

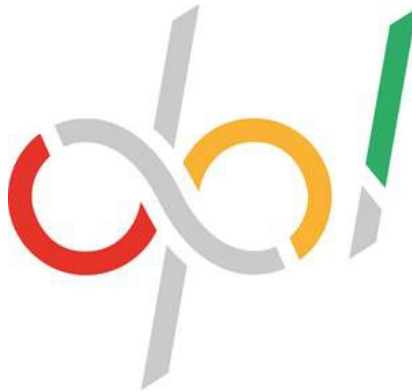


TRANSPORT STATEMENT

WHITEHALL ROAD WEST

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1. EXECUTIVE SUMMARY

1.1 INTRODUCTION

- 1.1.1 Development Planning Limited have been commissioned by the Applicant to produce a Transport Statement relating to the proposed residential development at Whitehall Road West, Birkenshaw.
- 1.1.2 The site is located on Whitehall Road West, to the west of number 17 Whitehall Road West. The site is formed by Local Plan housing allocation HS85, which is stated to have an indicative capacity of 24 dwellings.
- 1.1.3 The site has been the subject of two approved planning applications totalling 23 new dwellings (plus one existing).
- 1.1.4 The development proposal is for both development plots to be brought forward as a single cohesive site via the approved access from Whitehall Road West as required by Condition 3 of application 2020/92802.
- 1.1.5 The proposed development is for 23 new dwellings and associated infrastructure. The existing dwelling on site would access via the proposed infrastructure, with a total of 24 dwellings utilising the site access.

1.2 SUSTAINABLE ACCESS

- 1.2.1 The key purposes for residents of a housing development to need to travel fall into the five general categories of education, employment, healthcare, leisure and shopping. Paragraph 109 clarifies that the Government consider:

... opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- 1.2.2 A review of the available sustainable travel options to the site have been undertaken.
- 1.2.3 The site is well located for access to the footway networks which operate throughout the area, with footways on both sides of Whitehall Road West and the connecting streets being lit.
- 1.2.4 The local cycle route network can be accessed around 400m to the east of the site at Kingsley Drive. The cycle route network from that point is continuous to local key destinations, including Bradford.
- 1.2.5 There are several bus stops within a reasonable walking distance of the site. These bus stops provide at least four buses per hour during normal operating conditions.
- 1.2.6 The site is considered to be well located for access to sustainable travel networks.
- 1.2.7 It is reasonable to conclude that the site is located such that sustainable journeys can be made to the key needs of residents, taking into account the location of the site.

1.3 DEVELOPMENT PROPOSAL

- 1.3.1 The site access has previously been approved by the highway authority for access to 11 residential units (10 new plus one existing). The proposals are for a total of 24 units from the same access, as such, whilst the access benefits from approval reassessment has been undertaken for the increase in units.

- 1.3.2 Based upon the proposed 23 new units (plus one existing), the peak forecast traffic flow is forecast to equate to one vehicle utilising the right turn lane in to the site every 10 to 15 minutes.
- 1.3.3 The peak outbound traffic flow is forecast to equate to an average of a single vehicle exiting the site approximately once every 3.5 minutes in the peak hour.
- 1.3.4 It is reasonable to conclude that the site access, as previously approved, could comfortably accommodate the proposed development-generated traffic without leading to queuing or delays on Whitehall Road West or within the site.
- 1.3.5 Within the site, the road layout has been designed to accommodate a 20mph forward visibility along the main spine route, with a suitably sized turning head provided to accommodate an 11.85m refuse vehicle – in line with local highway standards.
- 1.3.6 The internal highway layout would be a shared-use surface, which tapers to 2x2m footways at the site access – as per the approved access layout.
- 1.3.7 All properties would be provided with on-plot parking for residents, as well as electric vehicle charging and covered/ secure cycle parking. Additional parking for visitors is to be provided at three locations within the site, outside of the carriageway width.

1.4 CONCLUSION

- 1.4.1 The site has previously been the subject of two approved planning applications for residential development and Local Plan allocation, confirming the sustainable accessibility of the location.
- 1.4.2 The proposals are considered to accord with appropriate highway design parameters at the site access (previously approved) and internal to the site.
- 1.4.3 The key test set out within the Framework states that:

115. 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.
- 1.4.4 There are considered to be no reasonable highway reasons for refusal of the application.

2. INTRODUCTION

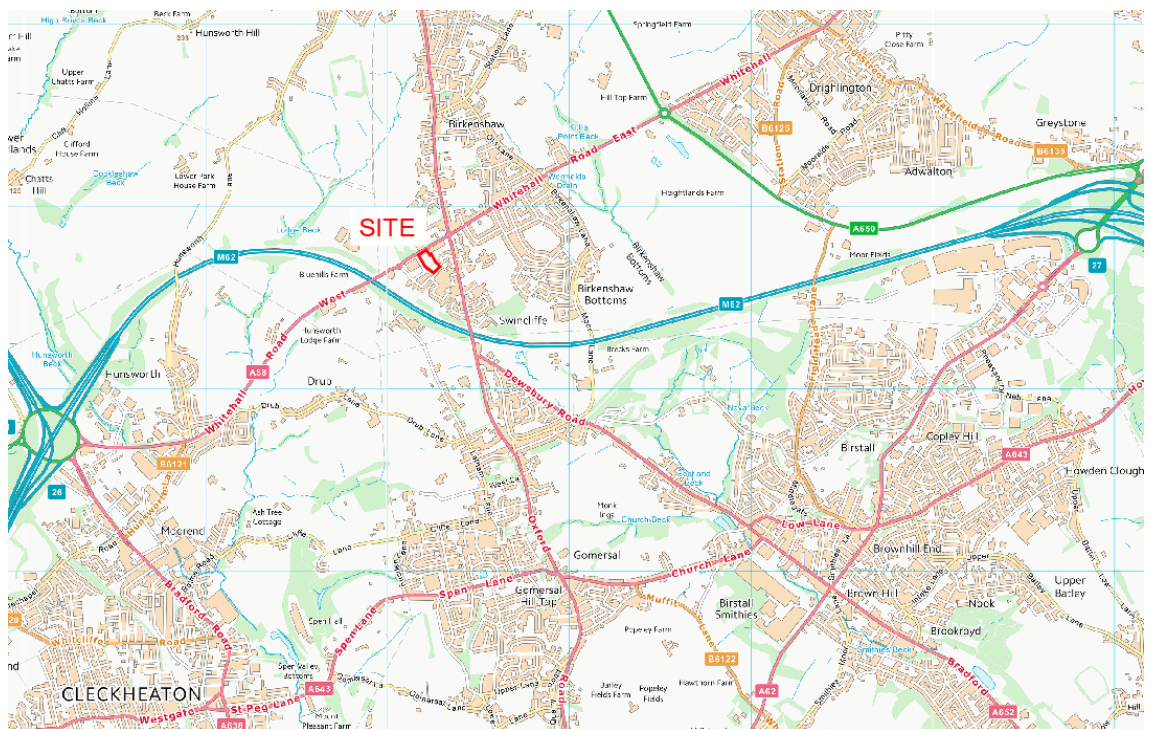
2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by the Applicant to produce a Transport Statement relating to the proposed residential development at Whitehall Road West, Birkenshaw.
- 2.1.2 This Transport Statement provides an assessment of access to the development site by appropriate modes of transport and considers the implications on the wider transport network in relation to appropriate planning policies.
- 2.1.3 It is intended that this Transport Statement should be read in conjunction with the documents and plans which have been submitted as part of that package.
- 2.1.4 This Transport Statement has been prepared in accordance with the principles set out within the Government's Revised National Planning Policy Framework (the Framework).

2.2 SITE LOCATION

- 2.2.1 The site is located on Whitehall Road West, to the west of number 17 Whitehall Road West.
- 2.2.2 The site is bound to the north by Whitehall Road West, with West Yorkshire Fire Service Fire Training Centre located opposite.
- 2.2.3 To the west is an industrial building, accessed from Heathfield Lane.
- 2.2.4 To the east and south are existing residential developments accessed from Whitehall Road West, Lockgate Rise and Elmfield Court.
- 2.2.5 The formal site location plan forms part of the planning application package. The site location in respect of the local transport networks is shown in Figure 2.1, below/ overleaf.

Figure 2.1 Site Location Plan (Local Transport Networks)



2.3 EXISTING LAND USE

- 2.3.1 The site is formed by Local Plan housing allocation HS85, which is stated to have an indicative capacity of 24 dwellings.
- 2.3.2 The detailed planning history of the site is set out within the planning application package, however in summary the site has previously been the subject of two approved applications.
- 2.3.3 Application 2020/92802 covered the northern area of the site and was for:
- ERECTION OF 10 DWELLINGS WITH ASSOCIATED INFRASTRUCTURE*
- 2.3.4 The application was approved on the 5th September 2022. The site access location for this application was Whitehall Road West.
- 2.3.5 Application 2019/91534 covered the southern area of the site and was for:
- ERECTION OF 13 DWELLINGS AND ASSOCIATED WORKS*
- 2.3.6 The application was approved on the 17th May 2019. The site access location for this application was Heathfield Lane.
- 2.3.7 The site has been the subject of two approved planning applications totalling 23 dwellings.

2.4 DEVELOPMENT PROPOSAL

- 2.4.1 The development proposal is for both development plots to be brought forward as a single cohesive site via the approved access from Whitehall Road West as required by Condition 3 of application 2020/92802.
- 2.4.2 The approved access plan is DPL SK020, with Condition 3 stating:
- Before development commences, the wall to the site frontage shall be set back to the rear of the proposed 2.4m x 46m visibility splays as shown on approved plan number DPL SK020 and shall be cleared of all obstructions to visibility and tarmac surfaced to current standards in accordance with details that have previously been approved in writing by the Local Planning Authority.*
- 2.4.3 The proposed development is for 23 new dwellings and associated infrastructure.
- 2.4.4 An existing residential property would also be accessed through the site.
- 2.4.5 Both sites form an allocated housing development and have also been approved individually by the local authority. As such, the site is considered suitable to be suitably located for residential development.
- 2.4.6 Even so, this Transport Statement sets out the existing and proposed access to the site by appropriate modes of transport and the cumulative impacts of bringing forwards the development via Whitehall Road West.

3. PLANNING POLICY

3.1 INTRODUCTION

- 3.1.1 A review of pertinent current local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

3.2 KIRKLEES

- 3.2.1 Kirklees Local Plan was adopted on the 27th February 2019. Chapter 10 of the Strategy and Policies document relates to transport and is summarised below.

- 3.2.2 Policy LP19 relates to Strategic Transport Infrastructure, with the key policy in relation to the site set out in Policy LP20. Specifically with regard to new development, Policy LP20 states that:

New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- a. pedestrians*
- b. cyclists*
- c. public transport*
- d. private vehicles*

- 3.2.3 With regard to highways and access, Policy LP21 states:

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- f. take into account access for emergency, service and refuse collection vehicles;*
- g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.*

- 3.2.4 Policy LP22 relates to parking and Policy LP23 relates to walking and cycling networks. Parking and active travel access are considered within this report.

3.3 NATIONAL PLANNING POLICY FRAMEWORK

- 3.3.1 The Revised National Planning Policy Framework was published on 19th December 2023 and sets out the Government's purpose of the planning system in Paragraph 7 as:

The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs...

- 3.3.2 In Paragraph 10 it goes on to state that:

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

- 3.3.3 It is clear that the Government's aims are to encourage economic growth and, indeed, state that there is a presumption in favour of sustainable development.

- 3.3.4 There are three dimensions to sustainable development, economic, social and environmental.

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the

right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

3.3.5 With regard to transport, Chapter 9 of the Framework sets out the Government's aims of "Promoting Sustainable Transport". In relation to development proposals, the Framework requires that:

108. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

3.3.6 Specifically with regard to considering development proposals the Framework states:

114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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.

3.3.7 In reviewing planning applications, the Framework sets out the hierarchy for consideration of transport issues, which prioritise sustainable travel modes over the private fossil fuel powered car.

116. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.3.8 The key test set out within the Framework states that:

115. 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.

3.3.9 When considering access by sustainable travel modes, Paragraph 109 of the Framework requires that the nature and location of development is taken in to account:

...However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

3.3.10 In defining how larger developments should protect and exploit opportunities for the use of sustainable transport modes it considers that:

117. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3.3.11 The planning application for this site is below a reasonable threshold for the submission of a separate Travel Plan. Even so, measures are proposed to encourage sustainable access.

3.3.12 When considering the potential for mitigation measures, the Framework sets out in Paragraph 57 that:

Planning obligations must only be sought where they meet all of the following tests:

a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development.

3.3.13 These are the tests that must be applied to the residual impacts of development.

3.4 PLANNING PRACTICE GUIDANCE

3.4.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
 - Travel plans, transport assessments and statements in decision-taking.
- 3.4.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the Development.
- 3.4.3 The core components of the requirements for assessment, as set out in the Guidance, can be summarised as:

The key issues, which should be considered in developing a transport evidence base, include the need to:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*
- *identify the short, medium and long-term transport proposals across all modes*

3.5 SUMMARY

- 3.5.1 With regard to transport, Chapter 9 of the Framework sets out the Government's aims of "Promoting Sustainable Transport". In relation to development proposals, the Framework requires that:

114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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.

115. 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.

4. EXISTING ACCESSIBILITY

4.1 INTRODUCTION

4.1.1 Studies show that transportation accounts for one third of CO₂ emissions in major cities and is the fastest growing source of greenhouse gases. Whilst this is being tackled through initiatives including C40 Cities, the transport hierarchy remains that active and public travel modes are to be encouraged.

4.1.2 When considering the development implications of a site the first test set out in Paragraph 114 of the Framework is that:

... appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

4.1.3 This chapter reviews access by non-car modes of transport with regard to the guidance provided within the Framework.

4.1.4 Changing technologies are likely to reflect the ways in which people travel and, as such, consideration has been given to working and shopping opportunities using the internet, as well as by travelling.

4.2 MODE SHARE FORECASTS

4.2.1 The proposed development site sits within Kirklees Mid Layer Super Output Area Kirklees 001, which includes Birkenshaw and East Bierley. The Travel to Work Census data for Kirklees 001 has been reviewed to consider the local mode share data and provide a context for the accessibility of the site and surrounding area.

4.2.2 The Kirklees 001 is shown below/ overleaf for ease of reference:

Figure 4.1 Kirklees 001 Area



- 4.2.3 The form of data available within the published Census tables vary over time. Detailed traffic distribution data is not available from 2021 data, however is available from the 2011 data.
- 4.2.4 The 2011 Census data shows that 33% of those who live in Kirklees 001 travel to work in Kirklees, with 27% travelling to Bradford, 26% to Leeds, 5% to Calderdale and 4% to Wakefield. The residual 5% of worker trips are outside of this area, spread across the region and adjacent regions.
- 4.2.5 The 2021 Census data has been reviewed for the travel to work mode share. The Census data has been reviewed both with and without homeworkers.

Table 4.1 Mode Share (Travel to Work) Kirklees 001

Mode	Share (Including Homeworking)	Share (Excluding Homeworking)
Homeworking	31%	-
Rail	0%	1%
Bus	3%	4%
Taxi/ Car Share	5%	6%
Powered Two Wheeler	0%	0%
Cycle/ Other	1%	2%
On Foot	3%	5%
Car Driver	57%	82%
Total	100%	100%

- 4.2.6 It can be seen that around 31% of those who access work who live in Kirklees 001 do so via home working.
- 4.2.7 Of those who do travel, 5% utilise public transport, 6% taxi/ car share and 7% use active travel modes.
- 4.2.8 Local journeys are likely to include leisure, small-scale shopping and education trips. Around 7% of journeys are forecast to be made by active travel modes to work, however when considering all trip-purposes the National Travel Survey states that 82% of journeys under one mile are made by pedestrians.

4.3 HOME WORKING

- 4.3.1 The most sustainable way of accessing work is through homeworking. Homeworking would not involve travelling away from the home and, for some, there may be no travel at all.
- 4.3.2 A key element of home working will be the provision of appropriate internet connection being provided to the site. With an appropriate internet connection to the site there is an opportunity for home working to be encouraged.

4.3.3 The higher the proportion of home worker trips, the lower the overall offsite travel implications there are in relation to this site.

4.3.4 For some, access to employment is considered feasible by home working.

4.4 INTERNET SHOPPING

4.4.1 As with home working, access to the internet provides the opportunity for shopping to be undertaken from home. There are increasingly more efficient services for shopping online, which include:

- Some catalogue companies offering same day delivery on some products;
- Many national/ international sales sites offering next day delivery on the full range of products;
- Food shopping can be undertaken online and delivered to the home;
- Shopping can be reserved online and picked up at the shopper's convenience; and
- Fast food products can be ordered online and delivered to the door.

4.4.2 Internet shopping does not even require access to a computer, with many providers now utilising dedicated apps to allow customers to order and pay using their smartphone.

4.4.3 The popularity of cycle courier delivery services has grown significantly over recent years, with e-bikes extending the number and range of service providers. Food and perishable goods are commonly delivered by courier-type services with the range of available goods permanently expanding.

4.4.4 Trials (and operations) of autonomous delivery robots have been undertaken successfully, with companies including Starship currently operating at UK cities and looking to expand their provision. Starship schemes currently operate in areas of Leeds and Wakefield. Delivery robots have very low energy consumption and are clean at the point of use. These robots reduce miles travelled and are particularly helpful for those with reduced mobility.

4.4.5 Access to the internet provides the opportunity for reduced numbers of shopping trips through these services, however even where shopping is undertaken on the high street there is opportunity to browse products in person and order them online. As such, when shopping isn't undertaken wholly online, the use of sustainable modes to access shopping (particularly where no products are required to be carried back to the house) is becoming increasingly more viable.

4.4.6 Even the availability of being able to stock check online reduces the number of wasted trips as people can check that a product is available before leaving the house.

4.5 ACCESS BY ULTRA LOW AND ZERO EMISSION VEHICLE

4.5.1 Anyone who can drive a car can drive an ultra-low or zero emission vehicle. Within the lifetime of the development these vehicle types will become increasingly utilised, until the Government phase out the sales of new all polluting vehicles by 2035, or before. The sale of new polluting cars is targeted to be less than 20% by 2030.

4.6 ACTIVE TRAVEL

4.6.1 Active travel consists of walking, wheeling and cycling. Wheeling is defined by Wheels for Wellbeing as:

An equivalent alternative to foot/pedestrian-based mobility. Includes wheeled mobilities such as manual self- or assistant-propelled wheelchairs, including wheelchairs with power attachments or all-terrain attachments (such as the "Freewheel"), powered wheelchairs, mobility scooters (three and four-wheeled) and rollators. Some people rely on their cycle to move (at a pedestrian's pace) through pedestrianised environments when it is not physically possible to walk/push their cycle. Some people use their cycle as

a walking aid, by leaning on it, some people use e-scooters (with or without a seat), to wheel/scoot through pedestrianised environment if they cannot walk unaided.

- 4.6.2 Terms relating to walking and pedestrians within this chapter are used for highway users who are not travelling by vehicle (motorised or a cycle). Where travel distances and times are quoted, it is accepted that these vary between individual users and have been assessed based upon commonly accepted guidelines.
- 4.6.3 Active travel modes are affordable and safe transportation options that do not generate emissions, traffic noise or traffic congestion, and instead boost mental and physical health.

4.7 WALKING AND WHEELING

- 4.7.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled Providing for Journeys on Foot (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 4.2.

Table 4.2 Suggested Acceptable Walking Distances

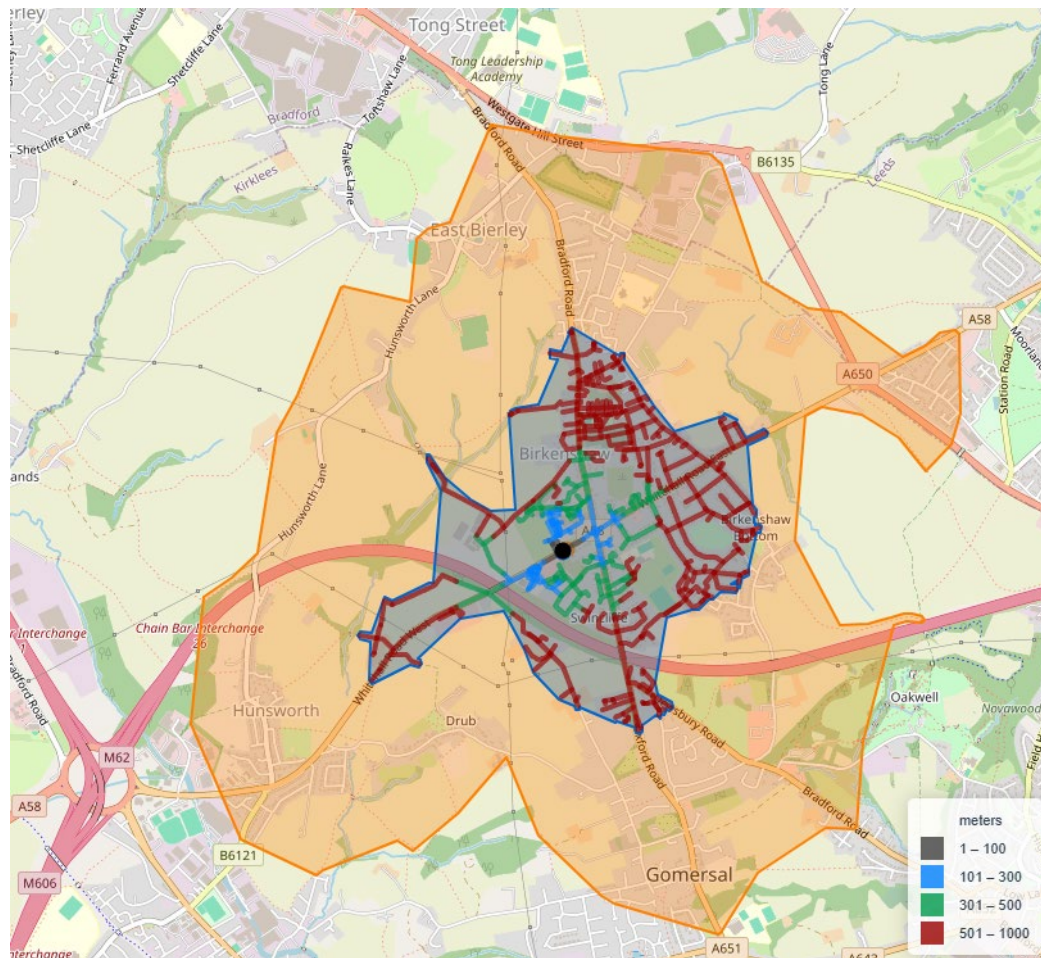
Criteria	Town Centres (m)	Commuting/ School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 4.7.2 Whilst Table 4.2 provides useful guidance on walking distances, Manual for Streets provides a context for interpreting them. Manual for Streets states that:

The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.

- 4.7.3 Adjacent to the site, Whitehall Road West benefits from continuous lit footways on both sides of the carriageway. The southern footway, which would be accessed from the site, provides continuous footway links throughout the surrounding area.
- 4.7.4 In order to consider the pedestrian accessibility of the site, the 1km and 2km walking isodistances from the boundary of the site have been assessed utilising GIS mapping software. The software shows the 1km (blue area) and 2km (orange area) as well as the streets and footpaths utilised to assess the 1km isochrone, showing the routes within 100m (grey), 300m (blue), 500m (green) and 1km (red).
- 4.7.5 The GIS software output is shown below/ overleaf.

Figure 4.1 1km and 2km Walking Isodistances



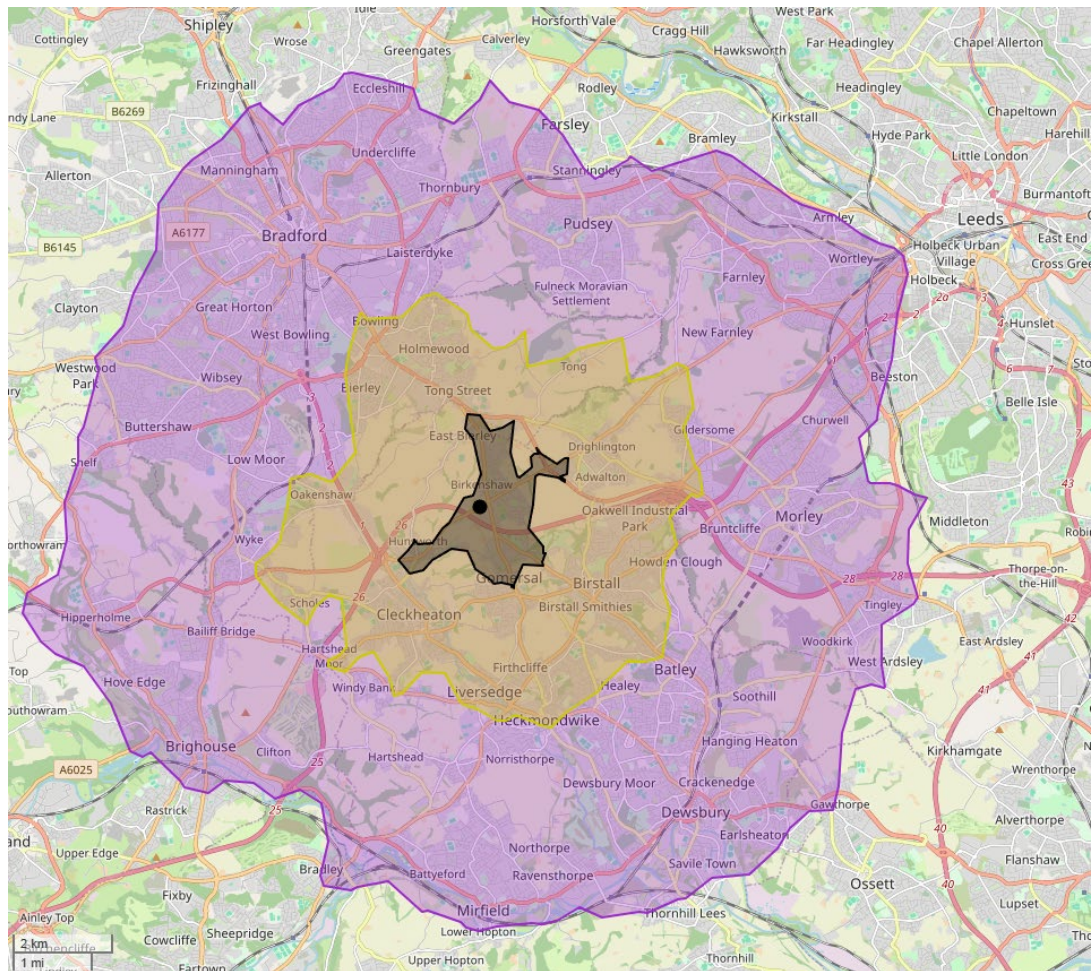
- 4.7.6 It can be seen that the main built form of Birkenshaw lies within the 1km isodistance, with areas of East Bierley, Hunsworth, Gomersal and Drighlington located within the 2km isodistance.
- 4.7.7 It should be noted that 2km is not the maximum walking distance for all of those who travel on foot, with areas beyond these isodistances being potentially attractive to some future residents.
- 4.7.8 It is reasonable to conclude that there is appropriate provision for pedestrians within the local area.

4.8 ACCESS BY CYCLE

- 4.8.1 Cycling is commonly accepted as accommodating longer-distance travel than walking, including longer distance commuting trips. The regularly quoted typical cycling distance is around 5 km, however for some this distances is frequently exceeded, with daily cycle round trips of 20km or more being quite common.
- 4.8.2 Cycling is an increasingly popular mode of transport, particularly for commuting and leisure pursuits. The Covid-19 pandemic saw a significant rise in the use of cycles by all age groups and the popularity of cycling continues to increase.
- 4.8.3 One of the contributing factors to the current popularity is the increase in availability and reduction in price of e-bikes. E-bikes provide opportunity for people of a much broader physical range to access cycling and utilise it for commuting, leisure, health and sightseeing purposes.

- 4.8.4 The range of electric bikes can be considerable, with power-assistance for a typical rider on a typical e-bike being in the region of up to 100km of range (for a circa 500w battery). That will be lower for some city and folding electric bikes, which often have smaller batteries to save weight.
- 4.8.5 Whilst not currently benefitting from type-approval on the UK roads, privately operated e-scooters are currently being assessed by UK Government and are likely to receive approval in the near future. Alongside e-bikes, e-scooters provide an innovative and unique opportunity for people of varying physical abilities to travel without the need for a car. Whilst this section focuses on cycles and e-bikes due to their legal status, the same opportunities could shortly apply to e-scooters.
- 4.8.6 In order to consider the immediate accessibility of the site, the 2km (grey) and 5km (yellow) and 10km (purple) isodistances have been assessed. These are shown in Figure 4.2, below/ overleaf.

Figure 4.2 2km, 5km and 10km Cycle Isodistances



- 4.8.7 It can be seen from Figure 4.2 that all the areas within a reasonable walking distance are also within a reasonable cycle distance.
- 4.8.8 Within the 5km cycle isodistance are areas including Birstall, Liversedge, Cleckheaton, Holmewood, Tong, Drighlington and Gildersome.
- 4.8.9 Within a longer distance/ e-bike journey (10km) are Morley, Dewsbury, Bradford, Brighouse, Pudsey and Wortley. At the boundary of the 10km cycle isodistance is Holbeck (adjacent to Leeds city centre), which could be seen as attractive for some,

especially given the high-quality cycle infrastructure which has, and continues to be, delivered across Leeds.

- 4.8.10 The closest cycle facility to the site is around the Whitehall Road West/ Heathfield Lane roundabout, around 170m to the west of the site entrance.
- 4.8.11 Additional cycle routes are available around 400m to the east of the site, along Kingsley Drive and Whitehall Road East. Those cycle routes provide continuous routes to Gomersal, Birstall, Gildersome, Morley, Bierley and onwards towards Bradford and other key destinations.
- 4.8.12 The West Yorkshire cycle route map can usually be accessed at: <https://fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html>. The cycle route map was not available online at the time of writing this report, however should be available via this, or an alternative, resource once the issue has been resolved.
- 4.8.13 It is reasonable to conclude that cycling could be a viable and attractive mode of transport for future residents of the site.

4.9 ACCESS BY BUS

- 4.9.1 The nearest bus stops to the site are located on Whitehall Road, opposite the site and around 30m to the west of the northwest corner of the site.
- 4.9.2 Additional bus stops are available around 230m east of the site on Whitehall Road (east of the Whitehall Road / Bradford Road roundabout) and, also, 280m to the east on Bradford Road (south of the Whitehall Road/ Bradford Road roundabout).
- 4.9.3 An additional bus stop is located around 310m to the east of the site on Bradford Road (north of the Whitehall Road/ Bradford Road roundabout).
- 4.9.4 The bus stops on Whitehall Road are served by Route 259, the bus stops on Bradford Road (S) are served by Routes 254, 255, 263, 624A and AL6, the bus stops on Whitehall Road are served by Routes 254 and 255 and the bus stops on Bradford Road (N) are served by Routes 256, 259 263 and AL6.
- 4.9.5 A summary of the bus timetables is provided below/ overleaf.

Table 4.3 Route 254 Bus Times

	From	First	Last	Daytime Frequency	Evening Frequency
Weekday	Leeds	05:45	22:50	3 per hour	Hourly
	Cleckheaton	05:01	22:42	3 per hour	Hourly
Saturday	Leeds	07:15	22:50	3 per hour	Hourly
	Cleckheaton	05:58	22:42	3 per hour	Hourly
Sunday	Leeds	09:20	22:50	2 per hour	Hourly
	Cleckheaton	08:42	22:42	2 per hour	Hourly

- 4.9.6 For Route 254, approximately one bus per hour Monday to Saturday and one bus every 2 hours on a Sunday operate through to Brighouse.

Table 4.4 Route 255 Bus Times

	From	First	Last	Daytime Frequency	Evening Frequency
Weekday	Leeds	06:15	17:50	Hourly	-
	Halifax	06:11	18:30	Hourly	-
Saturday	Leeds	06:45	17:45	Hourly	-
	Halifax	07:17	18:30	Hourly	-
Sunday	Leeds	09:50	15:50	Every 2 hours	-
	Halifax	09:30	17:30	Every 2 hours	-

Table 4.5 Route 256 Bus Times

	From	First	Last	Daytime Frequency	Evening Frequency
Weekday	Cleckheaton	14:50	-	Once	-
	-	-	-	-	-
Saturday	-	-	-	-	-
	-	-	-	-	-
Sunday	-	-	-	-	-
	-	-	-	-	-

4.9.7 Route 456 is the afternoon return journey from Whitcliffe Mount School.

Table 4.6 Route 259 Bus Times

	From	First	Last	Daytime Frequency	Evening Frequency
Weekday	Bierley	09:52	12:52	Every 2 hours	-
	-	-	-	-	-
Saturday	Bierley	08:52	14:52	Hourly	-
	-	-	-	-	-
Sunday	-	-	-	-	-

	From	First	Last	Daytime Frequency	Evening Frequency
	-	-	-	-	-

Table 4.7 Route 263 Bus Times

	From	First	Last	Daytime Frequency	Evening Frequency
Weekday	Dewsbury	15:10	-	Once	-
	Bradford	07:10	-	Once	-
Saturday	-	-	-	-	-
	-	-	-	-	-
Sunday	-	-	-	-	-
	-	-	-	-	-

- 4.9.8 Route 263 runs on school days only and provides connections to a number of schools, including BBG Academy, Battyeferd School, Hightown School, Howard Park School and Gomersal School.

Table 4.8 Route 624A Bus Times

	From	First	Last	Daytime Frequency	Evening Frequency
Weekday	Birkenshaw	14:40	-	Once	-
	Batley	07:25	-	Once	-
Saturday	-	-	-	-	-
	-	-	-	-	-
Sunday	-	-	-	-	-
	-	-	-	-	-

- 4.9.9 Route 624A connects Batley to BBG Academy.

Table 4.9 Route AL6 Bus Times

	From	First	Last	Daytime Frequency	Evening Frequency
Weekday	Dewsbury (Westborough High School)	15:30	-	Once	-
	Hunsworth	08:07	-	Once	-
Saturday	-	-	-	-	-
	-	-	-	-	-
Sunday	-	-	-	-	-
	-	-	-	-	-

4.9.10 Route AL6 connects Hunsworth to Westborough High School.

4.9.11 It can be seen from the bus timetable summary that there are regular connections between the nearby bus stops and key destinations including Leeds, Cleckheaton, Halifax and locations in between. In addition, a number of school buses pass near the site, providing access to a range of education opportunities.

4.9.12 It is reasonable to conclude that the site is well located to benefit from access to frequent bus services to key destinations.

4.10 SUMMARY

4.10.1 A review of the available sustainable travel options to the site have been undertaken.

4.10.2 The site is well located for access to the footway networks which operate throughout the area, with footways on both sides of Whitehall Road West and the connecting streets being lit.

4.10.3 The local cycle route network can be accessed around 400m to the east of the site at Kingsley Drive. The cycle route network from that point is continuous to local key destinations, including Bradford.

4.10.4 There are several bus stops within a reasonable walking distance of the site. These bus stops provide at least four buses per hour during normal operating conditions.

4.10.5 The site is considered to be well located for access to sustainable travel networks.

5. SUSTAINABLE ACCESS

5.1 INTRODUCTION

5.1.1 The key purposes for residents of a housing development to need to travel fall into five general categories, these are:

- Education;
- Employment;
- Healthcare;
- Leisure; and
- Shopping.

5.1.2 A review has been undertaken of the availability of these facilities and the range of transport modes which are available to be used to access

5.2 EDUCATION

5.2.1 The nearest primary school to the site is Birkenshaw CE (C) Primary School, located around 1.3km from the site on Station Road. The school is within a reasonable walking distance of the site. A signalised pedestrian crossing of Bradford Road is located to the south of Town Street and provides a safe crossing of Bradford Road.

5.2.2 The nearest secondary school to the site is the BBG Academy, located around 500m from the site on Bradford Road. The school is within a reasonable walking distance of the site. A signalised pedestrian crossing is located to the south of the entrance to the school and provides a safe crossing of Bradford Road.

5.2.3 In addition to these schools, school buses operate from the bus stops within a reasonable walking distance of the site. These provide access to a number of additional educational establishments.

5.2.4 It is reasonable to conclude that primary and secondary education facilities are within a reasonable active travel journey of the site, with additional facilities within a reasonable bus journey.

EMPLOYMENT

5.2.5 All of the destinations discussed in this chapter provide potential employment opportunities to residents.

5.2.6 There are a number of commercial developments within Birkenshaw, including the adjacent site to the west. The most significant cluster of employment opportunities close to the site is the industrial estate on Cross Lane (around 1.6km via Station Road).

5.2.7 The employment opportunities within Birkenshaw are within a reasonable active travel journey from the site.

5.2.8 In addition to these larger formal employment opportunities there will be a number of local businesses which operate from a fixed or mobile base within the local area.

5.2.9 In addition to the local employment opportunities, travel by cycle or bus provides access to a much wider range of employment destinations including Batley, Heckmondwike, Liversedge, Cleckheaton, Morley, Bradford and the M62 Junction 27 retail, leisure and employment areas.

5.2.10 It is reasonable to conclude that access to employment via sustainable travel modes is achievable by active travel or public transport journey.

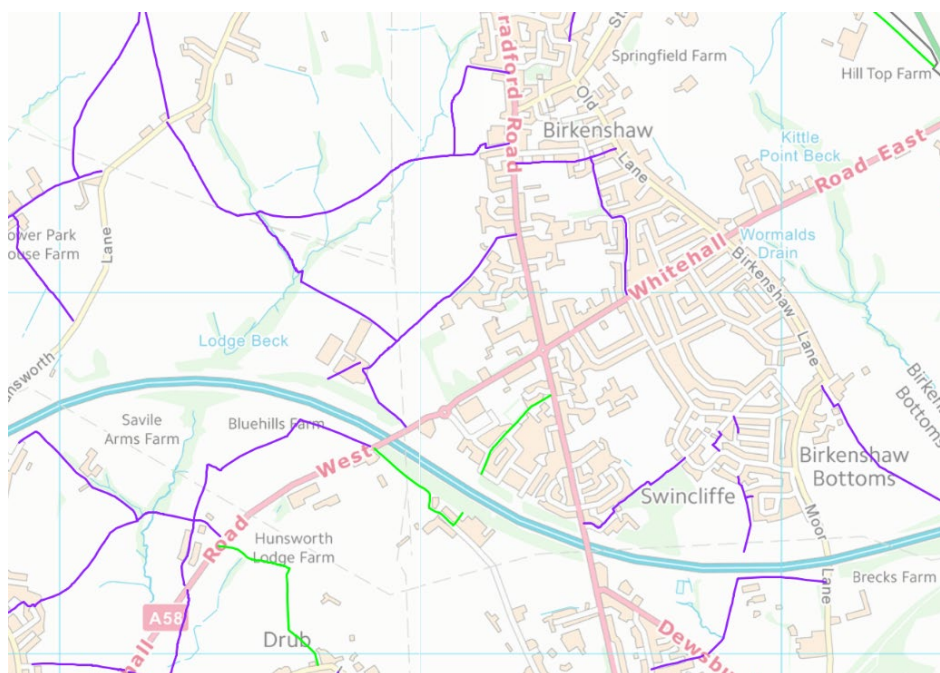
HEALTHCARE

- 5.2.11 The nearest primary medical care centre to the site is the Birkenshaw Health Centre, which incorporates a pharmacy. The centre is located within a reasonable walking distance on Town Street, around 900m from the site.
- 5.2.12 The nearest dentist to the site is Whitehall Dental Centre on Whitehall Road. The dental surgery is on the 254 and 255 bus routes, which operate close to the site.
- 5.2.13 Additional dental care is available within Cleckheaton, close to the 254 bus route.
- 5.2.14 It is reasonable to conclude the site is well located for access to primary healthcare using sustainable travel modes.

LEISURE

- 5.2.15 Leisure can take many forms, including more formal activities such as gyms to informal activities such as dog walking, jogging or cycling.
- 5.2.16 For formal activities, the nearest gym to the site is at Hub 26, which provides a gym, classes, personal training and physiotherapy. Hub 26 is located around 2km from the site, which is within a reasonable walking distance and easy cycling distance. Hub 26 is located on Whitehall Road and can also be accessed using bus routes 256 and 259.
- 5.2.17 Within Birkenshaw there is also the Birkenshaw Liberal Club, Manor House Spa, Birkenshaw Methodist Church Centre, Birkenshaw St Paul Church and a number of eateries and public houses.
- 5.2.18 There will be a number of other formal and informal groups across the area catering to a wider range of interests.
- 5.2.19 It is reasonable to conclude that the local area provides a wide range of formal leisure activities within a reasonable walking distance of the site.
- 5.2.20 For informal leisure, the public rights of way map shows that there are footpaths to the west of the site, accessed via Bluehills Farm providing access to open countryside. The public right of way map is shown below/ overleaf for east of reference.

Figure 5.1 Public Right of Way Map



- 5.2.21 In addition to the public rights of way, a range of cycle routes can be accessed via Kingsley Drive.
- 5.2.22 The significant leisure offer of key destinations including Leeds, Halifax and Cleckheaton are accessible via a public transport journey.
- 5.2.23 It is reasonable to conclude that the site is well located for access to leisure activities using sustainable travel modes.

SHOPPING

- 5.2.24 The nearest shopping facility to the site is located on Whitehall Road, around 500m from the boundary of the site. The shop sells newspapers and magazines, food and a range of convenience products, as well as providing post office facilities. As with all modern post office facilities, a range of postal, banking and travel services are provided.
- 5.2.25 The shop could meet with the day to day needs of residents, within a short walking distance.
- 5.2.26 For a wider range of facilities, there is a cluster of shops and services located around the junction of Bradford Road/ Town Street. This includes a Co-Op foodstore, as well as a number of local shops.
- 5.2.27 With the Co-Op foodstore and additional local facilities, the week to week shopping needs of residents could be met within a reasonable active travel journey from the site.
- 5.2.28 For a much wider variety of shopping needs, destinations including Halifax, Cleckheaton and Leeds are accessible by bus.
- 5.2.29 It is reasonable to conclude that the site is well located for access to day to day and week to week shopping facilities using sustainable travel modes.

5.3 SUMMARY

- 5.3.1 The key purposes for residents of a housing development to need to travel fall into the five general categories of education, employment, healthcare, leisure and shopping. Paragraph 109 clarifies that the Government consider:

... opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

- 5.3.2 It is reasonable to conclude that the site is located such that sustainable journeys can be made to the key needs of residents, taking into account the location of the site.

6. DEVELOPMENT PROPOSAL

6.1 INTRODUCTION

- 6.1.1 This chapter sets out the development proposals in relation to transport matters. The access itself involves the reapplication for a previously approved access with the same highway layout for the 10 new (plus one existing) unit scheme. The proposals are for a total of 23 new (plus one existing) units from the same access, as such, whilst the access benefits from approval reassessment has been undertaken for the increase in units.
- 6.1.2 The details are set out within this chapter for completeness of the current application.

6.2 TRAFFIC IMPACT

- 6.2.1 Current Government guidance sets out the criteria for assessing all developments which generate significant amounts of movement as a residual cumulative severe impact.
- 6.2.2 A severe residual impact is the assessment criteria that it is appropriate to apply when considering the development proposals.
- 6.2.3 Whilst the severe test is not set out in numerical terms, earlier Government documents set a threshold of 30 two-way vehicle trips as being considered to be the minimum threshold for which more detailed consideration may be required. Importantly, the earlier Government documents was clear in stating that:
- ...there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to progress discussions*
- 6.2.4 The approved traffic generation rates for the northern area of the site for 10 units have been used to forecast the traffic generation of the proposed 23 units.
- 6.2.5 The TRICS database selection criteria which was previously agreed related to residential developments of up to 30 units in England, excluding the south and London. As the proposals remain below the 30 units previously considered the TRICS data is considered to remain appropriate for the assessment.
- 6.2.6 A total of eight sites were returned, based upon the selection criteria and, for robustness, the 85th percentile trip rates have been utilised. The TRICS data is summarised below:

Table 6.1 TRICS Traffic Generation Forecast (85th Percentile)

24 Units	AM			PM		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Rate	0.20	0.70	0.90	0.30	0.35	0.65
Vehicles	5	17	22	8	8	16

- 6.2.7 It can be seen from Table 6.1 that the forecast two-way peak hour traffic flows are between 16 and 22 trips. This is below the 30 two-way peak hour trip threshold which could require traffic assessment of the wider highway network.
- 6.2.8 The forecast traffic flows would be below the threshold for which any queuing or congestion is likely to be experienced at the site access.

- 6.2.9 The key traffic flow which could impact the operation of Whitehall Road West would be the right-turn in to the site. Based upon the total peak inbound traffic flow of eight vehicles in the peak hour, this equates to around one vehicle every 7.5 minutes turning in to the site in total. Of these, around half could potentially arrive from the east and half from the west, equating to one vehicle utilising the right turn lane in to the site every 10 to 15 minutes.
- 6.2.10 In order to deliver the approved site access, the existing refuge island is proposed to be relocated to the west by 5m (which accorded with a highway authority request received during pre-application discussions for the original planning application). The highway authority considered this issue in determining the previous application, based upon queue count evidence from September 2021 which showed a maximum of one vehicle being observed to enter the fire service training centre at any time during the period 7am to 10am and 3pm to 7pm.
- 6.2.11 The peak outbound traffic flow from the site is in the AM peak hour, at 17 vehicles. This equates to an average of a single vehicle exiting the site approximately once every 3.5 minutes in the peak hour. The forecast traffic flows are not forecast to result in any queueing or material delays exiting the site.
- 6.2.12 It is reasonable to conclude that the site access, as previously approved, could comfortably accommodate the proposed development-generated traffic without leading to queuing or delays on Whitehall Road West or within the site.

6.3 VISIBILITY SPLAYS – SITE ACCESS

- 6.3.1 The planning condition relating to the site access on to Whitehall Road requires:
- Before development commences, the wall to the site frontage shall be set back to the rear of the proposed 2.4m x 46m visibility splays as shown on approved plan number DPL SK020 and shall be cleared of all obstructions to visibility and tarmac surfaced to current standards in accordance with details that have previously been approved in writing by the Local Planning Authority.*
- 6.3.2 The visibility splays are based upon the observed speeds from a manual speed survey undertaken on the 2nd June 2020 by an independent traffic count specialist.
- 6.3.3 The observable visibility splays extend further than those conditioned.
- 6.3.4 The required visibility splays are considered to be deliverable.

6.4 VISIBILITY SPLAYS – INTERNAL

- 6.4.1 Within the site forward visibility has been designed in to the north/south access route with a design speed of the 20mph. The 20mph speed requires a 22m forward visibility splay to be available within the bounds of the carriageway (measured from the notional centre of the nearside lane). The splay has been accommodated within the proposed layout.
- 6.4.2 This is the same specification which was requested by the highway authority in approving the previous application.

6.5 SERVICING AND DELIVERIES

- 6.5.1 The Kirklees Highway Design SPD sets a requirement for accommodating 11.85m refuse vehicles within a development. The 11.85m vehicle was utilised to assess the layout for the approved application and the same vehicle has been utilised to assess the currently proposed site layout.
- 6.5.2 The site layout incorporates a turning head towards the south of the site, to ensure that all properties can be appropriately accessed.

6.5.3 Swept path analysis has been undertaken with the vehicle utilising only the central carriageway area and not overrunning or overhanging the 600mm surfaced hard surfaced servicing strips. As such, a factor of comfort has been allowed for within the design.

6.5.4 The swept path analysis is attached at Appendix A as Figures DPL SK006 to DPL SK009.

6.6 PEDESTRIAN ACCESS

6.6.1 The approved site access has been utilised for the current application. The site access includes 2m footways at the site access, tapering down to a shared-use surface within the site.

6.6.2 The shared-use surface provides access to each property, or a shared private drive.

6.6.3 The proposals for pedestrians are considered to be appropriate.

6.7 CYCLE ACCESS

6.7.1 Traffic flows within the site will be low and it is appropriate for cyclists to cycle on the carriageway within the site.

6.7.2 The proposals will incorporate appropriate cycle parking provision for each unit in line with the local parking standards.

6.7.3 The development proposals appropriately accommodate the needs of cyclists.

6.8 PUBLIC TRANSPORT

6.8.1 The proposed pedestrian network within the site links to the existing footways on Whitehall Road West, which provide onward links across the area.

6.8.2 The development proposals appropriately accommodate the needs of public transport users.

6.9 EV CHARGING

6.9.1 Building regulations require all new residential properties with an 'open' car parking space to be provided with an electric vehicle charging point, to the following specification:

- Be designed and installed as described in BS EN 61851;
- Have a minimum nominal rated load of 7kw;
- Be fitted with a universal socket (untethered);
- Be fitted with an indicator to show the equipment's charging status that uses light, or a visual display;
- By a minimum of a Mode 3 specialised system for electric vehicle charging running from a dedicated circuit;
- The requirement of BS 7671; and
- The requirements in the IET's Code of Practice: Electric Vehicle Charging Equipment Installation.

6.9.2 The EV charger locations are shown on the site masterplan.

6.9.3 The provision for EV charging is considered to be appropriate.

6.10 ON-PLOT PARKING

6.10.1 The development proposals incorporate on-plot parking for all properties across the site. The provision of car parking spaces is shown within the site masterplan.

- 6.10.2 Where shared private drives are provided, these are 6m wide adjacent to perpendicular parking, to allow vehicles to manoeuvre in and out of spaces.
- 6.10.3 The proposals are considered to provide suitable on-plot parking arrangements.

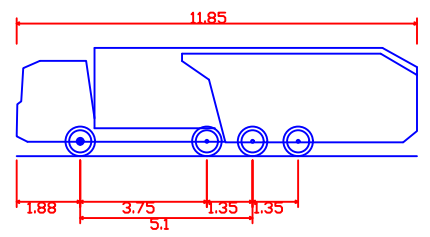
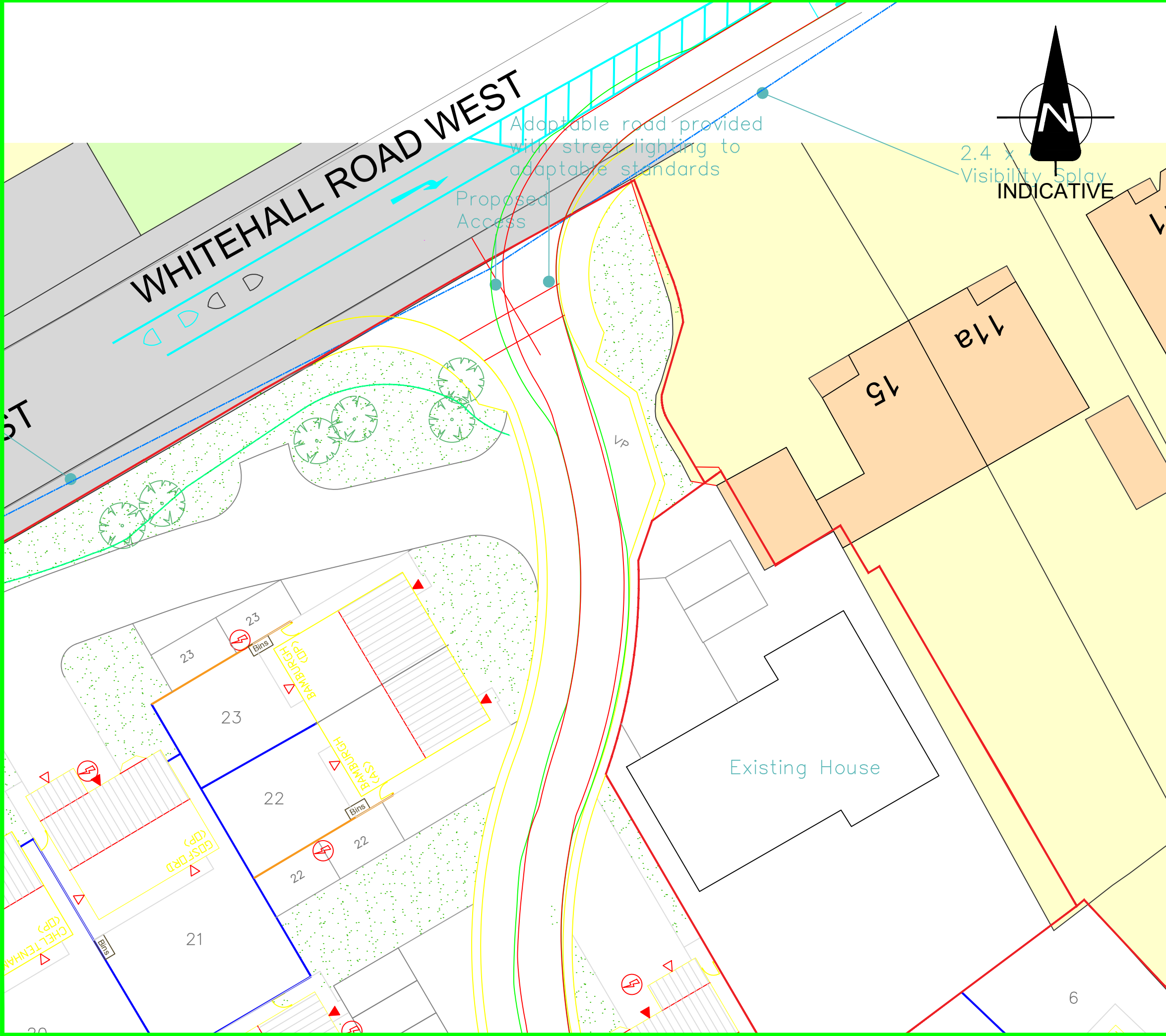
6.11 VISITOR PARKING

- 6.11.1 Visitor parking is shown at three locations across the scheme, including:
- Close to the site entrance (as previously approved);
 - Two parallel spaces opposite Plots 15 and 16 (set within a visitor parking layby); and
 - End-on/ perpendicular parking adjacent to Plot 12.
- 6.11.2 The proposed visitor parking spaces are spread across the scheme and have been located so that there is no interference with the free-flow of traffic or active travellers within the carriageway.
- 6.11.3 The proposals are considered to provide suitable visitor parking provision.

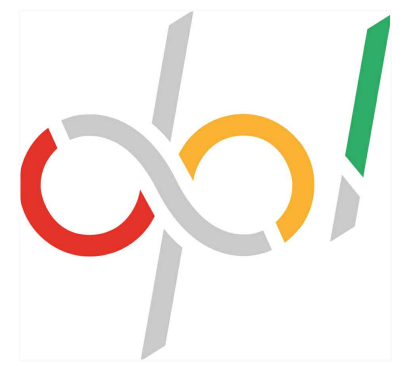
6.12 SUMMARY

- 6.12.1 The site access has previously been approved by the highway authority for the previous 10 unit scheme. The proposals are for a total of 23 new (plus one existing) units from the same access, as such, whilst the access benefits from approval reassessment has been undertaken for the increase in units.
- 6.12.2 Based upon the proposed number of units, the peak forecast traffic flow in to the site is forecast to equate to one vehicle utilising the right turn lane in to the site every 10 to 15 minutes.
- 6.12.3 The peak outbound traffic flow is forecast to equate to an average of a single vehicle exiting the site approximately once every 3.5 minutes in the peak hour.
- 6.12.4 It is reasonable to conclude that the site access, as previously proposed, could comfortably accommodate the proposed development-generated traffic without leading to queuing or delays on Whitehall Road West or within the site.
- 6.12.5 Within the site, the road layout has been designed to accommodate a 20mph forward visibility along the main spine route, with a suitably sized turning head provided to accommodate an 11.85m refuse vehicle – in line with local highway standards.
- 6.12.6 The internal highway layout would be a shared-use surface, which tapers to 2x2m footways at the site access – as per the approved access layout.
- 6.12.7 All properties would be provided with on-plot parking for residents, as well as electric vehicle charging and covered/ secure cycle parking. Additional parking for visitors is to be provided at three locations within the site, outside of the carriageway width.
- 6.12.8 The proposals are considered to accord with appropriate highway design parameters and there are no reasonable highway reasons for refusal of the application.

APPENDIX A

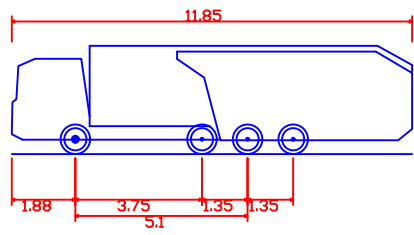
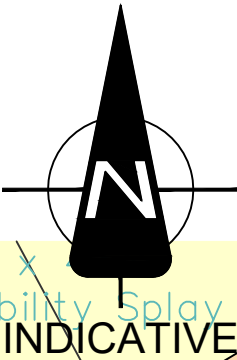
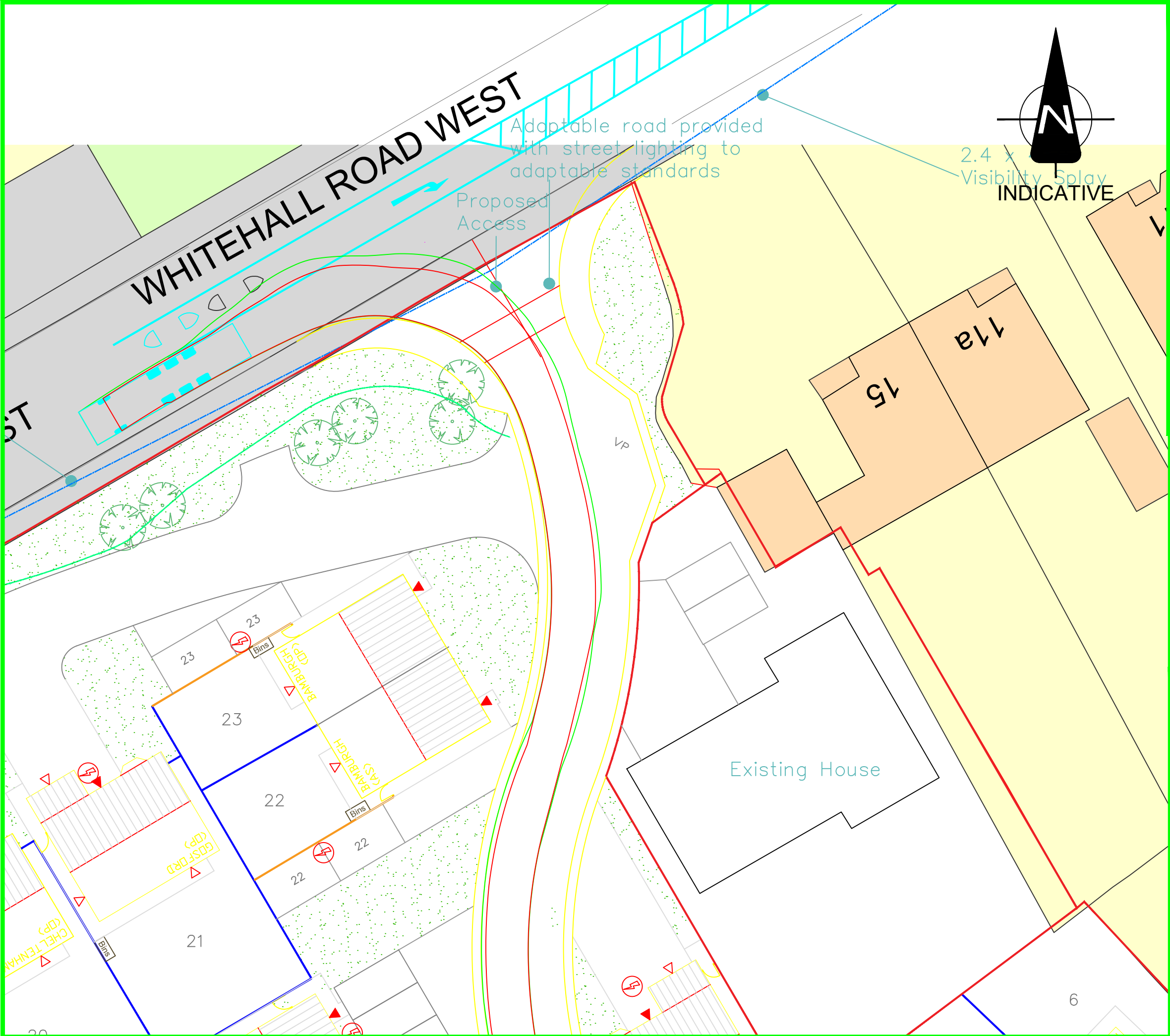


11.85m Refuse	11.850m
Overall Length	2.530m
Overall Width	3.205m
Overall Body Height	0.410m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock to lock time	11.035m
Wall to Wall Turning Radius	

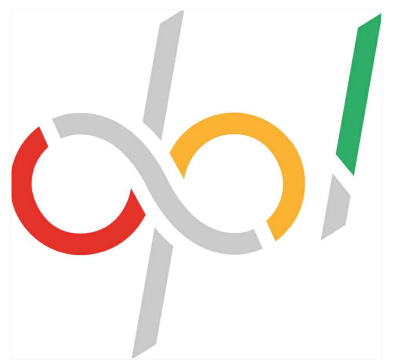


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CLIENT:	ORION HOMES		
PROJECT:	LAND ADJACENT TO 17 WHITEHALL ROAD WEST		
TITLE:	SWEEP PATH ANALYSIS REFUSE VEHICLE ACCESS (ENTERING)		
SCALE @ A3:	NTS	APPROVED:	DATE:
		DRS	27/06/2024
PROJECT No:	2024376	DRAWING No:	REV:
		DPL SK006	A
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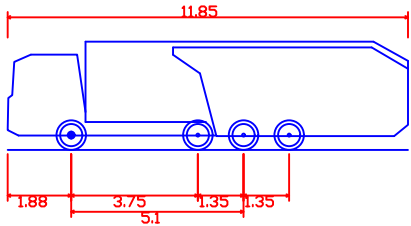
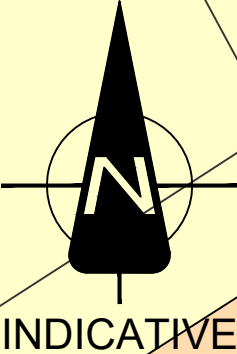
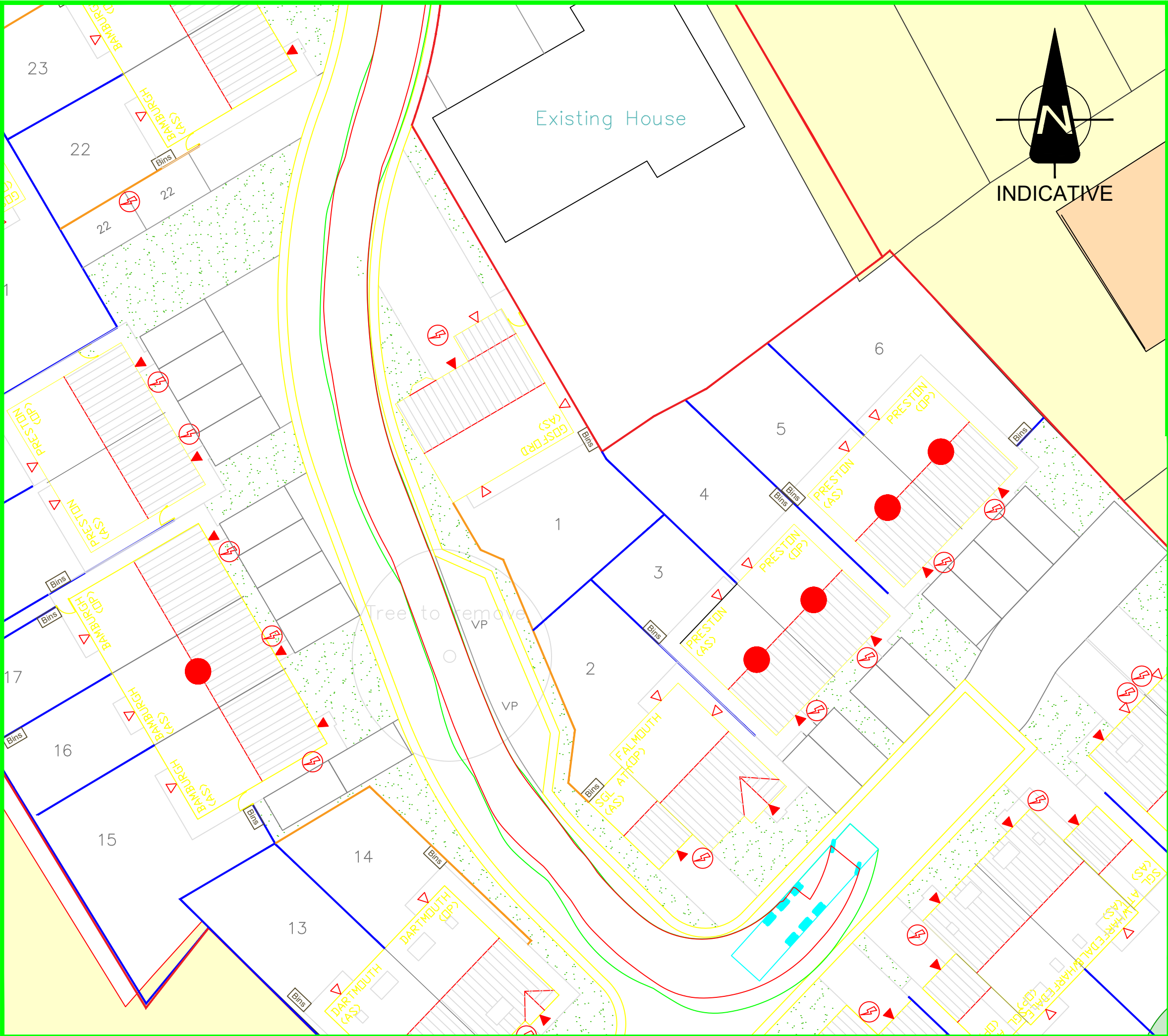


11.85m Refuse	11.850m
Overall Length	2.530m
Overall Width	3.205m
Overall Body Height	0.410m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock to lock time	11.035m
Wall to Wall Turning Radius	

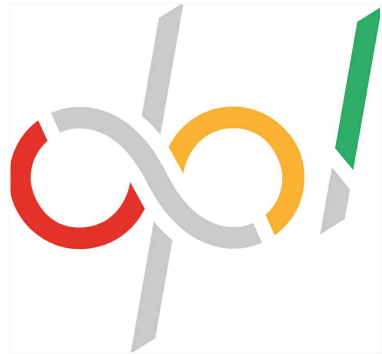


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CLIENT:	ORION HOMES		
PROJECT:	LAND ADJACENT TO 17 WHITEHALL ROAD WEST		
TITLE:	SWEEP PATH ANALYSIS REFUSE VEHICLE ACCESS (EGRESSING)		
SCALE @ A3:	NTS	APPROVED: DRS	DATE: 27/06/2024
PROJECT No:	2024376	DRAWING No: DPL SK007	REV: A
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11.85m Refuse
Overall Length 11.850m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 6.00s
Wall to wall Turning Radius 11.035m



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CLIENT:	ORION HOMES		
PROJECT:	LAND ADJACENT TO 17 WHITEHALL ROAD WEST		
TITLE:	SWEEP PATH ANALYSIS REFUSE VEHICLE TURNING (INBOUND)		
SCALE @ A3:	NTS	APPROVED: DRS	DATE: 27/06/2024
PROJECT No:	2024376	DRAWING No:	DPL SK008
		REV:	A
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