Highways Supporting Statement

Proposed Residential Development – Abbey Road, Shepley

20th January 2023

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highways impacts associated with an outline planning application with means of access for two proposed residential dwellings on land to the east of Abbey Road, Sheffield.

An indicative site layout plan is attached at **Appendix A**.

This Statement sets out the following elements:

- Description of site location;
- Details of the local highway network;
- Sustainable modes access – Walking, cycling and public transport ;
- Description of existing land use;
- Proposed development - access, parking, and servicing;
- Road safety;
- Trip generation and possible highway impacts; and
- Conclusions.

This Statement is also supported by the following Figures and Appendices:

- **Figure 1** – Indicative site location plan;
- **Appendix A** – Site layout plan; and
- **Appendix B** – Proposed site access design improvements.

Description of Site Location

The site is located on land to the east of the A629 Abbey Road, within the village of Shepley, West Yorkshire. An indicative site location plan is included at **Figure 1.**

The site is currently occupied by grazing land and is bound to the north and west by residential dwellings; to the south by an existing private drive leading to A629 Abbey Road; as well as grazing land to the east.

The Local Planning Authority (LPA) and Local Highways Authority (LHA) is Kirklees Council (KC).

Details of the Local Highway Network

The site will be accessed via a proposed private drive connecting to the A629 Abbey Road.

The A629 Abbey Road is a single, two-way road, with footways and streetlighting provided on both sides of the carriageway. The A629 Shepley Road is subject to a 30mph speed limit and runs in a general north /south alignment.

To the north, the road meets the A642 Wakefield Road / A629 Penistone Road / Waterloo Road signal-controlled crossroad; and to the south it meets A635 Barnsley Road and A635 Holmfirth Road by means of a priority controlled staggered crossroads junction with ghost island right turn.

The A635 runs in an east / west alignment and provides access to Holmfirth to the west and Wakefield to the east. To the south of this junction, the A629 meets with A61 Peninstone Road by means of a priority-controlled T-junction, with the A61 continuing to south to Sheffield.

It is, therefore, considered that the site is well located in terms of access to the wider road network.

Sustainable Modes Access – Walking, Cycling and Public Transport

The site is considered to be situated within a sustainable location.

Footways are provided along both sides of Abbey Road with pedestrian refuge islands located approximately 100m and 230m south of the site access.

Within proximity of the site, there are numerous Public Rights of Way (PRoW). The nearest is KIR/146/10 which is situated approximately 120m north on Abbey Road, providing a traffic-free walking route towards the settlement of Shelley.

Within a 2km walking catchment of the proposed development, the entirety of Shepley can be accessed as well as extending into the settlements of Shelley, Kirkburton and Thunder Bridge, providing access to a range of facilities and amenities including; Shepley Railway Station (c. 750m); Co-op Food (c. 1.2km); Shepley First School (c. 1.4km); Shepley Health Centre (c. 1.5km); Shepley Pharmacy (c. 1.5km); as well as numerous local pubs, restaurants and businesses.

Within an acceptable 5km cycling catchment of the site, the entirety of Kirkburton, Shelley and Skelmanthrorpe can be accessed, as well as reaching the settlements of Upper and Lower Cumberworth, Denby Dale, New Mill and Fennay Bridge providing access to a wider range of facilities and amenities.

The nearest bus stops to the site are located approximately 210m south of the site access on the A629 Abbey Road. Both bus stops are facilitated with bus stop flags and timetabling information. The peak frequencies of the bus services that call at these stops are summarised in **Table 1**.

Table 1 – Bus Timetable Information

Service	Route	Weekday	Saturday	Sunday
D2	Huddersfield – Denby Dale	Every 2 Hours (08:09 – 17:52)	Every 2 Hours from (08:09 – 17:28)	-
D3	Huddersfield – Denby Dale	Every 2 Hours (06:57 – 18:37)	Every 2 Hours (09:17 – 18:15)	-
KM1	Kirkburton Middle School	School Service	-	-
KM2	Kirkburton Middle School	School Service	-	-
SC2	Shelley College	School Service	-	-

As set out in **Table 1**, the bus services which operate near the site provide a frequency of approximately four buses every two hours Monday – Saturday.

The proposed development is also well located in terms of access to railway services, with the nearest station being Shepley, located approximately 750m west of the proposed development. The station provides frequent services to destinations including; Bradford Interchange; Leeds; Liverpool Lime Street; Manchester Piccadilly; Manchester Victoria; and York.

Shepley Railway Station provides ten sheltered cycle parking spaces making multi-modal sustainable transport a viable method of travel from the site.

Despite its semi-rural nature, the proposed development site is considered to be located sustainably, with a range of facilities accessible within a short walk or cycle and regional destinations by train or bus services.

The site is, therefore, considered to be accessible by non-car modes, in line with local and national transport planning policy.

Proposed Development - Access, Servicing and Parking Proposals

The proposed development is an outline planning application with means of access for two proposed residential dwellings and associated parking. The indicative site layout is included in **Appendix A.**

It is proposed that the site will be accessed to the west via an existing private drive, currently serving six dwellings.

The existing private drive is currently of a single car width for approximately 60m in a straight alignment affording a good level of forward visibility to reduce vehicle conflicts when exiting movements are accessing / egressing site.

However, the development proposals seek to improve the existing access junction of the private drive with Abbey Road.

It is proposed that the access would be increased to a width of 5.5m for the first 10m, then with a 1:20 taper tying back into the into the existing road width which measures 3.1m in width. This can all be delivered within land under the applicants ownership.

This affords both existing and proposed users being able to pass unconflicted at the mouth of the private drive should vehicles be accessing / egressing at the same time.

This is a significant betterment to the existing situation, as vehicles would no longer be required to wait on Abbey Road whilst any vehicle egresses the private drive and could enter the drive and allow a vehicle to egress without conflict or having to wait on the adopted highway prior to turning into the drive.

In addition, due to the straight alignment of the private drive any conflicts are also easily seen at the eastern end of the drive and drivers would give way at this point until a vehicle passes this point, then accessing the drive to head to Abbey Road.

It should be noted also that due to the tidal nature of residential trip generations during peak periods, the total number of potential conflicts would be relatively limited when considering the total number of dwellings using the private drive and mitigation proposed.

The access point to Abbey Road provides visibility splays of 2.4m x 43m in accordance with the guidance outlined within Manual for Streets in relation to the posted 30mph speed limit. The proposed access design is included at **Appendix B**.

The application is submitted as outline with means of access to be considered in detail.

The internal layout would be fully considered at the reserved matters stage, and parking will be provided in line with the required KC highways standards.

Servicing of the proposed site would adopt the same servicing principles as the other surrounding and bounding residential dwellings, with refuse collections being undertaken from the roadside on Abbey Road, this results in no changes to refuse collections currently being undertaken and is therefore considered to be acceptable.

Road Safety

A review of Crash Map for the most recent five-year period (2017 – 2021) identifies that there have been two incidents recorded within the vicinity of the proposed site. The reviewed area includes the A629 Penistone Road within a 400m catchment of the site.

Both of the incidents occurred approximately 250m north of the site at the A629 Penistone Road / Far Bank priority-controlled T-junction, and resulted in injuries of a slight nature.

The first incident occurred during December 2017 and involved a car and a motorcycle, resulting in a single slight injury to the motorcyclist.

The second incident occurred during June 2018 and involved a car, resulting in a single slight injury to a pedestrian.

Given the infrequency and slight severity of collisions within the vicinity of the site, and these being away from the site access, it is considered that there are no existing road safety issues that could be exacerbated by the development proposals.

Traffic Generation and Possible Highway Impacts

The development proposes two new residential dwellings. For the purpose of the trip generation assessment, a robust trip rate of 0.8 has been assumed. Based on two residential dwellings, the site is predicted to generate two new trips to the local road network in the AM and PM peak hours, respectively.

It is not considered that this level of vehicle movements would result in any significant or severe impacts on the local highway network and would be imperceptible in practice.

Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the highways officer to be able to make a positive recommendation on the development proposals of two residential dwellings at Abbey Road, Shepley.

The proposed development is situated within the existing settlement of Shepley, which, whilst a semi-rural area, has been shown to have good access to sustainable transport facilities and local amenities.

It is proposed that the site will be accessed to the west via a new simple priority T-junction onto Abbey Road. It has been demonstrated that visibility splays of 2.4m x 43m can be achieved.

The development is expected to generate two new vehicle trips on the local road network during AM and PM network peak periods which is considered to be a negligible impact to the highway network.

In conclusion, the proposals would not result in any detrimental highways impact on capacity or road safety and therefore there are no traffic or transportation reasons preventing granting of planning permission for the development proposals.

Appended Documents

Figure 1 – Indicative Site Location Plan

Appendix A – Indicative Site Layout Plan

Appendix B – Proposed Site Access Design

Figure 1 – Indicative Site Location Plan

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Title:
Indicative Site Location Plan
Abbey Road, Shepley

Figure No:
Figure 1

Appendix A – Indicative Site Layout Plan

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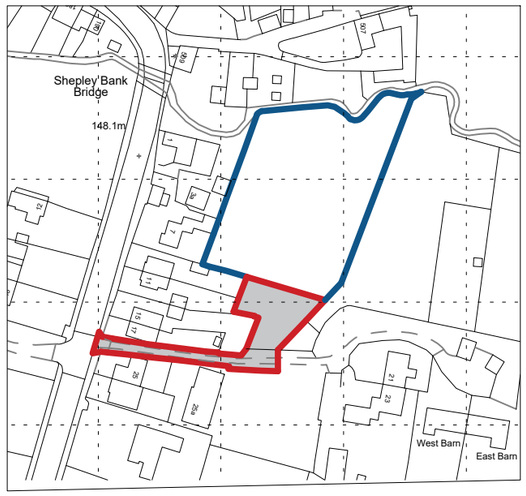
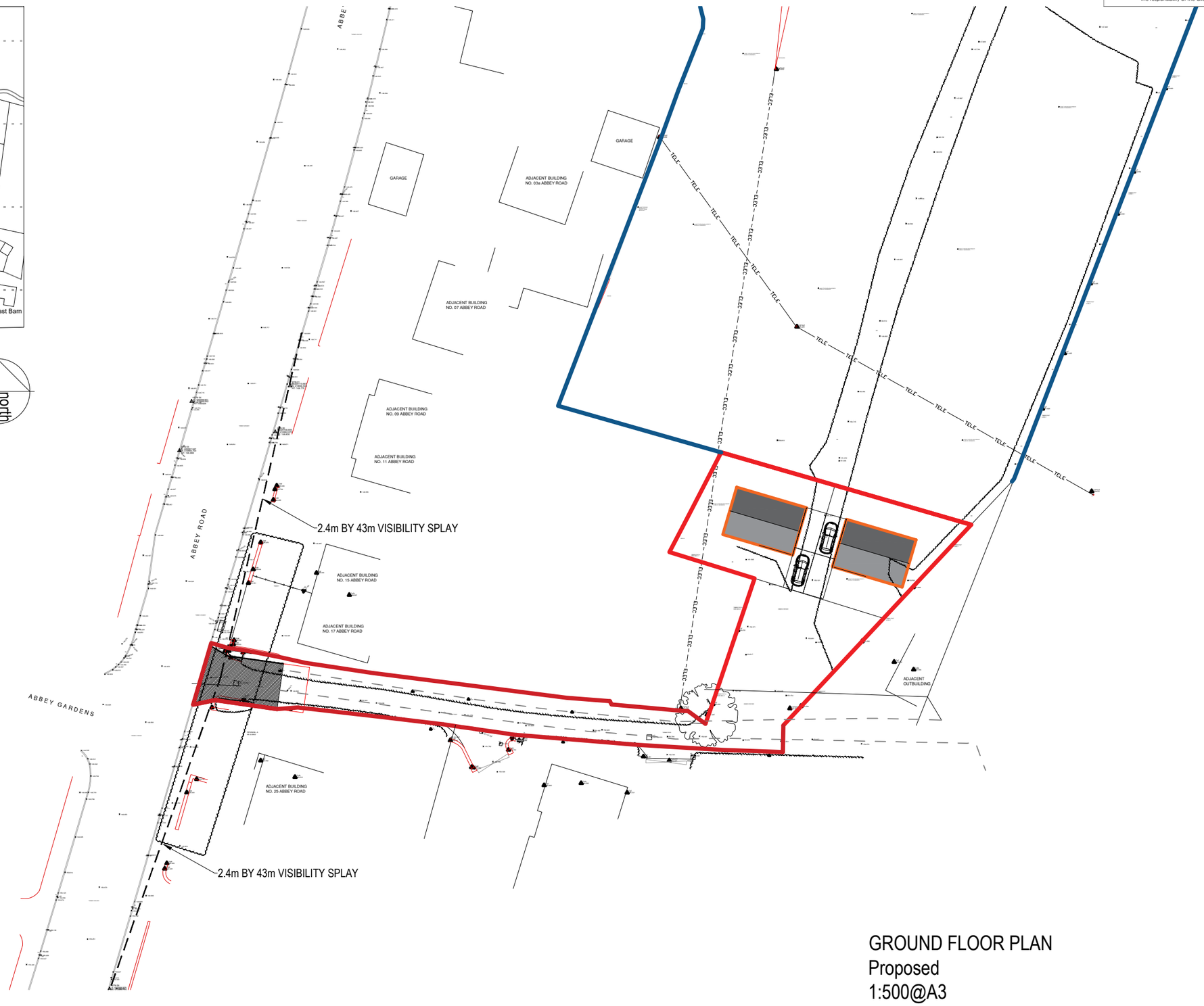


LOCATION PLAN
1:2500@A3

north



GROUND FLOOR PLAN
Proposed
1:500@A3

Notes:
Unless indicated, this drawing is for information only.
Do not scale, use figured dimensions only.
All dimensions to be checked on site

0
Drwg. original size: A3

Revisions:

Date:	Rev:	Note:	Check:

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Project:	ABBEY ROAD Shepley, Huddersfield
Drawing Title:	Draft Site Plan
Scale:	1:500@A3
Drwg. Created:	12.01.23
Drwg. No:	0344_ABB_SK01
Status:	Preliminary (*)
Revision:	*

Appendix B – Proposed Site Access Design

NOTES

P1	Preliminary - Initial Issue	-	-

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
ABBEY ROAD,
SHEPLEY

Client:
BRITOLOGY

Drawing:
PROPOSED SITE ACCESS IMPROVEMENT

Drawn By:	Date:	
GDM	06/01/23	
Checked: ATM	Scale: 1:500	A3

Drawing No.	Rev.
AMA/21825/SK/001	-