FERNSIDE AVENUE, HUDDERSFIELD

ACCESS STATEMENT

March 2018

Project 1438

Paragon Highways
Unit 2 The Office Campus
Paragon Business Park, Red Hall Court
Wakefield, WF1 2UY

01924 291536
mail@paragonhighways.com
paragonhighways.com

Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	**09.03.18**			
Prepared by	**CS**			
Checked by	**LJO**			

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

1.0 Site Location and Local Highway Network

1.1 The application site is situated within an existing residential area, approximately 2.3Km to the south east of Huddersfield Town centre. The site is to be accessed from Fernside Avenue by continuing to utilise the existing shared drive which currently serves the application site and the adjoining residential properties, running parallel to Fernside Avenue. The private drive adjoins Fernside Avenue via typical vehicular dropped crossing immediately adjacent to the Fernside Avenue / Town End junction. Fernside Avenue is a typical estate road running in a south west to north east direction from Town End to Fleminghouse Lane for a distance of approximately 1.2Km and is traffic calmed along its length. Fernside Avenue provides a mix of direct access for individual residential properties and access to other residential access roads and also provides access to Almondbury Community School and Greenside infant and Nursery School. Fernside Avenue is generally subject to light traffic volumes throughout the day. Fernside Avenue adjoins Town End via a simple priority give way junction immediately adjacent to the shared drive leading to the site. Town End is a local distributor road that provides access to further residential properties providing a connection to Northgate to the south and the A629 Wakefield Road to the north. Town Road is therefore subject to moderate traffic volumes, during the network peak periods and lighter volumes experienced throughout the remainder of the day.

1.2 Fernside Avenue is a two-way single carriageway road with footways provided on both sides. Within the vicinity of the shared drive junction the carriageway is around 7.0m wide reducing to approximately 5.0m at the traffic calming feature approximately 38m east of the site access where the carriageway narrows and speeds cushions are in place. The northern footway is approximately 1.2 or 2.2m when taking into account the dropped crossing layby which provides on street parking. The southern footway is approximately 2.5m wide along the southern side. Both the carriageways and footways appear to be suitable for their day to day use in terms of layout and construction. Fernside Avenue contains street lighting to an appropriate standard and is subject to a 30mph speed limit, which is generally self enforced due to the traffic calming measures.

Photograph 1 – Fernside Avenue

1.3 Town End is a two-way single carriageway road with footways provided on both sides. Within the vicinity of the Fernside Avenue junction both the footways and carriageway appear suitable in terms of width, layout and construction for their day to day use by all traffic. The road contains street lighting to a suitable standard and is subject to a 30mph speed limit. Visibility at the Fernside Avenue/ Town End junction appears to be suitable for the 30mph speed limit, with visibility splays of at least 2.4m x 43m in both directions, which generally accords with Government guidelines within Manual for Streets for 30mph speed limit roads.

2.0 Existing Situation

2.1 Current Use of the Site

2.1.1 The application site has in recent years been used as a builder's store/depot with associated yard and parking areas. Adjacent to the site and also served from the shared drive are residential properties.

2.1.2 The existing builder's store/ depot provides some 81 sqm of storage/ workshop space over 2 storeys, with the adjacent yard area also used for associated storage purposes. It is considered that given the size of the builder's depot/ store it would employ around 2 people.

Photograph 2 – Application Site

2.2 Site Access

2.2.1 The site is accessed via an existing private drive onto Fernside Avenue which benefits from a vehicular dropped crossing. The private drive is predominately tarmacked and shared in nature with an overall varying width from approximately 5.5m to 3.7m into the site, although at present the actual drive width is approximately 2.8m at its narrowest point due to the adjacent overgrown planted verge areas. At the junction onto Fernside Avenue the private drive is approximately 5.0m in width allowing vehicles to simultaneously pass within the mouth of the access. The private drive access is roughly perpendicular to Fernside Avenue although the drive runs parallel to Fernside Avenue raising in height above the adjacent footway level. Given the width and layout of the private drive, traffic speeds are extremely low (envisaged to be around 10mph). Despite not containing any footways or street lighting it appears to be suitable for its day to day use by vehicular and pedestrian traffic given the low traffic volumes and speeds.

Photograph 3 – Existing Access

2.2.2 The site has been subject to a previous planning application for the re-use of former barn and new extension to form a dwelling and erection of detached double garage. (planning application number 2001/62/90799) which was granted planning permission in May 2001.

3.0 Proposed development

3.1 It is proposed to demolish the existing builder's store/depot, remove the use class and erect 2 new dwellings on the application site, which will contain parking provision in accordance with the Council's car parking standards.

3.2 From the site boundary with the adjacent residential property it is proposed to provide a new hardened surface to the extents of the shared drive increasing the available width to the maximum possible at this point of circa 4.3m to 3.7m at Plot 2. The improvements will extend to the rear of the proposed dwellings and include the provision of a turning facility to accommodate a supermarket delivery vehicle and 4 parking spaces, with a parking space to the immediate rear of each dwelling and additional spaces to the far west side of the site, at the end of the shared driveway.

3.3 Further informal car parking can be accommodated within the proposed new surfaced area and the turning facility will be available for the use by all residents (existing and proposed), thereby reducing any current reversing manoeuvres on to Fernside Avenue from the site and adjacent properties. Notwithstanding this car parking is permitted on Fernside Avenue, parallel to the private drive, by the provision of lay-by parking.

3.4 Secure cycle storage facilities will be provided within the site; the type and location is to be agreed with the LPA.

4.0 Traffic Impact

4.1 Existing Traffic

4.1.1 The current builder's store/depot would have provided a degree of traffic generation. Given the size of the building it is envisaged that at least 2 employees would be based at the yard/ workshop. This could have generated up to 3 vehicle movements during the network peak hours (with employees arriving at the site to work and then leaving in one vehicle to work at other sites, which would be mirrored during the evening peak). It should also be considered that during the day frequent visits would be made to the site, either by employees, potential customers, or delivery vehicles for plant/ materials, which could on average equate to a further 2 to 4 trips per day. Delivery vehicles for material and plant would have ranged in size with a mix of LGVs and HGVs, and in the case of the latter would not have been able to access the site, leading to parking on Fernside Avenue in proximity to the Town End junction. Therefore, the use of the site as a builder's store/ depot could have generated between 6 and 10 trips daily.

4.1.2 As the current area surrounding the builder's store/depot is predominately unmade, turning is unformalized and no doubt leads to continuous deterioration of the private drive and deposit of mud and debris onto the highway and difficult reversing manoeuvres along the shared driveway on to Fernside Avenue to the detriment of traffic safety. It should also be noted that any HGV/ LGV trips associated with material deliveries would have been unregulated and could have occurred during the network peak hours, causing disruption on the adjacent highway network (namely Fernside Avenue and its junction with Town End).

4.1.3 There are no formal turning facilities for the adjacent residential properties, as such this could lead to reversing manoeuvres along the shared driveway and onto Fernside Avenue, with a risk of a reversing car colliding with a vehicle on Fernside Avenue or pedestrians using the footway and shared driveway.

4.2 Proposed Traffic

4.2.1 It is proposed to demolish the existing builder's store/depot, remove the use class and erect 2 new dwellings on the application site, complete with suitable parking and turning areas bringing the total number of properties served from the private drive to 5.

4.2.2 Table 4.2A below provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed 2 dwellings.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.16	0.64	0.80	0.64	0.16	0.80
Generated Trips	0	2	2	2	0	2

Table 4.2A Predicted Development Trip Rates & Generation

4.2.3 As can be seen from the above table, the proposed development is anticipated to generate 2 vehicle trips during each of the peak hours. Typically, a development of this size would generate between 12 and 16 vehicle movements per day.

4.2.4 Notwithstanding the above, given the existing traffic generation as identified in 4.1 above, it is considered that the site would potentially provide a net decrease of 1 trip during the network peak periods, with a daily net increase of between 2 and 6 trips. Therefore, it is considered that the traffic generation of the proposed development would be comparable with the sites former use.

4.2.5 Accordingly, it is considered that the level of traffic generated by the proposed development can easily be accommodated given the proposed improvements to the shared drive (in terms of surfacing and internal turning) when compared to the existing arrangements. 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.

5.0 Conclusion

5.1 It is proposed to demolish the existing builder's store/depot, remove the use class and erect 2 new dwellings on the application site, complete with suitable parking and turning areas.

5.2 Given the potential traffic generation associated with the sites previous use, it is considered that the site would potentially provide a net decrease of 1 trip during the network peak periods. Therefore, the traffic generation of the proposed development would be comparable with the sites previous use.

5.3 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.

5.4 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.

Job No 1438

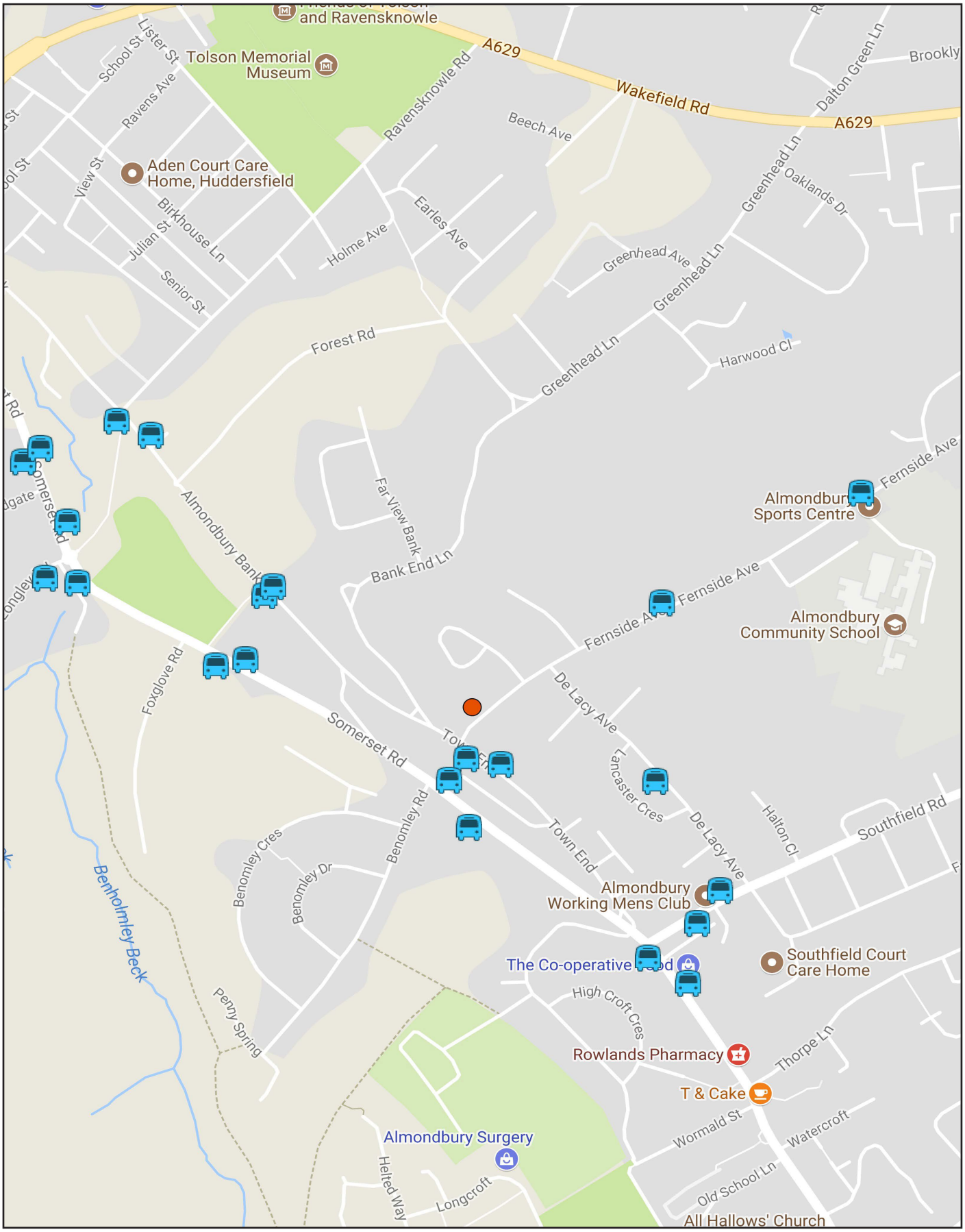
Appendices

Appendix A – Site Location

Appendix B – Proposed Access

Appendix A

Location Plan



SITE LOCATION

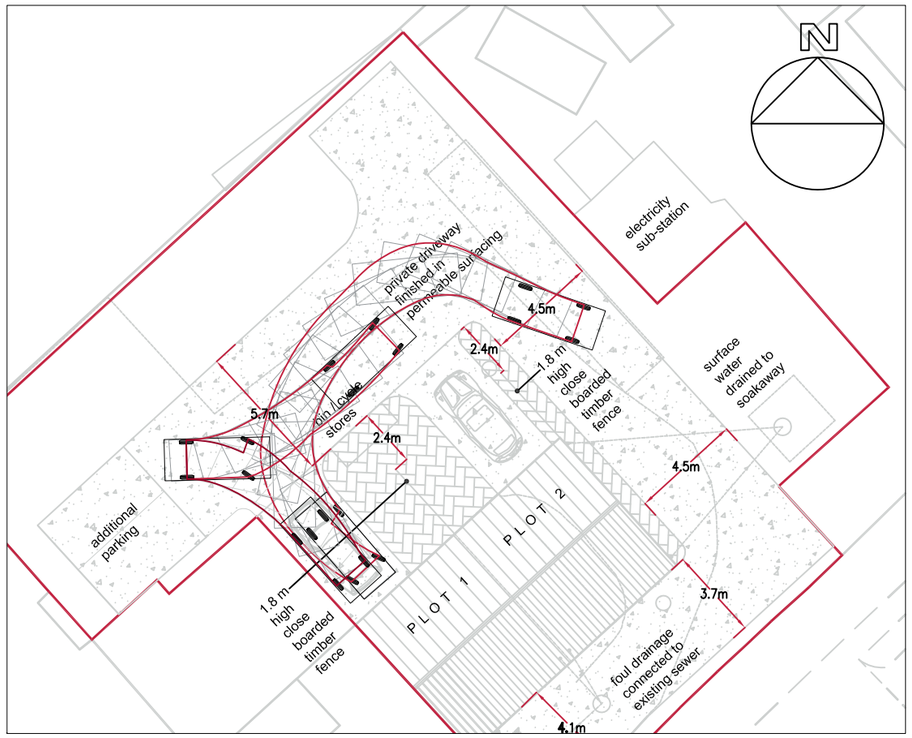
BUS STOP LOCATION

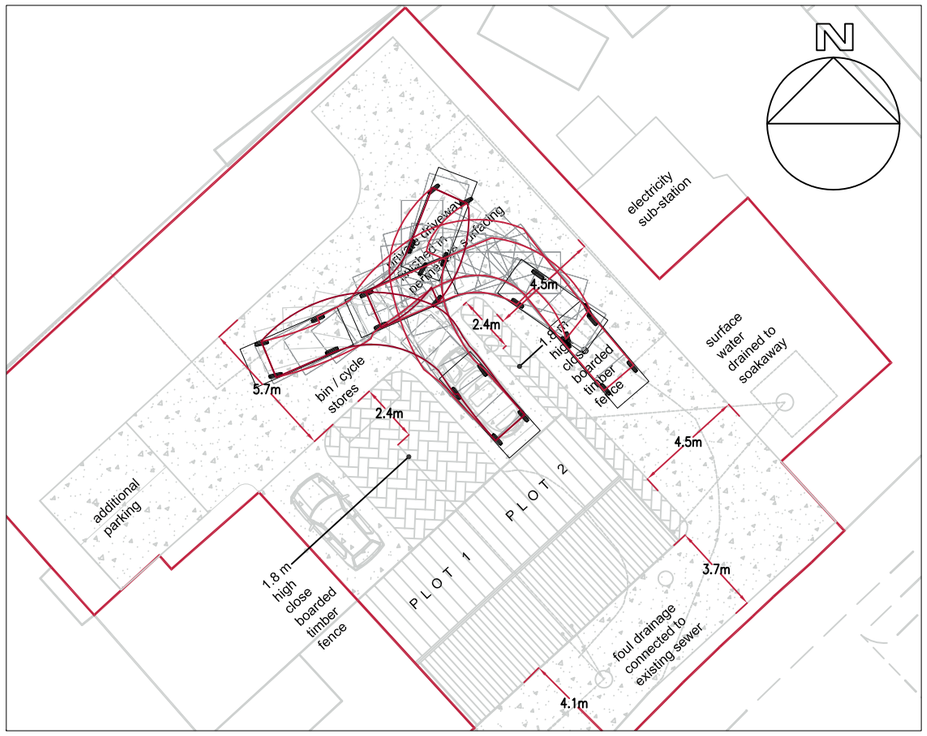
PARAGON HIGHWAYS

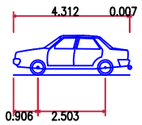
UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Proposed Access

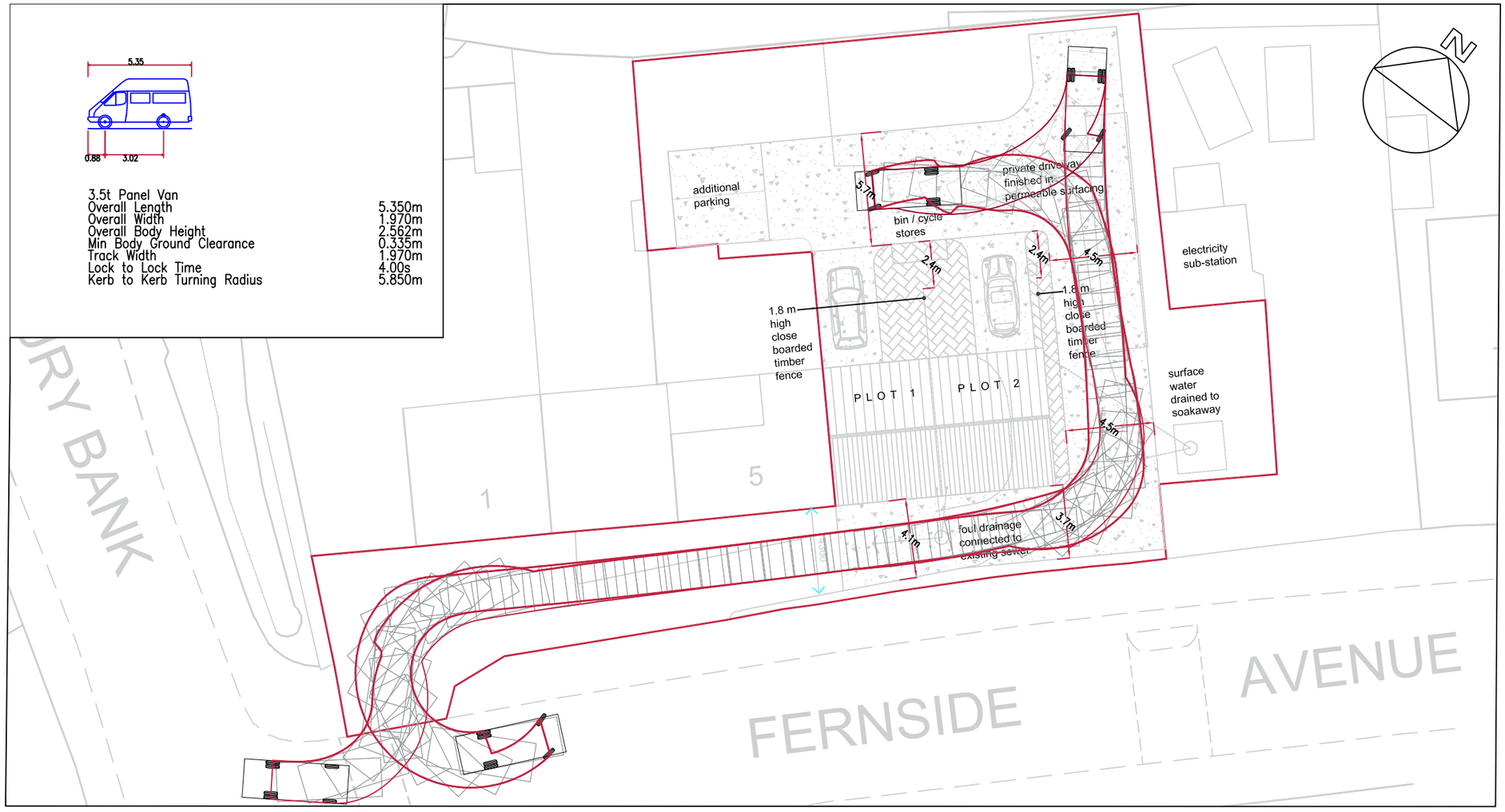






Medium Sized Car	
Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

3.5t Panel Van	
Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.850m



GENERAL NOTES:

- THIS DRAWING SHOWS THE PROVISIONAL DESIGN ONLY AND IS SUBJECT TO LOCAL AUTHORITY APPROVAL. THIS DRAWING SHOULD NOT BE SCALED FOR SETTING OUT PURPOSES.
- THIS DRAWING IS BASED ON A ORDNANCE SURVEY PROVIDED BY OTHERS.

REV	DATE	DESCRIPTION

PARAGON HIGHWAYS
PARAGON HIGHWAYS
UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY
01924 291536 / PARAGONHIGHWAYS.COM

JOB	DWG	REV
1438	01	

SCALE: 1:250 @A3

DATE: MAR 2018

FERNSIDE AVENUE, ALMONDBURY
TRACKING

DRAWN BY: JH

CHECKED BY: LO