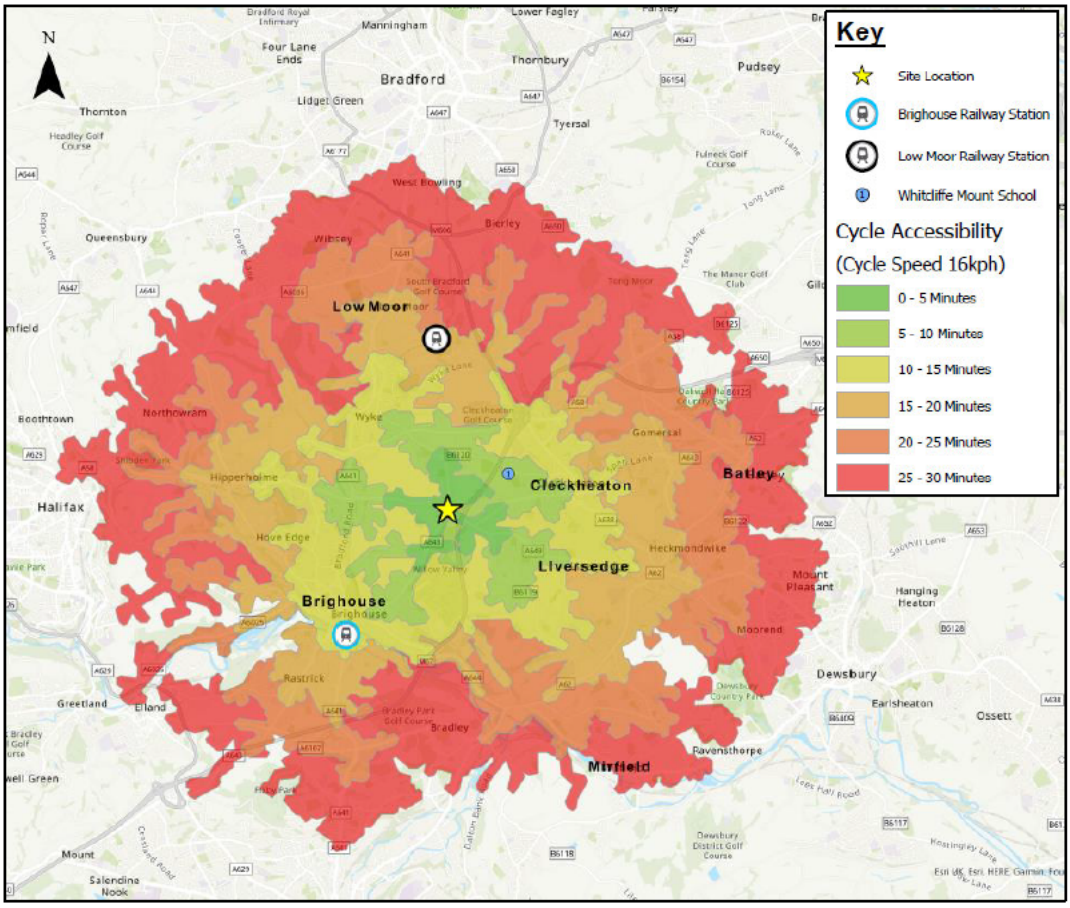
4.2 ACCESSIBILITY BY CYCLE

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 km as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km.

4.2.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

4.2.3 Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 4 an extract of which is provided within Image 4.2.

Image 4.2 Cycle Accessibility



4.2.4 Figure 4 (Image 4.2) shows that:

- Brighouse and Cleckheaton which include a wide range of amenities are both accessible within a 10-15-minute cycle journey to the south-west and east of the Site respectively;
- The closest secondary school is Whitcliffe Mount School and can be accessed within a 10-15-minute cycle journey;
- Liversedge offers similar amenities to Brighouse and Cleckheaton and is also within a 10-15-minute cycle journey to the south-east of the Site; and

- Further afield, the towns of Batley and Mirfield are within a 30-minute cycle journey;

4.3 ACCESSIBILITY BY BUS

4.3.1 The centre of the Site can be reached within a 400m walk distance (which equates to an approximate 5-minute journey time) of the bus stops along both Scholes Road and Halifax Road.

4.3.2 Indicative bus journey times to local destinations and associated service frequencies are summarised within Table 4.2 below.

Table 4.2 Indicative Journey Times

Destination	Bus Service	Estimated Journey Time	Weekday Service Frequency
Brighouse Bus Station	254	7 mins	1 per hour
Cleckheaton Bus Station	259	15 mins	1 per hour
Bradford City Centre	256	42 mins	1 per day
Leeds City Centre	254	1hr 2 mins	1 per hour

4.4 ACCESSIBILITY BY RAIL

4.4.1 Brighouse Railway Station is located some 3.7km to the south and is accessible from the Site within a 15-minute journey via bicycle or 18-minutes via the 254-bus service (including an approximate 8-minute walk).

4.4.2 The station provides access to Leeds & Bradford amongst others and the approximate journey times are as follows:

- Bradford – 11 minutes; and
- Leeds – 25 minutes.

4.4.3 From these stations further access is provided to destinations such as York, Manchester, Birmingham & London. Each of these destinations (as well as others) provides accessibility to significant employment, leisure and retail opportunities beyond the immediate local area.

4.5 ACCESSIBILITY SUMMARY

4.5.1 With the additional measures proposed, it is concluded that the proposed development provides appropriate accessibility by foot, cycle and public transport.

5. Traffic Generation and Impact

5.1 INTRODUCTION

5.1.1 This chapter sets out the level of trip generation associated with the proposed development.

5.2 VEHICULAR TRIP RATES

5.2.1 The TRICS 7.9.2 on-line database has been interrogated to establish a suitable vehicular trip rate associated with the proposed units using the following parameters:

- Land use: 03 – Residential, Category: A Houses Privately Owned;
- Calculation options: Vehicular trip rates selected;
- Regions: Greater London sites excluded;
- Number of dwellings: 4 to 25 units selected, actual range – 6 to 24 units (average 16);
- Date range: 01/01/14 to 16/06/21;
- Survey days: Monday – Friday;
- Location type: Edge of Town and Neighbourhood Centre;
- All surveys conducted during the COVID-19 pandemic removed.

5.2.2 The full TRICS output is contained at Appendix I with the weekday AM and PM peak hour trip rates and resultant traffic generation, based on the proposals for 10 new dwellings is tabulated below in Table 5.1.

Table 5.1 TRICS Trip Rates and Resultant Traffic Generation

Time Period	Vehicular Trip Rates (per dwelling)			Traffic Generation (10 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.096	0.312	0.408	1	3	4
PM Peak 17:00-18:00	0.350	0.178	0.528	4	2	6

5.2.3 The Department for Transport document 'Guidance on Transport Assessment' (now withdrawn) suggested that a development traffic generation of 30 two-way trips represented an appropriate threshold figure above which further assessment may be required but below which the impact could be considered non-material. Whilst the Government's current NPPG does not specifically refer to 30 two-way trips this remains a threshold which is typically applied within the industry by highway professionals, local authorities and National Highways.

5.2.4 As shown within Table 5.1 above, the development is predicted to generate just 4 and 6 vehicular trips (two-way) during the AM and PM peak hours respectively, which, once distributed onto the local highway network will result in a negligible impact on surrounding junctions.

5.2.5 It should be noted that the development is currently occupied by the operational L R Pearson & Co Ltd Timber Yard, which generates regular customer trips, large vehicles and HGVs, often unloading/loading directly from the on street parking bays within the public highway.

5.2.6 Although the level of existing activity is difficult to quantify since customers park on street, based on observations of the level of traffic generated, it is likely that the redevelopment of the Site

could result in a net reduction in total vehicle trips over the day and will certainly generate fewer HGVs movements and remove on street servicing.

5.2.7 The predicted traffic generation identified within Table 5.1 is therefore considered to represent an absolute worst-case assessment, given that traffic associated with the existing use has not been removed to provide the net level of trip generation.

5.2.8 Therefore, it can be concluded that the proposed development will not result in either a material or severe impact on the operation of highway safety of the local highway network.

6. Summary and Conclusion

6.1.1 This Transport Statement has been undertaken by Optima to consider the highways and transportation matters raised by a proposed residential development at Pearsons Timber Yard, Scholes, Kirklees and supports a full planning application made on behalf of Mr John Wilkinson.

6.1.2 The development proposals can be summarised as follows:

- Provision of 10 residential dwellings comprising of;
  - The construction of 9 new dwellings; and
  - Conversion of 1 existing workshop to create a single dwelling.
- Vehicular access via the retention and upgrading of 2no. existing access points via Halifax Road; and
- Associated parking, landscaping and infrastructure.

6.1.3 This report has provided a commentary on the existing Site and its conditions. It has demonstrated that the Site is in a sustainable location with access to appropriate public transport and pedestrian links, which provides future residents with opportunities to travel via alternative modes of transport.

6.1.4 A review of the personal injury collision data has been undertaken for the study area, which has shown that there are no specific safety concerns that the proposed development would exacerbate. The redevelopment of the Site is considered to offer a highway safety betterment, given the likely net-reduction in vehicle trips, the removal of HGV movements associated with the existing use and the identified highway safety benefits associated with the improved access arrangements.

6.1.5 Vehicular access to the Site is provided via the upgrading and consolidation of 2no. existing access points onto Halifax Road. Visibility splays from the accesses comply with Design Manual Roads and Bridges (DMRB) guidance based on the recorded speeds along Halifax Road.

6.1.6 The Site is predicted to generate some 4-6 two-way trips during the network peak hours, although this assessment is considered to represent an absolute worst-case and does not take into consideration the Sites existing trip generation.

6.1.7 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission for residential purposes.

Figures

Path: O:\Pearsons Timber Yard, Scholes\DRAWINGS\GIS\ARCEDITOR\Figures 1 - 4.aprx

TITLE

Pearsons Timber Yard, Scholes
Proposed Development
Site Location - Strategic

SCALE @ A3 1:50,000

FIGURE 1

OPTIMA
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

N

Key

Indicative Site Boundary

B6120 Scholes Lane

A649 Halifax Road

Kirklees Council (KC)

Calderdale Metropolitain Borough Council (CMBC)

Sunnybank Close

Scholes Lane

Pits Lane

Pits Lane

Hartshead Manor Nursing Home

A649

A649

A649

A649

A643

A643

M62

M62

Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Fours

Path: O:\Pearsons Timber Yard, Scholes\DRAWINGS\GIS\ARCEDITOR\Figures 1 - 4.aprx

TITLE

Pearsons Timber Yard, Scholes
Proposed Development
Site Location - Local

SCALE @ A3: 1:2,500

FIGURE 2

OPTIMA
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Facilities

- Nearest Bus Stops
- 1 Fast Food Takeaways
- 2 DIY Store
- 3 Co-op Food Scholes
- 4 Hartshead Moor M62 Services
- 5 One Stop Convenience Store
- 6 Windy Bank Convenience Store
- 1 Bailiffe Bridge Pharmacy
- 2 Bailiffe Bridge Dental Practice
- 1 High Bank Junior and Infant School
- 2 Scholes Village Primary School
- 3 Bailiffe Bridge Junior and Infant School
- 1 Stafford Arms Pub
- 2 Hartshead Moor Club
- 3 Moorside Playground
- 4 Hartshead Moor Cricket Club
- 5 Scholes Cricket Club
- 6 Scholes Village Hall
- 7 Public Open Space
- 8 Windybank Community Centre
- 9 Willow Valley Golf

Key

- Site Location

Pedestrian Accessibility

(Walk Speed 4.8kph)

- 0 - 5 Minutes
- 5 - 10 Minutes
- 10 - 15 Minutes
- 15 - 20 Minutes
- 20 - 25 Minutes

Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Fours

TITLE

Pearsons Timber Yard, Scholes Proposed Development Pedestrian Accessibility

SCALE @ A3 1:15,000

FIGURE 3

OPTIMA
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Pearsons Timber Yard, Scholes\DRAWINGS\GIS\ARCEDITOR\Figures 1 - 4.aprx

N

Key

- Site Location
- Brighouse Railway Station
- Low Moor Railway Station
- Whitcliffe Mount School

Cycle Accessibility

(Cycle Speed 16kph)

- 0 - 5 Minutes
- 5 - 10 Minutes
- 10 - 15 Minutes
- 15 - 20 Minutes
- 20 - 25 Minutes
- 25 - 30 Minutes

*19 mins (5km) = LTN 2/08 Standard for General Cycling.
**30 mins (8km) = LTN 2/08 Standard for Commuting
Isochrones generated using Network
Analyst 10.0 Copyright (C) 1999-2010
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TITLE

Pearsons Timber Yard, Scholes Proposed Development Cycle Accessibility

SCALE @ A3 1:55,000

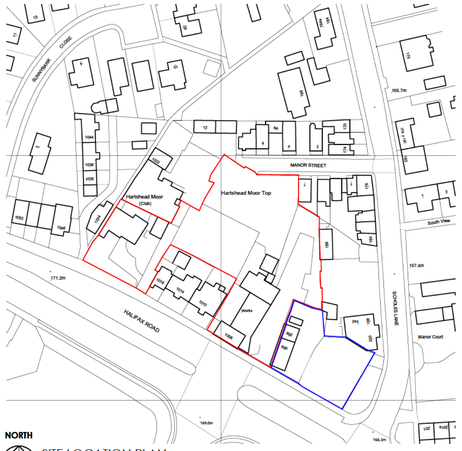
FIGURE 4

OPTIMA
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Pearsons Timber Yard, Scholes\DRAWINGS\GIS\ARCEDITOR\Figures 1 - 4.aprx

Appendices

Appendix A Proposed Site Plan



NORTH

SITE LOCATION PLAN
SCALE 1:1250 @ A1

FEASIBILITY LAYOUT PLAN - OPTION 2
SCALE 1:200 @ A1

1:200 0 2 4 6 8 10m

NOTES:

DO NOT SCALE FROM DRAWING

LAYOUT AND LEVELS ARE BASED ON A PROMAP SURVEY & ARE SUBJECT TO A FULL MEASURED TOPOGRAPHICAL AND BUILDING SURVEY. ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECT

ALL HIGHWAY / PARKING LAYOUTS AND DETAILS ARE INDICATIVE ONLY AND ARE SUBJECT TO THE HIGHWAY ENGINEERS DESIGN AND LOCAL AUTHORITY APPROVAL

ALL STRUCTURAL DETAILS TO STRUCTURAL ENGINEERS DESIGN

AREA SCHEDULE

SITE AREA - 494.2m²
- 0.49 Hectares
- 1.23 Acres

INDICATIVE HOUSING SCHEDULE

TYPE A	PLOT 1-5	3 BED / 2 SY	95m² / 1023ft²
TYPE B	PLOT 6-7	4 BED / 2 SY	105m² / 1130ft²
TYPE C	PLOT 8-9	4 BED / 2 SY	105m² / 1130ft²
TYPE D	PLOT 10	3 BED / 2 SY	112m² / 1205ft²

Note: Plot 10 is conversion of the existing building

TOTAL 10No. 11,314ft²

External elements Key — Description

- Bin areas
- Car charging point
- Cycle store - Timber shed with Sheffield loop fixed internally

No.	Description	Date
B	Boundary treatment indicated Minor adjustments to plots	06 12 2022
A	Layout updated	21 11 2022

Drawn by RP
Checked by RT

Client MR J WILKINSON
Project name LR PEARSON TIMBER YARD, HARTSHEAD MOOR TOP, CLECKHEATON
Project number H-20078
Date 01.11.2022
Scale 1: 200 @ A1

P 100 revision B

PROPOSED SITE PLAN

PRELIMINARY PLANNING BUILDING REG TENDER CONTRACT CONSTRUCTION AS BUILT

TOWNSCAPE ARCHITECTS
www.townscape-architects.co.uk

Appendix B Kirklees Consultation Response

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Consultation Response from KC, Highways Development Management		
2021/21319 at LR Pearson Timber Yard, Halifax Road, Hartshead Moor Top, Cleckheaton, BD19 6PE		
Pre application for demolition of existing buildings, erection of 13 dwellings and conversion of workshop to dwelling		
Date Responded: 28/03/22	**Responding Officer:** A Darwin	**Responding Ref:** K7-3NE/9

Development Overview:

The proposals involve the creation of 14 residential dwellings, through the erection of 13 dwellings and the conversion of an existing workshop, at the LR Pearson Timber Yard site to the north of Halifax Road, Hartshead Moor Top, Cleckheaton, BD19 6PE.

The total number of residential units on site will be 17 dwellings, which will comprise of 13 new build dwellings, 1 conversion and 3 existing houses. The new 14 dwellings are proposed to include the following accommodation:

- 4 x 2 Bedroom dwellings;
- 6 x 3 Bedroom dwellings;
- 4 x 4 Bedroom dwellings.

Reference to Plans/Documents:

- Feasibility site Layout Plan – Option 1 – P003 Rev C;
- Existing Layout Plan – P002 Rev B.

Policy:

Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD, Housebuilder Design SPD, NPPF (See Link: https://www.kirklees.gov.uk/beta/planning-policy/adopted-supplementary-planning-documents.aspx).

Reference should also be made to the Councils latest 'Waste Management Design Guide for New Developments' (See Link: https://www.kirklees.gov.uk/beta/planning-applications/guidance-and-advice-notes.aspx and other S38 design guidance documents that provide detailed requirements relating to the highway and development layout (See Link: https://www.kirklees.gov.uk/beta/regeneration-and-development/highways-guidance-and-standards.aspx).

Site Access:

The existing site has 4 no. dropped crossing access points on the north side of Halifax Road that serve the existing timber yard business and 3 no. dwellings, which are proposed to be reused to serve the development, together with a new access from Manor Street to the north. HDM Comments relating to each of the accesses are as follows:

Western Access

The existing western private access currently serves a redundant store building and is also shared with Hartshead Moor Club and car park. It is proposed to reutilise the private access to serve 3 No. 4 bedroom dwellings, with 2 no. parking spaces per dwelling. The private access is proposed to be widened to 4.8m, with the junction shown to be upgraded from a dropped crossing to a formalised bellmouth arrangement.

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The principle of reutilising this private access to serve the development appears acceptable. However, a number of issues need to be addressed as follows:

- The access needs to be widened to allow two cars/light vehicles to pass at the site entrance, which should be demonstrated by Swept Path Analysis (SPA). At present it is unclear whether a 4.8m wide access will be adequate for this purpose.
- The existing dropped crossing access is considered to be preferrable to a formalised bellmouth access, as it provided priority to passing pedestrians. Therefore, it is recommended that a dropped crossing type arrangement is retained. However, safety improvements for pedestrians should be incorporated, including pedestrian visibility splays. Other pedestrian safety improvements may also be necessary along the private drive, particularly as it is used by pedestrians accessing the club.
- A street lighting column will need to be relocated to accommodate the widened access.
- The private drive serving the development parking spaces appears to have substandard junction visibility, which could result in turning collisions with passing traffic to/from the club car park. The drive is also too narrow to allow vehicles to reverse to/from the parking spaces (min. 6m aisle required). No visitor parking has been proposed.
- Visibility at the site access onto Halifax Road is restricted by parked cars in the adjacent layby, which may require some form of improvement/mitigation works.
- The proposed waste collection strategy for the new dwellings is unknown. However, it is anticipated that a bin presentation point will be required adjacent to the public highway to serve the new development. The presentation point must be provided clear of the drive and any associate pedestrian/vehicle visibility splays.
- Turning space must be provided for delivery/removal vehicles, which should be demonstrated by Swept Path Analysis (SPA).

Central Two Accesses

The two existing central accesses that serve the timber yard site are proposed to be consolidated into a single shared surface street. The access is proposed to serve 8 No. dwellings, including 4 No.2 bedroom, 3 No. 3 bedroom & 1 No. 4 bedroom dwellings, as well as an existing dwelling (No. 1010). 2 No. parking spaces are proposed per dwelling, plus 1 visitor parking space. The upgraded access is proposed to be widened to 5.5m, with the junction shown to be upgraded from a dropped crossing to a formalised bellmouth, with 2m wide footways proposed at the junction before transition to a shared surface beyond the initial access ramp.

The principle of consolidating the two accesses to serve the bulk of the development is welcomed and appears acceptable. However, a number of issues need to be addressed as follows:

- It is unclear whether the access road has been designed to adoptable standard, which is required as the access serves more than 5 dwellings. Full details should be provided to conform that an adoptable highway arrangement is provided (see Highway Adoption Issues section below).
- The site layout does not appear to have been designed to accommodate the Councils Waste Collection vehicle, with a bin presentation point shown adjacent to the site access. This is not acceptable, and the site layout should be designed to accommodate on site waste collection, with adequate turning facilities provided.
- The proposed junction radii have not been shown on the plans provided. However, the radii should be a minimum of 6m to accommodate the turning requirements of the design refuse

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vehicle, which should be demonstrated by Swept Path Analysis (SPA). Dropped pedestrian crossing provision with tactile paving should be provided at the site access.

- Visibility at the site access onto Halifax Road is restricted by parked cars in the adjacent layby, which may require some form of improvement/mitigation works.
- The upgraded site access junction has been shown relocated slightly to the west from it's current position. This could encourage outbound drivers who wish to turn west on to Halifax Road or ahead on to Walton Lane to utilise the gap in the central reserve, in contravention of highway regulations. This could create a significant safety problem that should be addressed as part of the access design, with the access moved as far east as possible to discourage these manoeuvres.
- Only 1 visitor parking space is proposed adjacent to the spaces for plots 12-13. However, visitor parking should not be grouped with the private parking bays and must be included within the adopted highway. Ideally visitor parking should be provided in formalised laybys parallel to the highway, at a ratio of 1 space per 4 dwelling as a minimum, in accordance with the Councils Highway Design Guide SPD.
- Street trees should be provided within the highway layout, in accordance with local and national planning policy. Suitability sized highway verges will be required to accommodate street trees.
- Bin presentation points must be provided for all dwellings, which do not block the highway, parking spaces or pedestrian routes.
- Adequate forward visibility must be provided along the site access road. The carriageway should also be designed to a sufficient width to allow a refuse vehicle to pass an oncoming or parked car.

<u>Eastern Access</u>

The existing eastern private drive access currently serves 2 No. existing dwellings, and is proposed to be reutilise to serve an additional dwelling, with 2 no. parking spaces per dwelling and 1 no. visitor parking space provided. The private access is proposed to be widened to 4.8m, with the junction shown to be upgraded from a dropped crossing to a formalised bellmouth arrangement.

The principle of reutilising the private access to serve the development may be acceptable. However, it would be preferrable if all dwellings (including the 2 existing dwellings) were all served by the consolidated central access, which would be of benefit to highway safety and pedestrian amenity. Alternatively, this private access could be upgraded to be the main access for the site.

Should the current access option be pursued, there are a number of issues that need to be addressed as follows:

- The access needs to be widened to allow two cars/light vehicles to pass at the site entrance, which should be demonstrated by Swept Path Analysis (SPA). At present it is unclear whether a 4.8m wide access will be adequate for this purpose.
- The existing dropped crossing access is considered to be preferrable to a formalised access, as it provides priority to passing pedestrians. Therefore, it is recommended that this type of arrangement is retained. However, safety improvements for pedestrians should be incorporated, including pedestrian visibility splays.
- Junction spacing between this access and the consolidated main site access is below normal standards, which can increase the risk of turning vehicle incidents and blocking of visibility splays. Therefore, the further consolidation of these accesses would be of benefit to highway safety, as previously stated.

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- Adequate reversing space has not been provided for the parking spaces (min. 6m aisle required).
- Visibility at the site access onto Halifax Road is restricted by parking cars in the adjacent layby, which may require some form of improvement/mitigation works.
- The proposed waste collection strategy for these units is unknown. However, it is anticipated that a bin presentation point will be required adjacent to the public highway to serve the new development. The presentation point must be provided clear of the drive and any associated pedestrian/vehicle visibility splays.
- Turning space must be provided for delivery/removal vehicles, which should be demonstrated by Swept Path Analysis (SPA).

Manor Street Access

It is proposed to create a new access at the end of Manor Street to serve 3 No. 3 bedroom dwellings, with 2 no. parking spaces provided per dwelling and 2 no. visitor parking bays. The access also allows an improved turning head to be provided at the end of Manor Street, which may be of benefit to light vehicles. However, visibility at the Manor Street / Scholes Lane junction appears to be sub-standard, and no turning facilities are provided for refuse collection or other large delivery vehicles on Manor Street. The development may also result in additional on-street parking taking place on Manor Street.

Therefore, HDM do not support the use of Manor Street to serve the development, and it is recommended that the 3 No. units proposed are served by the new purpose built main access on to Halifax Road.

Parking:

The level of parking proposed for the development is not in full accordance with the guidance contained in the Councils Highway Design Guide SPD, which recommends 2 spaces for 2-3 bedroom dwellings and 3 spaces for 4+ bedroom dwellings. A further 1 per 4 visitor parking bays should be provided, ideally in laybys, parallel to the proposed highway. Additional parking should be provided to address the shortfall in provision.

Reference should also be taken from the Councils Housebuilder SPD, which provides recommendations for the location of parking spaces to ensure high quality design. If integral garages are to be considered as contributing towards parking provision they must provide internal dimensions of 3m x 6m.

All dwellings must include at least 1 no. electric vehicle charging point (more are desirable). These have been shown on the feasibility layout, which is welcomed.

Secure cycle parking is required for all dwellings and should allow for electric cycle charging. It is noted that some of the cycle parking shown on the feasibility layout appears in rear gardens that are only accessible by passing through the dwellings, which is unacceptable.

Full details of the parking provision should be confirmed in the Transport Statement and/or Design and Access Statement that will be required to support any future planning application, with robust justification provided should there be any shortfall.

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PROW:

Public footpath SPE/37/50 runs along the western boundary of the site. Whilst a link to this PROW from the site may not be desirable from a Secure by Design perspective, consideration of the PROW must given in the development design, to ensure that the route is protecting and enhancing by the development.

Road Safety:

The road safety matters relating to the site access that have been previously mentioned must be taken into consideration as the development progresses. In particular, the interaction between the main site access and the gap in the central reserve on Halifax Road should be carefully considered.

A Transport Statement should be provided in support of the development, which should include a review of the proposed site access strategy, geometric parameters and visibility splays/sight-lines. A review of personal injury accident data on the local highway network should also be provided, to ensure that there are no existing highway safety issues that may be impacted by the development.

Accessibility:

Good quality pedestrian and cycling facilities should be incorporated into the development. This should include direct, secure and convenient links between all parts of the development and the surrounding highway network. Facilities that allow these users to avoid mixing with motor vehicle traffic should also be considered, with particular consideration for blind/partially sighted users and those with mobility or cognitive impairment.

A review of the development and it's accessibility by alternative modes of transport should be provided in the supporting Transport Statement.

Highway Adoption Issues:

The main site access road shall be built to adoptable standards, as set out in the Kirklees 'Highway Design Guide SPD' and 'Highways Guidance Note – Section 38 Agreements for Highway Adoptions' March 2019 (version 1) and associated documents.

Sufficient detail must be provided with the planning submission to confirm that the proposed highway(s) are suitable for adoption, and should clearly show the extent of proposed adoption and any areas that are to remain private (e.g. landscaping, private parking areas and PoS). The following information is required as a minimum:

- Long sections, cross-sections and contours;
- Dimensioned plans, including visibility splays and forward visibility sight-lines;
- Kerbing details and surface treatments;
- Extent of proposed adoption and unadopted communal areas to be confirmed. Details regarding the maintenance of unadopted communal areas/facilities are also required.

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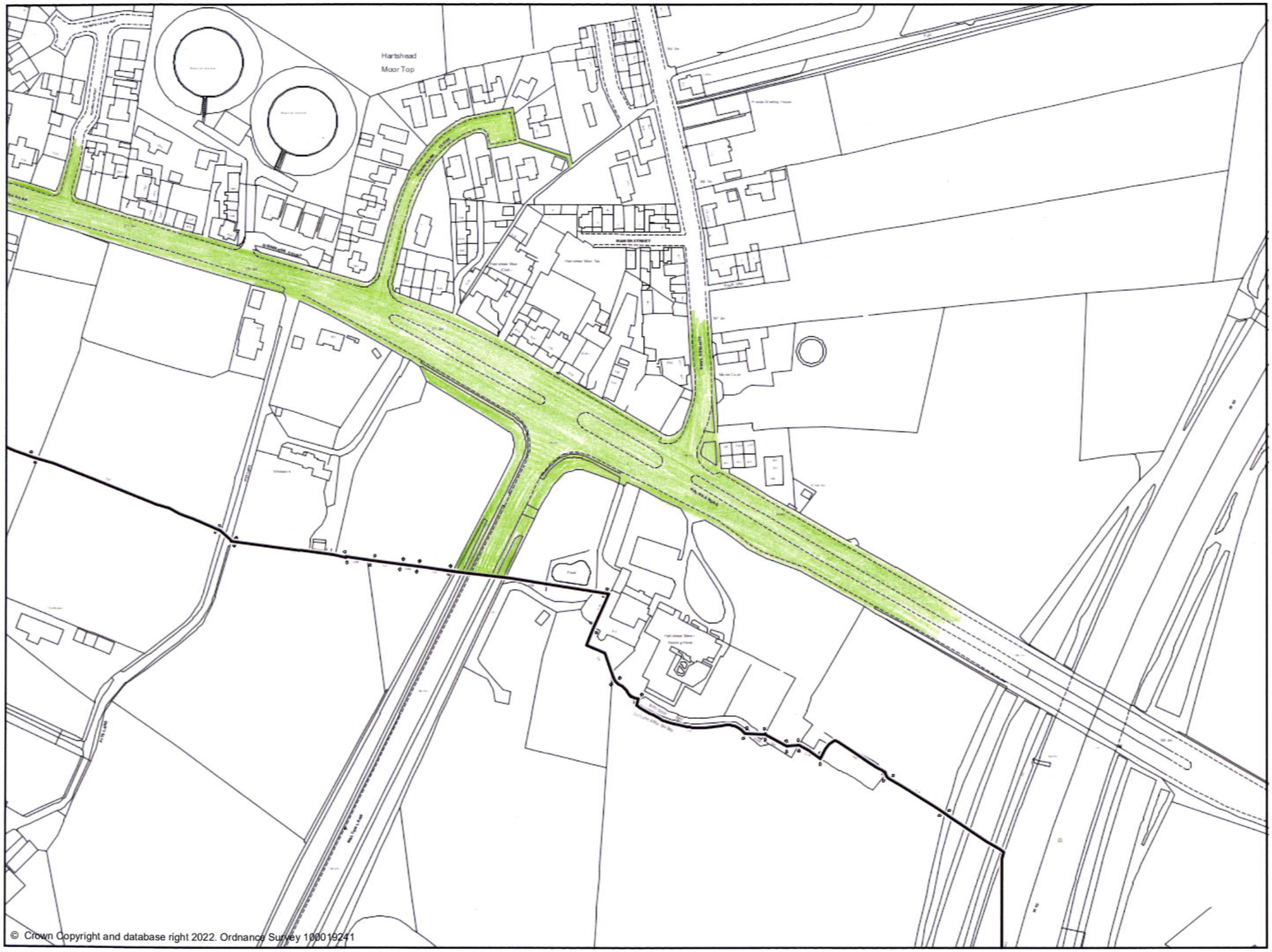
Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to my colleague Farhad Khatibi (Team Leader) in the structures section at the earliest opportunity, who will be able to advise of the necessary requirements in more detail.

Planning Submission Information Requirements:

The following information is required to support the planning submission:

- Transport Statement;
- Proposed highway details;
- Stage 1 Road Safety Audit for S278 / S38 works, and Designers Response;
- Swept Path Analysis (SPA) for the Councils Design Refuse vehicle, delivery vehicles and parking cars.

Appendix C Highway Adoption Records



Kirklees COUNCIL

Kompass

Kirklees Mapping Service

Scale = 1:2000

maps@kirklees.gov.uk

N

Appendix D Vehicle Speed Survey

Pearsons Timber Yard Speed Survey, A649 Halifax Road (Site A)

Road Data Services Ltd.

Weather:
Dry

Wednesday 14th September 2022
10:00 - 12:00

Eastbound							
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	28	51	35	101	37	151	41
2	30	52	35	102	37	152	42
3	30	53	35	103	37	153	42
4	31	54	35	104	37	154	43
5	33	55	35	105	37	155	43
6	33	56	35	106	37	156	43
7	33	57	35	107	37	157	43
8	33	58	35	108	37	158	43
9	33	59	35	109	38	159	43
10	33	60	35	110	38	160	44
11	33	61	35	111	38	161	44
12	33	62	35	112	38	162	44
13	33	63	35	113	38	163	44
14	33	64	35	114	38	164	44
15	33	65	35	115	38	165	44
16	33	66	35	116	38	166	44
17	33	67	35	117	38	167	45
18	33	68	35	118	38	168	45
19	33	69	35	119	38	169	45
20	33	70	35	120	38	170	45
21	33	71	36	121	38	171	46
22	33	72	36	122	38	172	46
23	34	73	36	123	38	173	46
24	34	74	36	124	38	174	47
25	34	75	36	125	38	175	47
26	34	76	36	126	38	176	47
27	34	77	36	127	38	177	48
28	34	78	36	128	39	178	48
29	34	79	36	129	39	179	48
30	34	80	36	130	39	180	49
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32	34	82	36	132	39	182	50
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36	34	86	36	136	39	186	50
37	34	87	36	137	39	187	51
38	34	88	36	138	39	188	51
39	34	89	36	139	40	189	51
40	34	90	36	140	40	190	52
41	34	91	36	141	40	191	52
42	34	92	36	142	40	192	52
43	34	93	37	143	40	193	52
44	35	94	37	144	40	194	53
45	35	95	37	145	40	195	53
46	35	96	37	146	41	196	53
47	35	97	37	147	41	197	53
48	35	98	37	148	41	198	53
49	35	99	37	149	41	199	54
50	35	100	37	150	41	200	55
ROAD SURFACE - DRY							

Average (mph)	38.8
Standard Deviation (mph)	5.8
85th Percentile (mph)	44.8
Wet Weather 85th Percentile (mph)	42.3
% > Speed Limit	27.5

SPEED LIMIT 40

All speeds are recorded from free flowing vehicles

Pearsons Timber Yard Speed Survey, A649 Halifax Road (Site A)

Road Data Services Ltd.

Weather:
Dry

Thursday 15th September 2022
14:00 - 16:00

Eastbound							
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	30	51	34	101	37	151	41
2	30	52	34	102	37	152	41
3	30	53	34	103	37	153	41
4	31	54	34	104	37	154	41
5	31	55	34	105	37	155	41
6	32	56	34	106	37	156	41
7	32	57	34	107	37	157	42
8	32	58	34	108	37	158	42
9	32	59	34	109	37	159	42
10	32	60	34	110	37	160	42
11	32	61	34	111	37	161	42
12	32	62	34	112	37	162	42
13	32	63	34	113	37	163	42
14	32	64	34	114	37	164	43
15	32	65	35	115	37	165	43
16	32	66	35	116	37	166	43
17	32	67	35	117	37	167	43
18	32	68	35	118	37	168	43
19	32	69	35	119	37	169	43
20	32	70	35	120	37	170	44
21	32	71	35	121	38	171	44
22	32	72	35	122	38	172	44
23	33	73	35	123	38	173	45
24	33	74	35	124	38	174	45
25	33	75	35	125	38	175	45
26	33	76	35	126	38	176	45
27	33	77	35	127	38	177	45
28	33	78	35	128	38	178	45
29	33	79	35	129	38	179	45
30	33	80	35	130	38	180	46
31	33	81	35	131	38	181	46
32	33	82	36	132	38	182	47
33	33	83	36	133	39	183	47
34	33	84	36	134	39	184	47
35	33	85	36	135	39	185	47
36	33	86	36	136	39	186	48
37	33	87	36	137	39	187	48
38	33	88	36	138	39	188	48
39	33	89	36	139	39	189	49
40	33	90	36	140	39	190	49
41	34	91	36	141	40	191	50
42	34	92	36	142	40	192	50
43	34	93	36	143	40	193	50
44	34	94	36	144	40	194	51
45	34	95	36	145	40	195	51
46	34	96	36	146	40	196	51
47	34	97	36	147	40	197	52
48	34	98	36	148	40	198	53
49	34	99	36	149	40	199	53
50	34	100	37	150	41	200	53
ROAD SURFACE - DRY							

Average (mph)	37.9
Standard Deviation (mph)	5.3
85th Percentile (mph)	43.4
Wet Weather 85th Percentile (mph)	40.9
% > Speed Limit	25.5

SPEED LIMIT 40

All speeds are recorded from free flowing vehicles

Pearsons Timber Yard Speed Survey, A649 Halifax Road (Site B)

Road Data Services Ltd.

Weather:
Dry

Wednesday 14th September 2022
10:00 - 12:00

Eastbound							
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	24	51	32	101	34	151	38
2	26	52	32	102	34	152	38
3	26	53	32	103	35	153	38
4	27	54	32	104	35	154	38
5	27	55	32	105	35	155	38
6	27	56	32	106	35	156	38
7	28	57	32	107	35	157	38
8	28	58	32	108	35	158	38
9	28	59	32	109	35	159	38
10	28	60	32	110	35	160	39
11	28	61	32	111	35	161	39
12	28	62	32	112	35	162	39
13	28	63	32	113	35	163	39
14	28	64	32	114	35	164	39
15	28	65	32	115	35	165	39
16	28	66	33	116	35	166	39
17	29	67	33	117	35	167	39
18	29	68	33	118	35	168	39
19	29	69	33	119	35	169	39
20	29	70	33	120	35	170	39
21	29	71	33	121	35	171	40
22	29	72	33	122	35	172	40
23	29	73	33	123	35	173	40
24	29	74	33	124	35	174	40
25	29	75	33	125	35	175	40
26	29	76	33	126	35	176	40
27	29	77	33	127	36	177	40
28	29	78	33	128	36	178	40
29	29	79	33	129	36	179	40
30	29	80	33	130	36	180	41
31	30	81	33	131	36	181	41
32	30	82	34	132	36	182	41
33	30	83	34	133	36	183	41
34	30	84	34	134	36	184	41
35	30	85	34	135	37	185	41
36	31	86	34	136	37	186	41
37	31	87	34	137	37	187	41
38	31	88	34	138	37	188	42
39	31	89	34	139	37	189	42
40	31	90	34	140	37	190	42
41	31	91	34	141	37	191	42
42	31	92	34	142	37	192	42
43	31	93	34	143	37	193	42
44	31	94	34	144	37	194	42
45	31	95	34	145	37	195	42
46	31	96	34	146	37	196	42
47	31	97	34	147	37	197	43
48	32	98	34	148	37	198	44
49	32	99	34	149	38	199	44
50	32	100	34	150	38	200	46
ROAD SURFACE - DRY							

Average (mph)	34.6
Standard Deviation (mph)	4.3
85th Percentile (mph)	39.1
Wet Weather 85th Percentile (mph)	36.6
% > Speed Limit	10.5

SPEED LIMIT 40

All speeds are recorded from free flowing vehicles

Pearsons Timber Yard Speed Survey, A649 Halifax Road (Site B)

Road Data Services Ltd.

Weather:
Dry

Thursday 15th September 2022
14:00 - 16:00

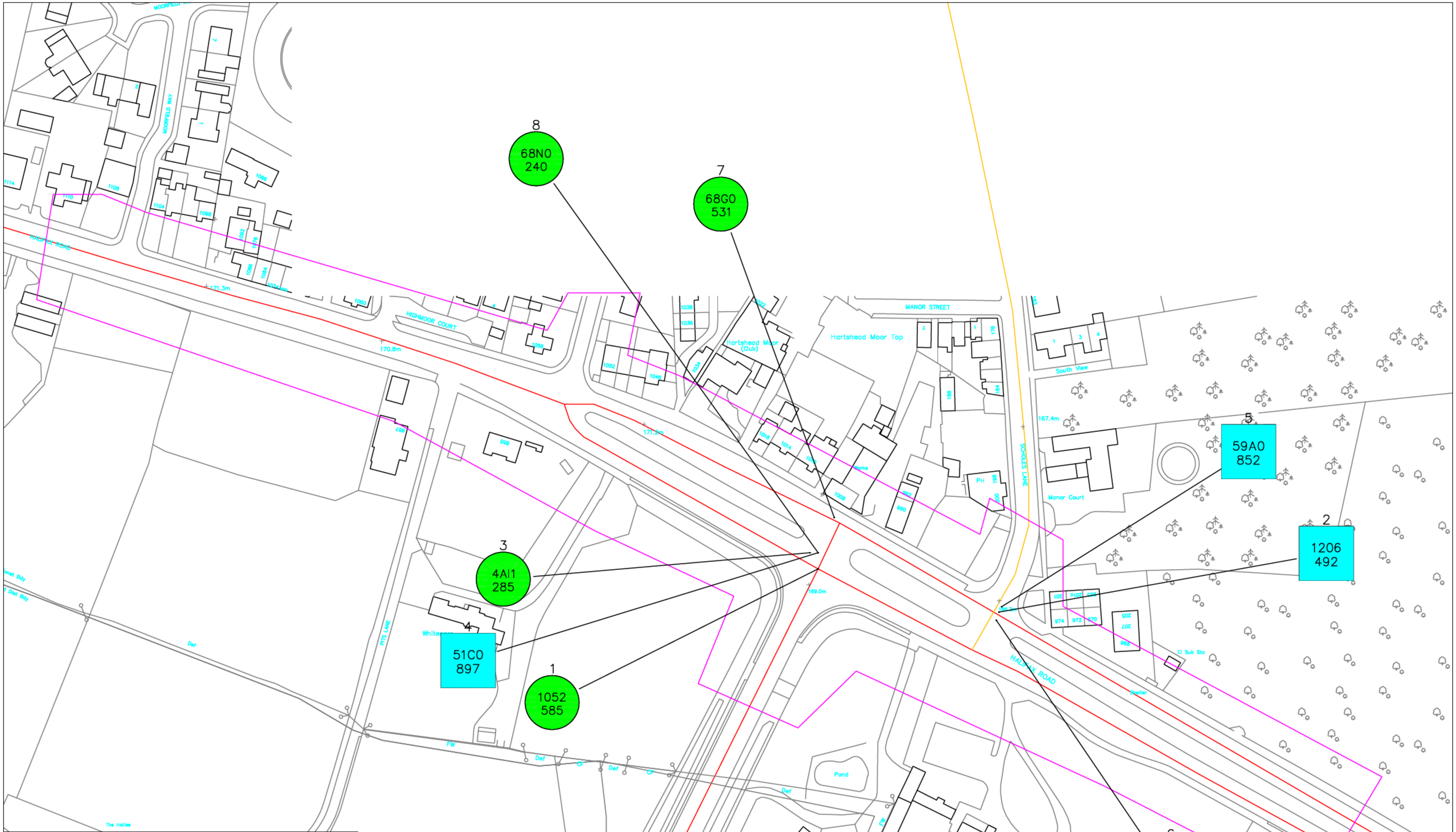
Eastbound							
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	21	51	31	101	33	151	36
2	25	52	31	102	33	152	36
3	26	53	31	103	33	153	36
4	26	54	31	104	33	154	36
5	27	55	31	105	33	155	36
6	27	56	31	106	33	156	36
7	28	57	31	107	33	157	36
8	28	58	31	108	33	158	36
9	28	59	31	109	33	159	37
10	28	60	31	110	34	160	37
11	28	61	31	111	34	161	37
12	28	62	31	112	34	162	37
13	28	63	31	113	34	163	37
14	28	64	31	114	34	164	37
15	28	65	31	115	34	165	38
16	28	66	31	116	34	166	38
17	29	67	31	117	34	167	38
18	29	68	32	118	34	168	38
19	29	69	32	119	34	169	39
20	29	70	32	120	34	170	39
21	29	71	32	121	34	171	39
22	29	72	32	122	34	172	39
23	29	73	32	123	34	173	39
24	29	74	32	124	34	174	39
25	29	75	32	125	34	175	39
26	29	76	32	126	34	176	39
27	29	77	32	127	34	177	40
28	29	78	32	128	34	178	40
29	29	79	32	129	34	179	40
30	29	80	32	130	34	180	40
31	29	81	32	131	34	181	40
32	29	82	32	132	34	182	40
33	29	83	32	133	35	183	40
34	29	84	32	134	35	184	41
35	29	85	32	135	35	185	41
36	29	86	32	136	35	186	41
37	29	87	33	137	35	187	41
38	29	88	33	138	35	188	42
39	30	89	33	139	35	189	42
40	30	90	33	140	35	190	42
41	30	91	33	141	35	191	42
42	30	92	33	142	35	192	42
43	30	93	33	143	35	193	42
44	30	94	33	144	35	194	42
45	30	95	33	145	36	195	42
46	30	96	33	146	36	196	42
47	30	97	33	147	36	197	42
48	30	98	33	148	36	198	43
49	30	99	33	149	36	199	43
50	30	100	33	150	36	200	44
ROAD SURFACE - DRY							

Average (mph)	33.6
Standard Deviation (mph)	4.2
85th Percentile (mph)	38.0
Wet Weather 85th Percentile (mph)	35.5
% > Speed Limit	8.5

SPEED LIMIT 40

All speeds are recorded from free flowing vehicles

Appendix E Personal Injury Collision Data



RTCs Halifax Road 19.08.2017-18.08.2022

20.09.2022 N.T.S.

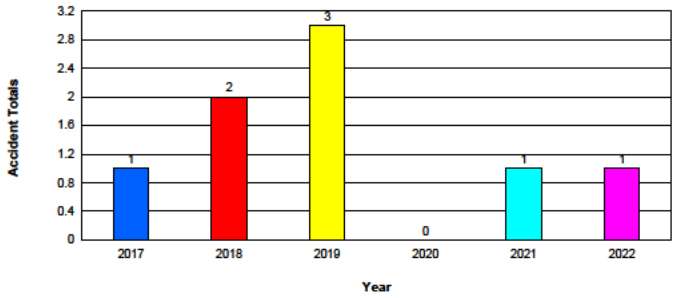
- Fatal
- Serious
- Slight

P indicates pedestrian

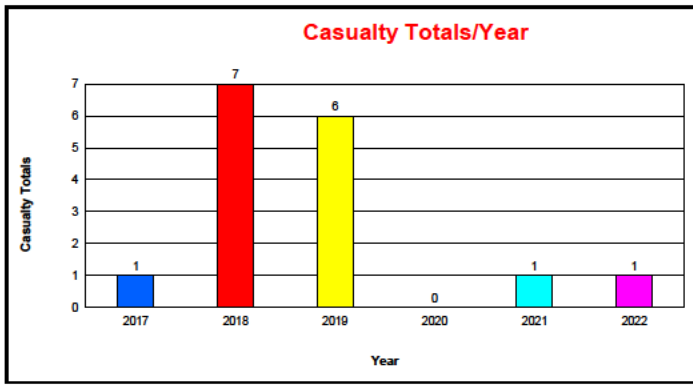
RTCs in the vicinity of Halifax Road, Hartshead, 19.08.2017-18.08.2017

Accident Date BETWEEN '19-Aug-2017' AND '18-Aug-2022'

Accident Totals/Year

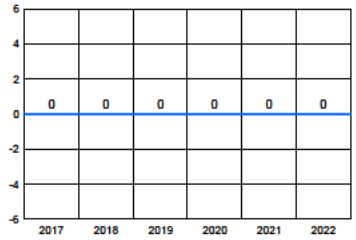


Casualty Totals/Year

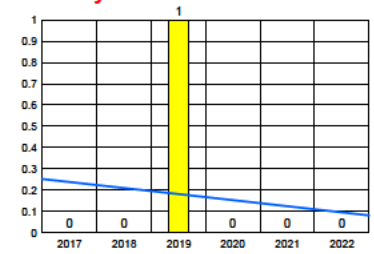


Casualty Data

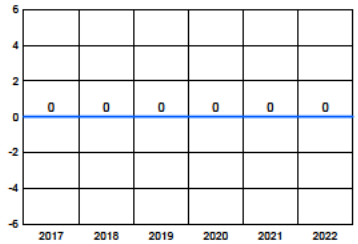
Pedestrians



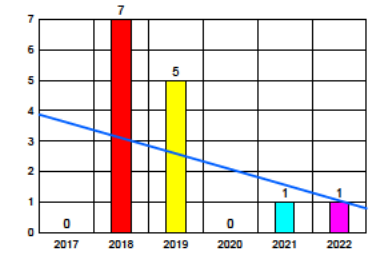
Pedal Cyclists



Motor Cyclists



Car Occupants



Acc	2017	2018	2019	2020	2021	2022	Total
Fatal	0	0	1	0	0	0	1
Serious	0	2	0	0	0	1	3
Slight	1	0	2	0	1	0	4
Damage	0	0	0	0	0	0	0
Total	1	2	3	0	1	1	8

Cas	2017	2018	2019	2020	2021	2022	Total
Fatal	0	0	2	0	0	0	2
Serious	0	5	0	0	0	1	6
Slight	1	2	4	0	1	0	8
Total	1	7	6	0	1	1	16

RTCs in the vicinity of Halifax Road, Hartshead, 19.08.2017-18.08.2017

Accident Date BETWEEN '19-Aug-2017' AND '18-Aug-2022'

		PEDESTRIANS	PEDAL CYCLIST	PTW USER	HACKNEY PRI/HIRE	CAR DRIVER	CAR PASS	GOODS OCCUPANT	PSV	OTHER VEH OCCUPANT	TOTAL
0 to 4	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5 to 15	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16 to 19	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
20 to 29	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	1	1	0	0	0	**2**
	TOTAL	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
30 to 59	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	2	0	0	0	0	**2**
	Slight	0	1	0	0	3	0	1	0	0	**5**
	TOTAL	**0**	**1**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**7**
60+	Fatal	0	0	0	0	1	1	0	0	0	**2**
	Serious	0	0	0	0	2	2	0	0	0	**4**
	Slight	0	0	0	0	1	0	0	0	0	**1**
	TOTAL	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**7**
All Ages	Fatal	0	0	0	0	1	1	0	0	0	**2**
	Serious	0	0	0	0	4	2	0	0	0	**6**
	Slight	0	1	0	0	5	1	1	0	0	**8**
	TOTAL	**0**	**1**	**0**	**0**	**10**	**4**	**1**	**0**	**0**	**16**

Number of Casualties with unknown age: 0

RTCs in the vicinity of Halifax Road, Hartshead, 19.08.2017-18.08.2017

ACCIDENT SEVERITY UPTO 2022

		2017	2018	2019	2020	2021	2022	Total
Fatal	13%	0	0	1	0	0	0	**1**
Serious	38%	0	2	0	0	0	1	**3**
Slight	50%	1	0	2	0	1	0	**4**
TOTAL		**1**	**2**	**3**	**0**	**1**	**1**	**8**

WEATHER

	No.	%
Fine	6	75
Rain	2	25
TOTAL	**8**	

ROAD SURFACE

	Number	%
Dry	5	63
Wet	3	38
TOTAL	**8**	

LIGHT CONDITIONS

	Number	%
Light	8	100
TOTAL	**8**	

PEDESTRIAN ACCIDENTS	**No.**	**%**
	0	0

SKIDDING ACCIDENTS	**No.**	**%**
	2	25

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00.00 - 00:59	0	0	0	0	0	0	0	**0**
01:00 - 01:59	0	0	0	0	0	0	0	**0**
02:00 - 02:59	0	0	0	0	0	0	0	**0**
03:00 - 03:59	0	0	0	0	0	0	0	**0**
04:00 - 04:59	0	0	0	0	0	0	0	**0**
05:00 - 05:59	0	0	0	0	0	0	0	**0**
06:00 - 06:59	0	0	0	0	0	1	0	**1**
07:00 - 07:59	0	0	0	0	0	0	0	**0**
08:00 - 08:59	0	0	0	0	0	0	0	**0**
09:00 - 09:59	0	0	0	0	0	0	0	**0**
10:00 - 10:59	0	0	0	0	0	1	0	**1**
11:00 - 11:59	0	0	0	0	0	0	0	**0**
12:00 - 12:59	0	1	0	0	0	0	0	**1**
13:00 - 13:59	0	1	0	0	0	1	1	**3**
14:00 - 14:59	0	0	0	0	0	0	0	**0**
15:00 - 15:59	0	0	0	0	0	0	0	**0**
16:00 - 16:59	0	0	0	1	0	0	0	**1**
17:00 - 17:59	0	0	0	0	0	0	1	**1**
18:00 - 18:59	0	0	0	0	0	0	0	**0**
19:00 - 19:59	0	0	0	0	0	0	0	**0**
20:00 - 20:59	0	0	0	0	0	0	0	**0**
21:00 - 21:59	0	0	0	0	0	0	0	**0**
22:00 - 22:59	0	0	0	0	0	0	0	**0**
23:00 - 23:59	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**2**	**0**	**1**	**0**	**3**	**2**	**8**
%	0%	25%	0%	13%	0%	38%	25%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2022

	2017	2018	2019	2020	2021	2022	Total
Jan	0	1	0	0	0	0	**1**
Feb	0	0	1	0	0	0	**1**
Mar	0	0	0	0	0	0	**0**
Apr	0	0	0	0	0	0	**0**
May	0	0	0	0	0	0	**0**
June	0	0	0	0	1	0	**1**
July	0	0	0	0	0	0	**0**
Aug	0	0	2	0	0	1	**3**
Sep	0	1	0	0	0	0	**1**
Oct	1	0	0	0	0	0	**1**
Nov	0	0	0	0	0	0	**0**
Dec	0	0	0	0	0	0	**0**
TOTAL	**1**	**2**	**3**	**0**	**1**	**1**	**8**
%	13%	25%	38%	0%	13%	13%	100%

RTCs in the vicinity of Halifax Road, Hartshead, 19.08.2017-18.08.2017

CASUALTY SEVERITY UPTO 2022

	2017	2018	2019	2020	2021	2022	Total
Fatal	0	0	2	0	0	0	**2**
Serious	0	5	0	0	0	1	**6**
Slight	1	2	4	0	1	0	**8**
TOTAL	**1**	**7**	**6**	**0**	**1**	**1**	**16**

JUNCTION DETAIL

	Number	%
T or staggered	5	63
Cross roads	1	13
Other junction	2	25
TOTAL	**8**	

JUNCTION CONTROLS

	Number	%
Give way sign	8	100
TOTAL	**8**	

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Pedal cyclist	0	0	0	0	1	0	**1**	6
Car driver	0	0	0	1	5	4	**10**	63
Car passenger	0	0	0	1	0	3	**4**	25
Goods driver	0	0	0	0	1	0	**1**	6
TOTAL	**0**	**0**	**0**	**2**	**7**	**7**	**16**	
%	0	0	0	13	44	44		

Number of Casualties with unknown age: 0

SPEED LIMIT

	Number	%
20 MPH	1	13
30 MPH	2	25
40 MPH	5	63
TOTAL	**8**	

ROAD CLASS

	Number	%
A	7	100
TOTAL	**7**	

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
Pedal Cycle	0	0	0	1	0	0	**1**	6
Car	0	0	2	8	5	1	**16**	89
Goods < 3.5T	0	0	0	1	0	0	**1**	6
TOTAL	**0**	**0**	**2**	**10**	**5**	**1**	**18**	
%	0	0	11	56	28	6		

VEHICLE MANOEUVRES

	Number	%
Parked	2	11
Starting	1	6
Waiting to turn left	1	6
Turning right	4	22
Waiting to turn right	1	6
Going ahead other	9	50
TOTAL	**18**	

BREATH TEST

	Number	%
Not applicable	2	11
Negative	6	33
Not requested	5	28
Driver not contacted	2	11
Medical reasons	3	17
TOTAL	**18**	

RTCs in the vicinity of Halifax Road, Hartshead, 19.08.2017-18.08.2017

1052585 SLIGHT 05/06/2021 0017:00 416695 /424899 HALIFAX ROAD (A649) AT JUNCTION WITH WALTON LANE (A643)

VK2 stationary at the second waiting junction of Walton Lane turing right onto Halifax Road heading east. Vk1 travelling in the same rout and direction hit the rear of VK2 causing damage and shunting VK2 slightly forward.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped directi
1	Car	Turning right	SW	E	Not known	-1	Not contacted	1	Driver/Rider	SLIGHT	2	Female	54	
2	Car	Waiting to turn right	SW	E	Female	54	Not applicable							

Contributory Factors

Aggressive driving V001 V.likely

1206492 SERIOUS 06/08/2022 0013:00 416762 /424883 HALIFAX ROAD (A649) AT JUNCTION WITH SCHOLES LANE (B6120), LIVERSEDGE, KIRKLEES

V1 has been travelling southbound towards Cleckheaton away from Brighouse on Halifax Road. V2 has been waiting at the giveaway on Scholes Lane emerging out onto Halifax Road. As V2 has been creeping out, V1 has collided into V2 causing front end damage to both vehicles and causing injury to the driver of V1 in the form of shock, chest pain and arm pain.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped directi
1	Car	Going ahead other	W	E	Male	45	Not requested	1	Driver/Rider	SERIOUS	1	Male	45	
2	Car	Waiting to turn left	N	E	Male	66	Not requested							

Contributory Factors

Failed to look properly V002 Possible

4AI1285 SLIGHT 18/10/2017 0016:05 416692 /424905 Junction of A649 Halifax Road and A643 Walton Lane

Vehicle 2 was on Halifax Road, travelling towards Bailiff Bridge. As it was passing the junction with Walton Lane, vehicle 2 emerged from the give way junction without stopping colliding with vehicle 2. Vehicle 2 overturned and the driver sustained minor injuries. Vehicle 1 failed to stop.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped directi
1	Car	Going ahead other	SW	NE	Female	25	Not contacted	1	Driver/Rider	SLIGHT	2	Female	37	
2	Van/Goods < 3.5t	Going ahead other	SE	NW	Female	37	Not provided							

Contributory Factors

Disobey Give Way or Stop sign or marking V001 V.likely

51C0897 SERIOUS 12/01/2018 0013:51 416695 /424905 Junction of A643 Walton Lane and A649 Halifax Road

At 1351 hours on 12th January 2018 vehicle 1 which is a Ford Cmax is travelling up WALTON LANE, towards the junction of HALIFAX ROAD, SCHOLES, in order to turn right. Vehicle 1 turns right and into the path of vehicle 2 which was an oncoming vehicle being a Ford Focus causing a collision and serious injury.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped directi
1	Car	Turning right	S	E	Male	77	Not requested	1	Driver/Rider	SERIOUS	1	Male	77	
2	Car	Going ahead other	E	W	Male	54	Not requested	2	Passenger	SERIOUS	1	Female	66	
								3	Driver/Rider	SERIOUS	2	Male	54	

Contributory Factors

Failed to look properly	V001 V.likely	Swerved	V002 V.likely

59A0852 SERIOUS 10/09/2018 0013:27 416763 /424885 Junction of Scholes Lane and Halifax Road

v001 approaching give way junction witnesses have said that the driver of V001 emerged into major road and froze after seeing V002 approach on major road from V001 O/S. V002 collided with V001 O/S centre. V001 suffered heavy damage to O/S doors and A pillar. V002 suffered heavy front end damage. Driver of V001 suffered hairline fractures to pelvis/ groin. FSP suffers fractured rib, fractured hanger bones in spine and bruised lung. Driver and passenger of V002 suffered bruising and burns caused by air bag deployment and bruising to pelvic area caused by seatbelt.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped directi
1	Car	Going ahead other	NW	SE	Female	66	Not provided	1	Driver/Rider	SERIOUS	1	Female	66	
2	Car	Going ahead other	NE	SW	Female	31	Not requested	2	Passenger	SERIOUS	1	Male	67	
								3	Driver/Rider	SLIGHT	2	Female	31	
								4	Passenger	SLIGHT	2	Female	22	

Contributory Factors

Failed to look properly	V001 V.likely	Fail to judge other person path or speed	V001 V.likely

---

6240717 FATAL 04/02/2019 0012:30 416761 /424880 Junction of A649 Halifax Road and B6120 Scholes Lane

V1 is a Kia Rio. V2 is a Skoda Octavia. V1 is travelling along Halifax Road from Bailiff Bridge in general direction of Liversedge. V2 is emerging from Scholes Lane to turn right onto Halifax Rd. V1 collides with the offside of V2, in a 'T-bone' style collision. Initial enquiries suggest V1 was travelling in excess of the speed limit. The 2 occupants of V2 were both fatally injured as a result of the collision. The sole occupant of V1 suffered minor injuries.

Vehicles			From	To	Driver		Breath Test
1	Car	Going ahead other	NW	SE	Male	20	Negative
2	Car	Starting	NE	NW	Male	93	Not provided

Casualties			Veh	Sex	Age	Ped directi
1	Driver/Rider	FATAL	2	Male	93	
2	Passenger	FATAL	2	Female	90	
3	Driver/Rider	SLIGHT	1	Male	20	

Contributory Factors

68G0531 SLIGHT 16/08/2019 0010:44 416701 /424918 Junction of A649 Halifax Road and A643 Walton Lane

Location is a dual carriageway with a T junction, its a rural area with some residential and commercial properties near by. There Is a speed limit of 30mph and the carriageway is separated by a grassed verge. V1 is travelling on Halifax Rd towards Halifax which then overtakes as vehicle in lane 1, V2 pulls out of the junction of Walton Lane with the intention of going right towards Bradford when V1 collides with V2 in lane 2 which in turn caused V1 to cross the grassed verge and opposite carriageway and collide with V3 and V4 which are parked stationary unattended.

Vehicles			From	To	Driver		Breath Test
1	Car	Going ahead other	SE	NW	Male	32	Negative
2	Car	Turning right	SW	E	Male	66	Negative
3	Car	Parked	NW	SE	Female	45	Negative
4	Car	Parked	NW	SE	Male	45	Negative

Casualties			Veh	Sex	Age	Ped directi
1	Driver/Rider	SLIGHT	1	Male	32	
2	Driver/Rider	SLIGHT	2	Male	66	

Contributory Factors

Exceeding speed limit	V001 V.likely	Too fast for conditions	V001 V.likely	Aggressive driving	V001 V.likely
Failed to look properly	V002 V.likely	Passing too close	V002 Possible		

68N0240 SLIGHT 23/08/2019 006:20 416695 /424905 Junction of A649 Halifax and A643 Walton Lane

VEH 1 DRIVES ALONG WALTON LANE TO JUNCTION WITH HALIFAX ROAD (HALIFAX ROAD HAS RIGHT OF WAY). GIVE WAY JUNCTION DRIVER LOOKS LEFT FOR VEHICLES, BUT DOES NOT DO SO TO THE RIGHT AND FAILS TO SEE CYCLIST COMING FROM RIGHT

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped directi
1	Car	Turning right	SW	SE	Male	52	Negative	1	Driver/Rider	SLIGHT	2	Male	48	
2	Pedal Cycle	Going ahead other	SE	NW	Male	48	Not applicable							

Contributory Factors

Failed to look properly V001 V.likely

Appendix F Optima Drawing 22098/GA/01 – Proposed Access Arrangements

N

40

A649 HALIFAX ROAD SUBJECT TO 40-MPH SPEED LIMIT ALONG FRONTAGE

SUNNYBANK CLOSE

ON-STREET PARKING TO BE REPLACED BY DOUBLE YELLOW LINE TRO IN ORDER TO ACCOMMODATE JUNCTION VISIBILITY SPLAY

2.0M X 11M (1M OFFSET)

2.4M X 118.7M VISIBILITY SPLAY

ON-STREET PARKING TO BE REPLACED BY DOUBLE YELLOW LINE TRO IN ORDER TO ACCOMMODATE JUNCTION VISIBILITY SPLAY

18M

SEE INSET 1

2.4M X 118.7M JUNCTION VISIBILITY SPLAY

A649 HALIFAX ROAD

One way

TURN LEFT SIGNAGE TO BE INSTALLED

One way

TURN LEFT SIGNAGE TO BE INSTALLED

SEE INSET 2

B6120 SCHOLES LANE

A643 WALTON LANE

KEY:

DO NOT SCALE

- SITE BOUNDARY
- INDICATIVE HIGHWAY ADOPTION LIMIT
- JUNCTION VISIBILITY SPLAY (SEE NOTE 2)
- PRIVATE DRIVE JUNCTION VISIBILITY
- PROPOSED DOUBLE YELLOW LINE TRO

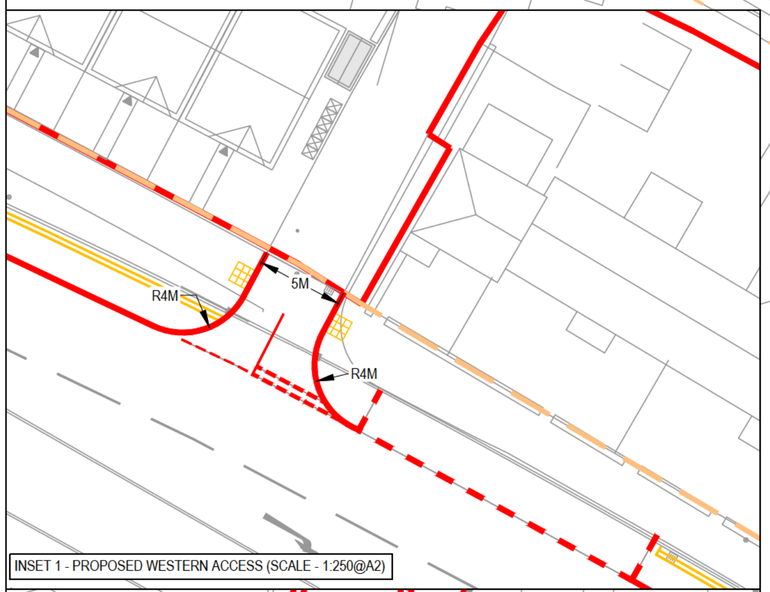
NOTES

1. PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.

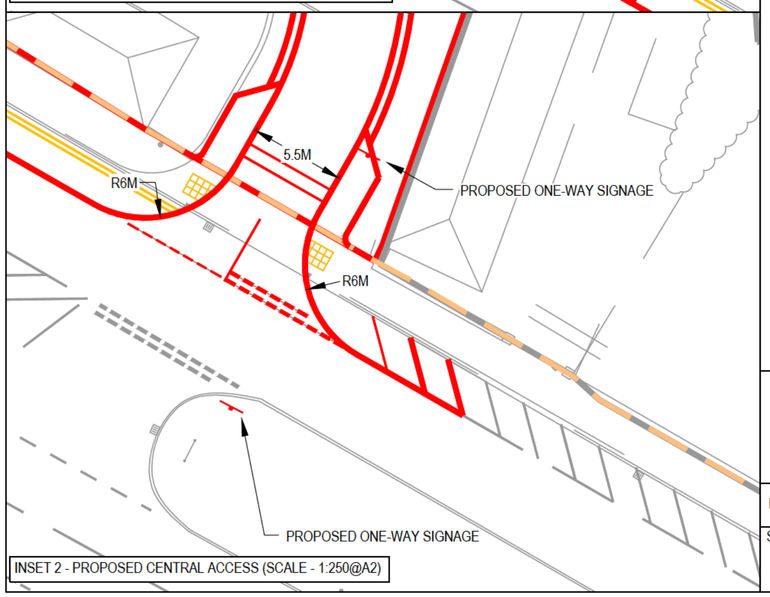
2. VEHICLE SPEED SURVEY RESULTS

85TH PERCENTILE INTER-PEAK SPEEDS:

EASTBOUND: 44.1 MPH (71 KPH) = 118.7M DMRB



INSET 1 - PROPOSED WESTERN ACCESS (SCALE - 1:250@A2)



INSET 2 - PROPOSED CENTRAL ACCESS (SCALE - 1:250@A2)

REV	DATE	BY	DESCRIPTION	CHK	APP
-	05/12/22	JS	INITIAL ISSUE	MEW	MEW

STATUS: PRELIMINARY

PROJECT: PEARSONS TIMBER YARD, SCHOLES

CLIENT: MR JOHN WILKINSON

DRAWING TITLE: PROPOSED ACCESS ARRANGEMENTS

CHECKED	APPROVED	DRG No.	
MEW	MEW	22098/GA/01	
DRAWN BY:	SCALE @ A2	DATE	REV.
JS	AS SHOWN	05/12/022	-

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Appendix G Optima Drawing 22098/ATR/01 – Western Access Swept Path Analysis

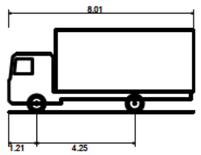
DO NOT SCALE

N

7.5t Box Van

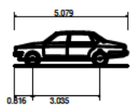
Large Car (2006)

DESIGN VEHICLE PROFILE



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

DESIGN VEHICLE PROFILE



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	BY	DESCRIPTION	CHK	APP
-	05/12/22	JS	INITIAL ISSUE	MEW	MEW

STATUS: PRELIMINARY

PROJECT: PEARSONS TIMBER YARD, SCHOLES

CLIENT: MR JOHN WILKINSON

DRAWING TITLE: WESTERN ACCESS - VEHICLE SWEPT PATH ANALYSIS

CHECKED	APPROVED	DRG No.	
MEW	MEW	22098/ATR/01	
DRAWN BY:	SCALE @ A3	DATE	REV.
JS	1:250	05/12/22	-

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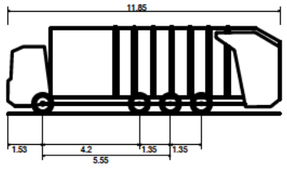
Appendix H Optima Drawing 22098/ATR/02 – Central Access Swept Path Analysis

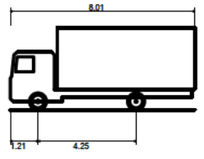
DO NOT SCALE

DESIGN VEHICLE PROFILE



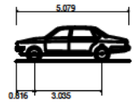
Kirklees Refuse Vehicle.	
Overall Length	11.850m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.000m

DESIGN VEHICLE PROFILE



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

DESIGN VEHICLE PROFILE



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	BY	DESCRIPTION	CHK	APP
-	05/12/22	JS	INITIAL ISSUE	MEW	MEW

STATUS: PRELIMINARY

PROJECT: PEARSONS TIMBER YARD, SCHOLES

DRAWING TITLE: CENTRAL ACCESS - VEHICLE SWEPT PATH ANALYSIS

CLIENT: MR JOHN WILKINSON

CHECKED	APPROVED	DRG No.	
MEW	MEW	22098/ATR/02	
DRAWN BY:	SCALE @ A3	DATE	REV.
JS	1:250	05/12/22	-

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Appendix I TRICS Output

Calculation Reference: AUDIT-750701-220831-0806

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days
12	CONNAUGHT		
	RO	ROSCOMMON	1 days
14	LEINSTER		
	CC	CARLOW	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	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: 6 to 24 (units:)
Range Selected by User: 4 to 25 (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 16/06/21

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	2 days
Wednesday	5 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	1 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	9
Neighbourhood Centre (PPS6 Local Centre)	1

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.

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	10 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:

1,001 to 5,000	4 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,000 or Less	2 days
5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 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	3 days
1.1 to 1.5	6 days
1.6 to 2.0	1 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	10 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	10 days

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

LIST OF SITES relevant to selection parameters

1 CC-03-A-01 DETACHED HOUSES CARLOW
R417 ANTHY ROAD
CARLOW

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY 25/05/16 Survey Type: MANUAL

2 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY 24/11/14 Survey Type: MANUAL

3 DN-03-A-06 DETACHED HOUSING DONEGAL
GLENFIN ROAD
BALLYBOFEY

Edge of Town
Residential Zone
Total No of Dwellings: 6
Survey date: WEDNESDAY 10/10/18 Survey Type: MANUAL

4 KC-03-A-05 DETACHED & SEMI-DETACHED KENT
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

5 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL

6 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

7 RO-03-A-03 DETACHED HOUSES ROSCOMMON
N61
BOYLE
GREATMEADOW
Edge of Town
No Sub Category
Total No of Dwellings: 23
Survey date: THURSDAY 25/09/14 Survey Type: MANUAL

8 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

10 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-06	COVID
HF-03-A-04	COVID
KC-03-A-09	COVID
SY-03-A-02	COVID
SY-03-A-03	COVID

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.096	0.312	0.408
1700-1800	0.350	0.178	0.528

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	16	0.076	10	16	0.223	10	16	0.299
08:00 - 09:00	10	16	0.096	10	16	0.312	10	16	0.408
09:00 - 10:00	10	16	0.121	10	16	0.217	10	16	0.338
10:00 - 11:00	10	16	0.197	10	16	0.204	10	16	0.401
11:00 - 12:00	10	16	0.166	10	16	0.146	10	16	0.312
12:00 - 13:00	10	16	0.153	10	16	0.217	10	16	0.370
13:00 - 14:00	10	16	0.217	10	16	0.197	10	16	0.414
14:00 - 15:00	10	16	0.185	10	16	0.210	10	16	0.395
15:00 - 16:00	10	16	0.236	10	16	0.204	10	16	0.440
16:00 - 17:00	10	16	0.255	10	16	0.178	10	16	0.433
17:00 - 18:00	10	16	0.350	10	16	0.178	10	16	0.528
18:00 - 19:00	10	16	0.248	10	16	0.159	10	16	0.407
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.300			2.445			4.745

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:	6 - 24 (units:)
Survey date date range:	01/01/14 - 16/06/21
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

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.