

TRANSPORT STATEMENT



Denby Lane, Grange Moor

November 2023



Quality Management

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Appendices

Appendix A	Proposed Development Layout
Appendix B	Site Plan and Swept Path Analysis
Appendix C	TRICS Data Output

1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for a proposed development off Denby Lane, Grange Moor. The proposal is to convert a currently unoccupied grassed area of land to a small residential development.
- 1.1.2. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.3. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within the report. 1
Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.
- 1.1.4. The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity.

2. Transport Policy

2.1. OVERVIEW

2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Department for Levelling Up, Housing & Communities on 5th September 2023.

2.2.2. Paragraph 110 states that when considering planning applications, it should be ensured that:

- ✓ *Appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the location and type of development;*
- ✓ *Safe and suitable access to the site can be achieved for all users;*
- ✓ *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.2.3. Paragraph 111 states that “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

2.3. LOCAL TRANSPORT POLICY

WEST YORKSHIRE TRANSPORT STRATEGY 2040

2.3.1. The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3rd August 2017. Focused on West Yorkshire but recognising the importance and impacts of links with the wider Leeds City Region, the Transport Strategy 2040 vision is *“To enhance business success and people’s lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable.”*

2.3.2. In order to realise the ambition, the Transport Strategy has three key objectives:

- *Economy – Creating a more reliable, less congested, better connected transport network.*
- *Environment – Having a positive impact on the built and natural environment.*
- *People and place – Putting people first to create a strong sense of place.*

2.3.3. The Transport Strategy recognises that the growth of Leeds is important to the economy of the City Region and to the North’s shared objective of rebalancing the economy. Leeds also has an ambitious target for the number of new homes across the district.

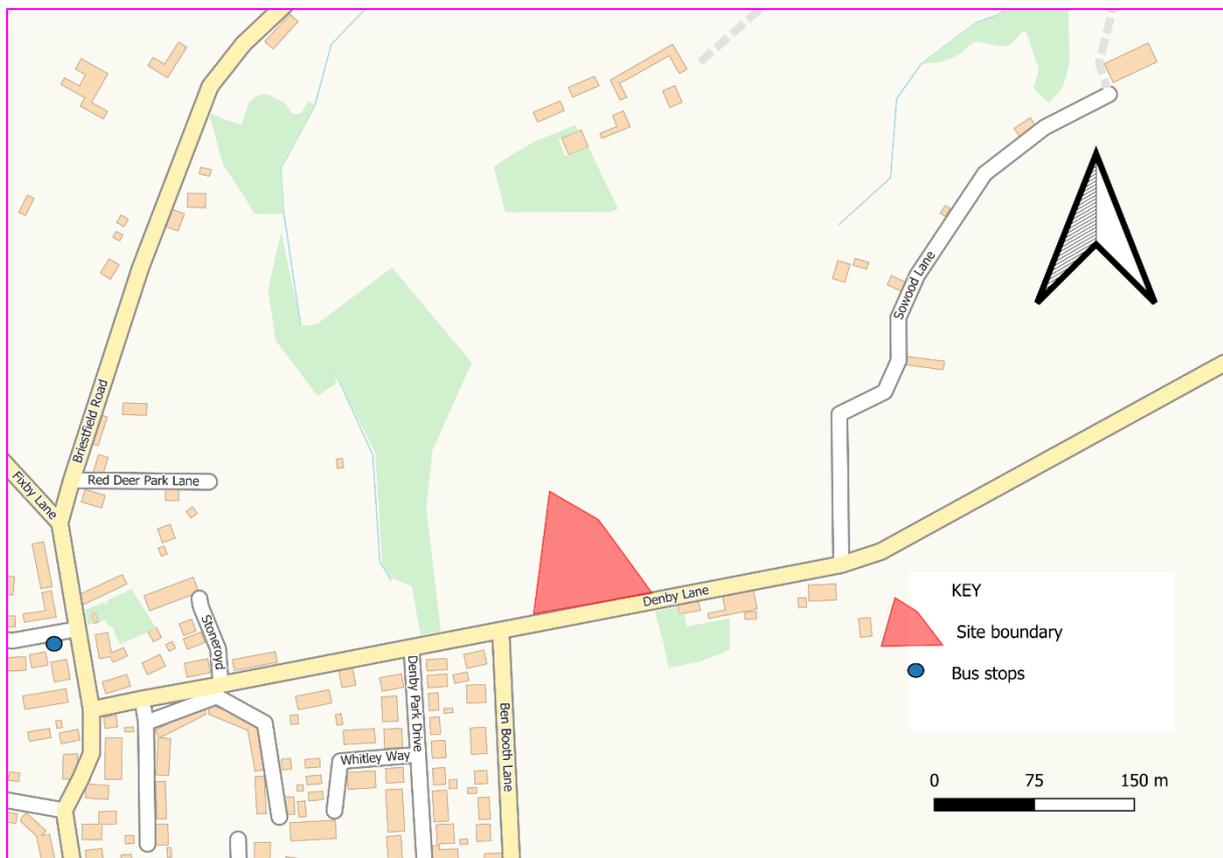
3. Existing Situation

3.1. SITE DESCRIPTION

3.1.1. The application site is located off Denby Lane in Grange Moor, 4km to the south of Mirfield town centre and 8km east of Huddersfield town centre. It is bounded to entirely by open land with Denby Lane forming the southern boundary.

3.1.2. The site comprises a flat area of open covered with rough grass and trees. Figure 1 shows the site location and bus stops in close proximity to the site.

FIGURE 1. SITE LOCATION



LOCAL HIGHWAY NETWORK

- 3.1.3. Denby Lane forms the southern boundary of the site, from which access into the site will be taken. It, via Ben Booth Lane, serves as part of the direct route towards the A642 Wakefield Road which is a direct link into Huddersfield town centre.
- 3.1.4. Denby Lane is a lightly trafficked two-way single carriageway road, subject to a speed limit of 30mph, with an approximate width of 5 metres. Street lighting is provided on both sides of the carriageway and a grass verge is provided to either kerb line. Residential properties are located to both flanks of the road and have direct access to Denby Lane from driveways.
- 3.1.5. Denby Lane connects with the A642 Wakefield Road at a roundabout c.700m south of the site via Bristfield Road and the B6118. The A642 is a two-way single carriageway with a 50-mph speed restriction which links Wakefield to Huddersfield. 5

STRATEGIC ROAD NETWORK

- 3.1.6. The Strategic Road Network is accessible via the B6118 which turns into the A637 at the roundabout with the A642 Wakefield Road. The A637 routes directly to the M1 at Junction 38.

3.2. PEDESTRIANS AND CYCLISTS

WALKING

- 3.2.1. The national policy relating to transport and development is set out in Section 9 of the NPPF, however, this does not provide guidance on desirable maximum walking distances from new developments. However, it is generally accepted that an acceptable walking distance from home to a place of work is 2km.

3.2.2. Reference has been made to 'Guidelines for Providing for Journeys on Foot' (Chartered Institution of Highways and Transportation, 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the compliance of the site with policy guidance on recommended walking distances to destinations relating to key trip purposes for residents such as commuting, journeys to education and leisure. Table 1 summarises the suggested acceptable walking distances.

TABLE 1. SUGGESTED ACCEPTABLE WALKING DISTANCE

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

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Source: Providing for Journeys on Foot (CIHT, 2000)

3.2.3. The range of destinations within the desirable, acceptable and preferred maximum walking distance (for Commuting / Education / Leisure trips) of the site are summarised in Table 2.

TABLE 2. FACILITIES LOCATED WITHIN ACCEPTABLE WALKING DISTANCES

Facilities	
500m	Bus stops, Pubs and restaurants, Grange Moor fisheries, Grange Moor primary school,
1000m	Further bus stops, Grange Moor industrial estate, Premier, Football club, Sports facilities
2000m	The rest of the village of Grange Moor is within 200m and includes a range of services.

- 3.2.4. There are footways on the northern flank of Denby Lane to the west of the site which terminate c.100m from the site frontage. Although there are no such pedestrian crossing facilities nearby, residential roads surrounding the site will have slower moving vehicles and therefore not creating any pedestrian safety issues.
- 3.2.5. There are a small number of Public Rights of Way leading from Denby Lane to the western and eastern boundary of the site, towards Briestfield Beck. These take the form of footpaths.

CYCLING

- 3.2.6. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is up to 5km, but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle. 7
- 3.2.7. Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN2/08 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.
- 3.2.8. A Kirklees Leisure Route, taken from the West Yorkshire Interactive Cycle Map, routes through Grange Moor along Fixby Lane and then further northwards into Mirfield town centre. The route utilises a mixture of on road and off road, segregated cycleways.

3.2.9. In consideration of the above, it is judged that there are practical and convenient links available to and from the proposed development offering the potential for residents to walk or cycle to local facilities and employment areas.

3.3. PUBLIC TRANSPORT

BUSES

3.3.1. There is a bus stop within 400 metres of the site access on Wellfield Avenue. The stop has a shelter, flag and pole with a timetable board.

3.3.2. Table 3 below provides a summary of bus routes in the area.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
128/128A	Wakefield – Grange Moor - Dewsbury	60mins	No Service
231	Wakefield – Grange Moor – Huddersfield	3/4 services	3/4 services

TRAINS

3.3.3. The nearest railway station is Mirfield which is located 3.8km from the site. This offers services to Huddersfield and Leeds Central Station, which gives access to the wider national rail network, including London, Manchester and York.

3.3.4. The proposed development is considered to be well served by public transport, utilising stops that are well within the desirable walking distances given in 'Providing for Journeys on Foot'.



3.4. INJURY COLLISION RECORDS

- 3.4.1. A review of personal injury collisions for the five-year period from January 2017 - December 2022 has been carried out using the www.crashmap.co.uk website within the vicinity of the site. The data shows there have been no collisions resulting in injury associated with Denby Lane in the past 5 years.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

4.1.1. The applicant seeks planning permission for the construction of 10 residential properties on currently unoccupied open land. The proposed development plan is shown on the drawing in Appendix A. The site will be served by a private road with gates offset 35m from the junction on to Denby Lane. The site will have refuse collection areas provided for all plots which are less than 30m away as per Kirklees Council guidelines.

4.2. SITE ACCESS

4.2.1. As part of the development, there will be a new site access junction provided onto Denby Lane with parking and turning provision provided within the site. The new site access will have a width of 5.5m and be suitable for refuse and emergency service vehicles.

4.2.2. A visibility splay of 2.4m x 43m can be provided at the site access in either direction as seen in on the drawing contained at Appendix A.

4.3. PEDESTRIAN AND CYCLE ACCESS

4.3.1. Pedestrians and cyclists will be able to access the development via the proposed footways at the site access. Cyclists can also access the site via the proposed vehicular access.

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4.4. PARKING PROVISION

APPLICABLE PARKING STANDARDS

4.4.1. The current Kirklees parking guidance states the following will apply to this proposed development:

- ✓ 1-2 bed apartments – 1 parking space
- ✓ 2-3 bedroom dwellings – 2 parking spaces
- ✓ 4+ bedroom dwelling – 3 parking spaces
- ✓ 1 visitor space per 4 dwellings

PROPOSED PARKING ARRANGEMENTS

4.4.2. The parking provision on site has been indicated on the proposed layout in Appendix A. The level of parking provision proposed accords with the Council's parking guidelines having due regard to the site location. As seen in Appendix A each plot will have two parking spaces which is in accordance with Kirklees council guidelines. There will also be 3 visitors parking spaces provided as per Kirklees council guidelines.

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4.5. SERVICING

4.5.1. The internal layout will accommodate service, refuse vehicles and emergency vehicles and all vehicles will be able to enter and leave the site in forward gear. The swept path analysis of this is found in Appendix B.

5. Traffic Impact

5.1. TRAFFIC IMPACT

- 5.1.1. The proposed development is for 10 dwellings on land which is currently unoccupied and therefore has no existing impact. Traffic generated by the site will use Denby Lane to access the wider road network.
- 5.1.2. The traffic generation for the proposed development of 10 dwellings has been calculated using trip rates derived from TRICS, which are contained within Appendix C. The peak hour trip rates and subsequent generated traffic flows are summarised in Table 4 below.

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TABLE 4. TRICS DATABASE – TRIP RATES AND FLOWS

	AM Peak Period			PM peak Period		
	Arr	Dep	Total	Arr	Dep	Total
Trip rate	0.159	0.377	0.536	0.351	0.167	0.518
Traffic Generation	1	3	4	3	1	4

- 5.1.3. As can be seen from the table there is a limited impact from the site that will not affect the highway network. The total departures in the AM and PM peak are expected to be 4 per hour having a limited effect on the highway network.

5.1.4. The traffic generated by the site is well within the normal daily fluctuations in traffic flows that could be expected on Denby Lane and the surrounding local highway network. The impact of the traffic generated by the site is therefore considered to be negligible.

5.2. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

5.2.1. The proposed development is considered to be located in a highly sustainable location and provides access by a genuine range of transport modes which accords with paragraph 104 of the new NPPF.

5.2.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 108 refers).

5.2.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 109. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).

5.2.4. This report has also demonstrated that the proposed development accords with the policies within the West Yorkshire Local Transport Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.

5.2.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

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6. Conclusion

6.1.1. In summary this Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts the development generated traffic. It concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity. It has shown that the predicted traffic from the proposed development has no material or significant impact on the local highway network.

- ✓ The site access has a 2.4m x 43m visibility splay in accordance with Manual for Streets
- ✓ Traffic collision data identifies no accident trends in the past 5 years at all access points along this section of the A64.
- ✓ Very low traffic impact associated with the development proposals.

6.1.2. Given the above this report has demonstrated that the visibility splay in accordance with Manual for streets can be achieved. This report also finds there would be negligible impact in terms of highway safety or residual cumulative impact on the surrounding road network. Therefore, this development should not be prevented or refused in accordance with the NPPF paragraph 111.

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