



Helm Farm, Colnebridge, Bradley, Huddersfield

Access Statement

March 2024

Project Number 2263

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell
Estate

Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com
paragonhighways.com



Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final Report	A		
Date	February 2024	March 2024		
Prepared by	J Holmes	J Holmes		
Checked by	A Howarth	A Howarth		

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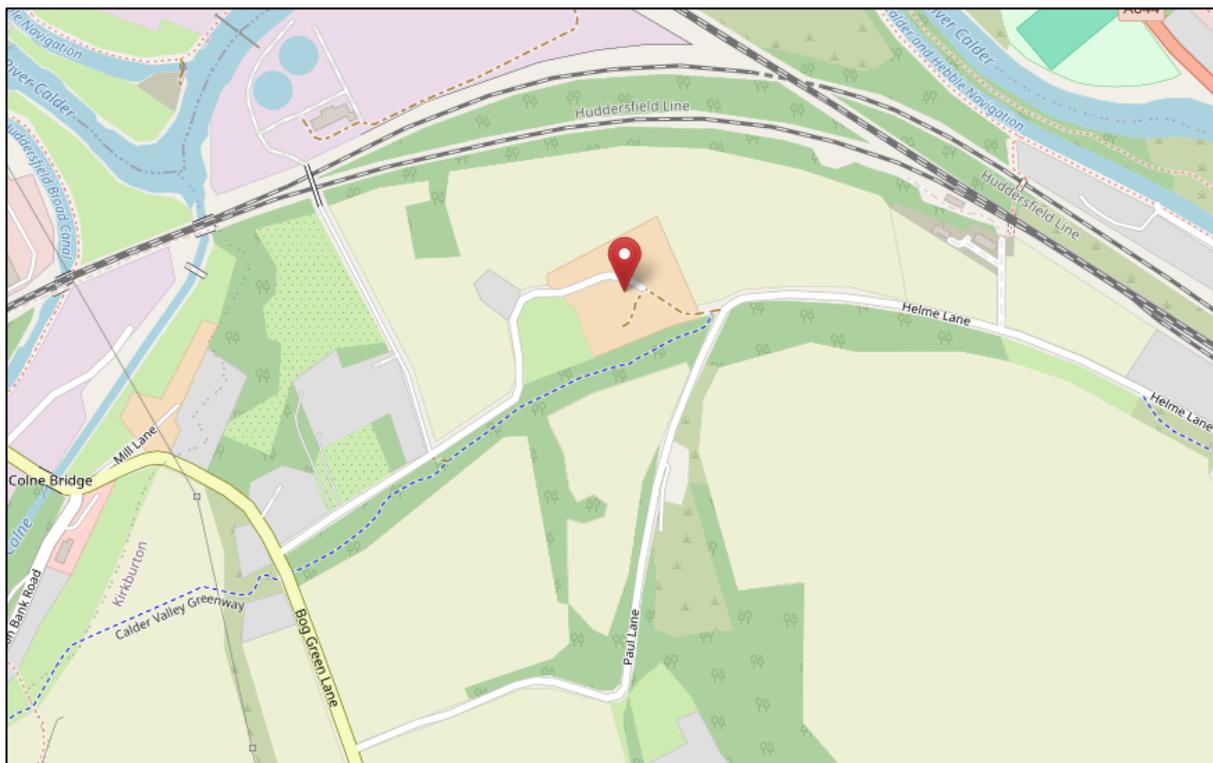
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1.0 Introduction

1.1.1 Paragon Highways have been appointed to prepare this Access Statement relating to the proposed development for the conversion/demolition and restoration of some former agricultural buildings to form five residential dwellings as well as an extension to plot 5 on land at Helm Farm, Colnbridge, Bradley Huddersfield. Figure 1.1 shows the site location in relation to the local highway network.

Figure 1.1 Site Location



1.1.2 The residential development proposals related to this Access Statement will comprise of two semi-detached 5-bed dwellings, one semi-detached 4-bed dwelling, one semi-detached 3-bed dwelling and one 2-bed detached residential dwelling with associated parking and access proposals.

1.1.3 This Access Statement considers such matters as access, servicing, and traffic impact associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 Existing Situation

2.1 Site Description

- 2.1.1 The application site is situated on the outskirts of the District of Bradley, located approximately 3.3km to the west of the town of Mirfield and 7.6km to the northeast of the large market town of Huddersfield. The area of Bradley in which the site is situated is primarily agricultural with the exception of a handful of private residential properties.
- 2.1.2 The site is bound by agricultural land to the north, south and west, and Paul Lane/Helm Lane to the east.
- 2.1.3 The site consists of a number of former agricultural buildings, agricultural land and the residential properties associated with Helm farm.



Figure 2.1 Photograph of the unnamed road and the former agricultural buildings.

- 2.1.4 The sites current primary access point is via Bog Green Lane along an unnamed road. There is a separate access point on the east side of the site via a part hard surfaced part gravel track off Paul Lane/Helm Lane. However, this is currently closed off by a barrier/gate preventing unauthorised access. The gate is regularly opened for access to the farm.

2.2 Local Highway Network

2.2.1 The proposed development will be accessed by two separate points of access. As part of the proposed development the existing track off Paul Lane/Helm Lane, which is currently closed off, will be opened up and will serve as the primary point of access for three of the five proposed dwellings. The existing primary access to the site via Bog Green Lane and the unnamed road will be utilised by two of the proposed dwellings.

Paul Lane/Helm Lane access -

2.2.2 Paul Lane/Helm Lane is a single carriageway hard surfaced road with verges either side and runs for an approximate length of 1.2km. Paul Lane/Helm Lane provides access to individually served residential properties, gated access points onto agricultural land and a commercial business. The road is anticipated to be subject to low traffic volumes due to its rural nature and is subject to a 40mph speed limit. However, due to the alignment and layout of the road speeds are anticipated to be much lower. The carriageway widths vary throughout with informal passing places along its length. Within the vicinity of the site access the widths are between 4.4m-5.2m.



Figure 2.2 Photograph looking out from the Paul Lane/Helm Lane access.

- 2.2.3 The initial 10.0m upon turning off Paul Lane/Helm Lane are part of Bridleway (66) which then diverts through a patch of woodland which borders the site. The track is hard surfaced up to a barrier which currently prevents unauthorised access. The track is surfaced with gravel thereafter as it leads down into the site. The track varies in width between 3.6m to 3.2m with large verges either side giving scope for widening as part of the development.



Figure 2.3 Photograph of the barrier blocking off the site access.

Unnamed Road access via Bog Green Lane -

- 2.2.4 The unnamed road that leads to the site is a single carriageway private road which shares a junction with Bog Green Lane B6118. Bog Green Lane is a single carriageway local distributor road approximately 1.4km before changing names to Upper Heaton Lane in the south and Colne Bridge Road to the north. The B6118 links the A642 in the south to the A62 to the north.
- 2.2.5 The Bog Green Lane is subject to high traffic volumes due to its nature and is subject to a 40mph speed limit. Within the vicinity of the site there is a footway on the west side of the carriageway and a grass verge on the east. Bog Green Road shares a simple priority junction with the Unnamed Road which leads to the application site.



Figure 2.4 Photograph of the Unnamed Road/Bog Green Lane junction.

- 2.2.6 The Unnamed Road is a single carriageway hard surfaced private access road which provides access to individually served residential properties and Helm Farm. The road is subject to low traffic volumes with the only expected traffic being associated with the residential properties and Helm Farm itself.
- 2.2.7 The unnamed road has widths that vary between 4.5m-3.0m along its length. For the first 50.0m the minimum width is 4.5m which allows two car to pass. For the next 100.0m the carriageway width varies between 3.8m-3.7m with verges either side before opening up at a small junction arrangement which also serves as an informal passing place.
- 2.2.8 Further on from the junction arrangement, there is a pinch point which stretches for an approximate length of 80.0m where the carriageway has a continuous width of 3.7m with walls either side. After the 80.0m, there is a formalised passing place which has good intervisibility with the informal passing place at the junction area prior.



Figure 2.4 Photograph of the Unnamed Road/Bog Green Lane junction.

- 2.2.9 After the passing place there is a bend to the left, the bend itself has a width of 6.7m so can be used for passing should it be required. There is an approximate length of 75.0m between the widened bend and an informal passing place at an access for an existing residential property. The carriageway narrows to around 3.0m at this point with narrow verges and short hedge lines either side.
- 2.2.10 At the private access to the existing property mentioned above the road widens out to around 6.0m, allowing two cars to pass. The access is on a bend but offers good intervisibility to the next widened area which is within the application site approximately 45.0m further along.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the 5-year period up to June 2022 have been obtained from the Crashmap website and includes a large search area within the vicinity of both access points to the site. The search area for the Unnamed Road/Bog Green lane access is illustrated within Figure 2.3.

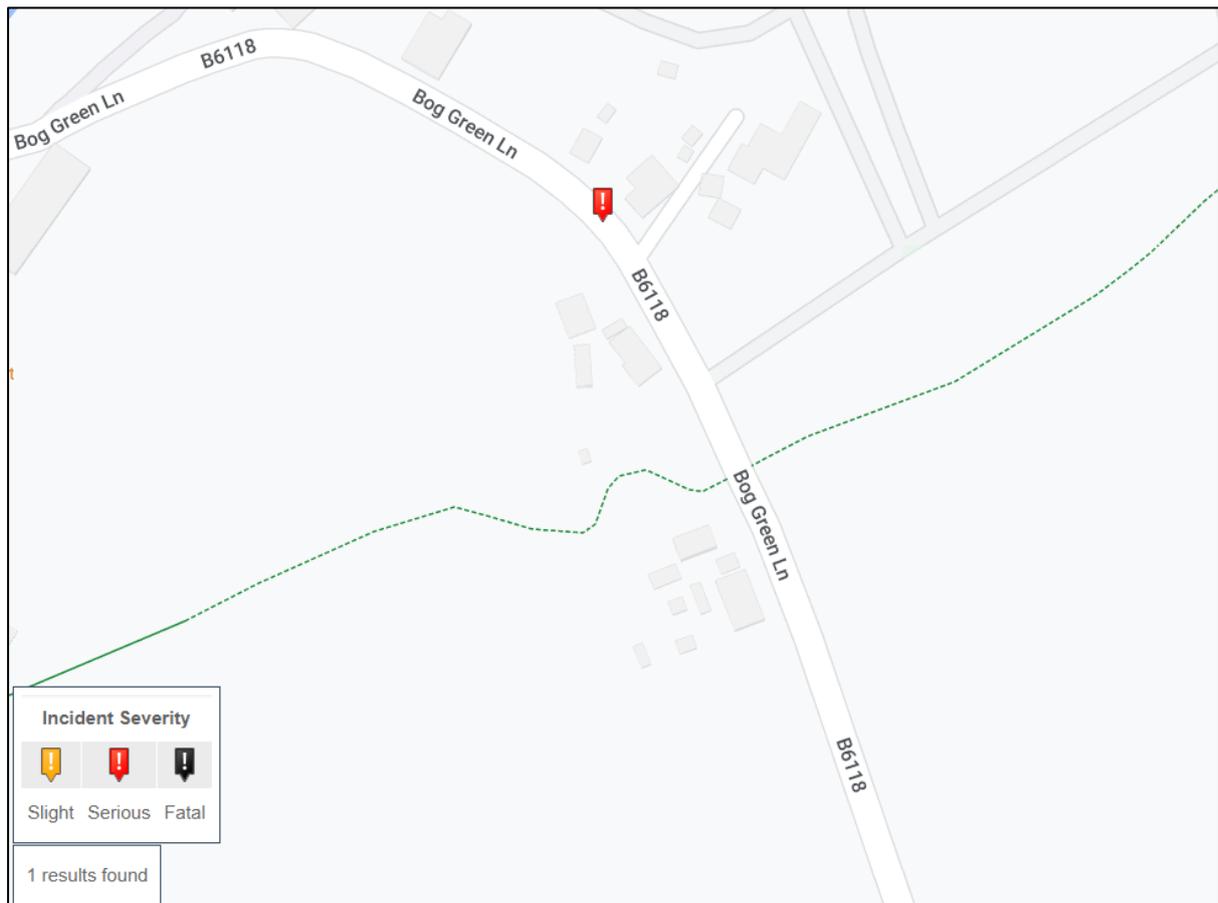


Figure 2.5 Crashmap search area Unnamed Road/Bog Green Lane access junction.

2.3.2 During the study period there has been one police reported accident within the vicinity of the Unnamed Road/Bog Green Lane junction and it was classified as serious. The accident occurred approximately 60.0m north of the access junction.

2.3.3 The collision occurred in June 2019 during daylight hours at 12:40pm. The road surface was dry at the time of the accident. It involved two vehicles, a Van or goods vehicle 3.5 tonnes and under and a car. From the information provided it would appear that the car and the van were travelling along Bog Green Lane on the opposite sides of the road and collided head on when turning at the bend in the road. The accident data can be found at Appendix C.

2.3.4 The search area for the Paul Lane/Helm lane access is illustrated within Figure 2.6.



Figure 2.6 Crashmap search area Paul Lane/Helm Lane access junction.

2.3.5 During the study period no injury accidents were recorded along the aforementioned search area.

2.3.6 The injury accident data within the vicinity of both site access points does not indicate a safety problem given that there are no significant clusters of accidents, and it would appear that the single accident on Bog Green Lane was a disparate event and there are no trends of significance which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The proposals are for the conversion/demolition and restoration of former agricultural buildings to form five residential dwellings as well as an extension to plot 5 on land at Helm Farm, Colnbridge, Bradley Huddersfield.

3.1.2 The residential development proposals related to this Access Statement will comprise of two semi-detached 5-bed dwellings, one semi-detached 4-bed dwelling, one semi-detached 3-bed dwelling and one 2-bed detached residential dwelling with associated parking and access proposals.

3.1.3 As part of the development highway improvements in the form of localised widening on the Paul Lane/Helm Lane access road within the clients land. Internal turning to cater for a refuse vehicle on both sides of the site have also been provided. The two separate access roads and associated highway improvements can be found at Appendix A & B.

3.2 Access and Servicing

3.2.1 The proposed development will be accessed by two separate access points. One of the access points will be via Paul Lane/Helm Lane and will serve as the primary access point for three of the five proposed dwellings. The existing primary access to the site via Bog Green Lane and the unnamed road will serve two of the proposed dwellings.

Paul Lane/Helm Lane access -

3.2.2 As existing there is a large barrier/gate preventing unauthorised access, this will be removed as part of the development.

3.2.3 The initial 10.0m of the access road will be widened up to the boundary wall within the applicant's control to enable two cars to pass at the access. The width vary between 4.2-4.8m.

3.2.4 On the bend as you enter the site there is a passing place/widening proposed at a width of 4.8m to allow a car to pass a HGV, this point has good intervisibility between the widening at the junction. The track then narrows back down to 3.2m for approximately 39.0m before arriving at a crossroad in the track which works as

an informal passing place and turning area. The widening and passing places can be seen at Appendix B.

- 3.2.5 As part of the proposals there is some localised widening at the crossroads been proposed to enable a refuse vehicle to enter, turn within and exit in a forward gear. This manoeuvre can be seen at Appendix B.

Unnamed Road access via Bog Green Lane -

- 3.2.6 The unnamed road is hard surfaced throughout and is in a good state of repair for its day-to-day use. The road fluctuates in widths between 4.8m-3.0m along its length.

- 3.2.7 There is a number of informal passing places along the access road at widened junction areas and private access points. There is also good intervisibility between the passing places due to the straight alignment of the road.

- 3.2.8 There is a pinch point for a length of approximately 80.0m between two passing places as there are walls either side of the carriageway making us unable to offer any widening at that point. There is however good intervisibility between the two passing places at either end which should create a natural priority along that stretch.

- 3.2.9 A suitable turning head within the site enables a refuse vehicle to enter and exit the site in a forward gear. This manoeuvre can be seen at Appendix A.

4.0 Traffic Impact

- 4.1.1 5 residential dwellings are proposed as part of the development complete with suitable parking, highway improvements and internal turning to accommodate a refuse vehicle.
- 4.1.2 The table at Figure 4.1 provides the typical peak hour trip rates (morning peak 0800 – 0900 hours and evening peak 1700 – 1800 hours) and likely traffic generation of 5 proposed dwellings.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.16	0.64	0.80	0.64	0.16	0.80
Traffic Generations	0.8	3.2	4	3.2	0.8	4

Figure 4.1 Proposed trip rates and traffic generations

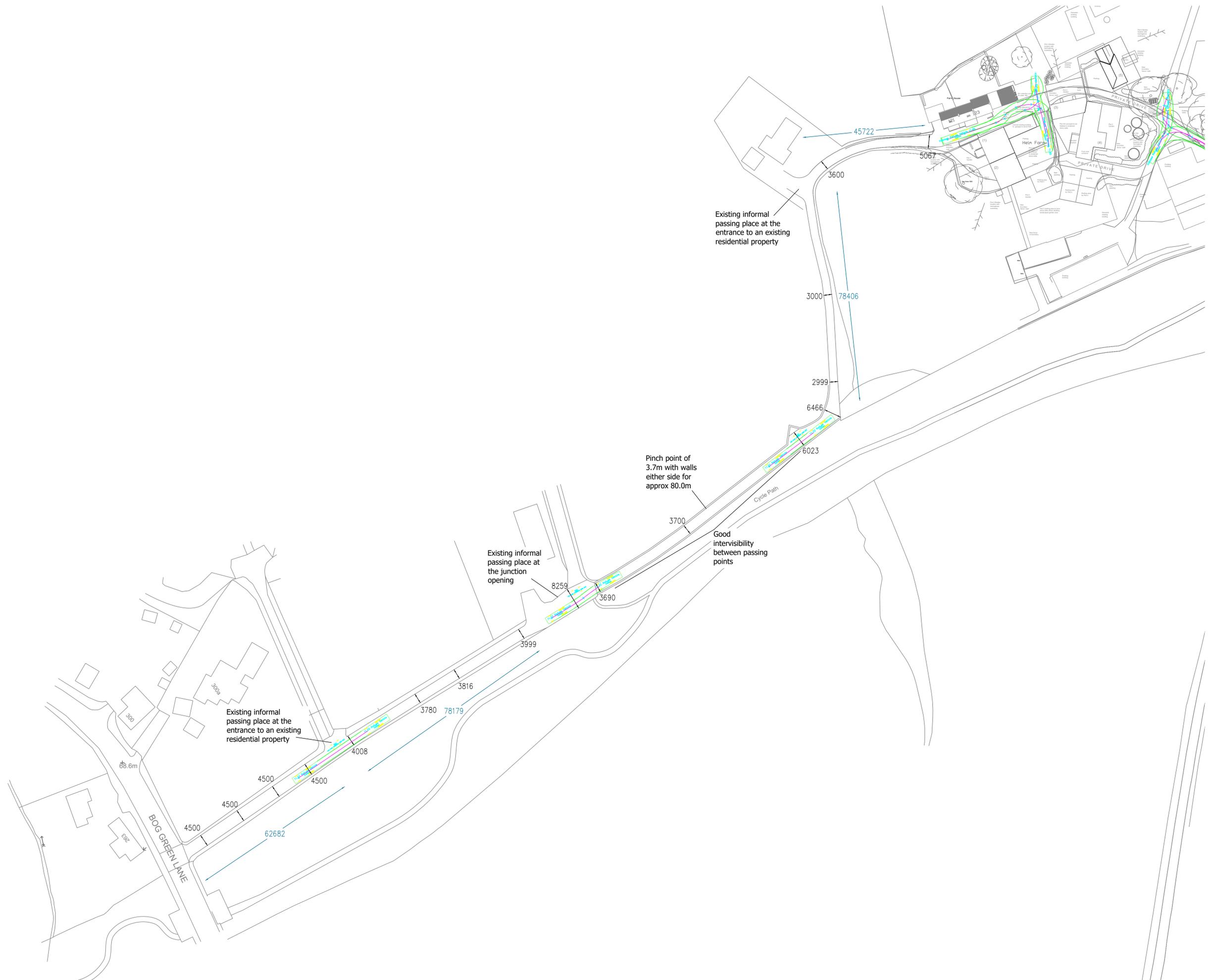
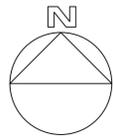
- 4.1.3 As can be seen within Figure 4.1, the proposed development is anticipated to generate up to a total of 4 vehicle trips during each of the peak hours.
- 4.1.4 The 3 dwellings utilising the Paul Lane/Helm Lane access are anticipated to generate 2.4 vehicle trips during and the 2 dwellings using the unnamed road/Bog Green Road access will generate 1.6 vehicle trips. It is considered that the traffic generation of the proposed development would be negligible, especially as the trips are split between the two separate access points.
- 4.1.5 As such, it is considered that the level of traffic generated by the proposed development can easily be accommodated and it will have no material impact on the safe operations of the local highway and will not significantly add to any congestion at the peak times on the local network.

5.0 Conclusion

- 5.1.1 This Access Statement considers proposals for the conversion/demolition and restoration of former agricultural buildings to form five residential dwellings as well as an extension to plot 5. Highway improvements have also been considered in the form of localised widening/passing places where possible and internal turning to cater for a refuse vehicle.
- 5.1.2 It is considered that the level of traffic generated by the proposed development can easily be accommodated given the proposed highway improvements and the new access road which takes into consideration the current standards.
- 5.1.3 Furthermore, it is considered that the proposed development will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.
- 5.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety, capacity, or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Highway Improvements – Unnamed Road/Bog Green Lane Access



- General Notes
- This drawing should not be scaled for setting out purposes.
 - This drawing shows the provisional design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
HELM FARM, BRADLEY, HUDDERSFIELD

DRAWING TITLE
UNNAMED ROAD/BOG GREEN LANE ACCESS

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN	2263	HGN	DR	CH	201A

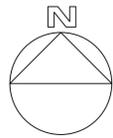
CLIENT
HJ

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:N.TS	A1	JJH	AH	JJH	FEB 24

PARAGON HIGHWAYS
20 - 21 THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB
01924 291536
MAIL@PARAGONHIGHWAYS.COM
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Appendix B

Highway Improvements – Paul Lane/Helm Lane Access



General Notes

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PROJECT TITLE
HELM FARM, BRADLEY, HUDDERSFIELD

DRAWING TITLE
PAUL LANE/HELM LANE ACCESS

ORIGINATOR	PROJECT	VOL	TYPE	ROLE	NUMBER
PRGN - 2263	-	HGN	-	DR -	CH - 202A

CLIENT
HJ

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
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Appendix C

Accident Data

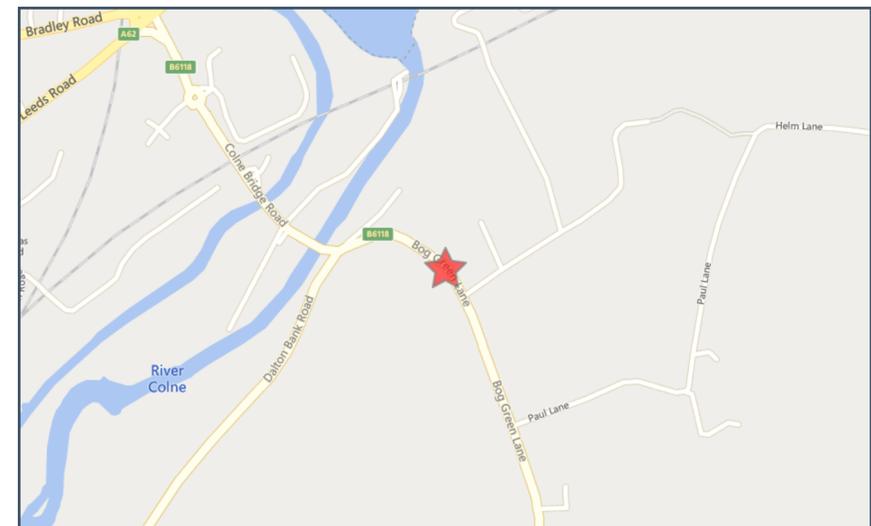


Validated Data

Crash Date: Saturday, June 29, 2019 **Time of Crash:** 12:40:00 PM **Crash Reference:** 20191366T0913

Highest Injury Severity: Serious **Road Number:** B6118 **Number of Casualties:** 2
Highway Authority: Kirklees **Number of Vehicles:** 2
Local Authority: Kirklees **OS Grid Reference:** 417915 420119

Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	12	Male	56 - 65	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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