

# Trinity Workshop: Transport Statement

## 1. Introduction

This transport statement supports planning application 2025/92997, which is the conversion of a place of worship into a community workshop located on Trinity Drive, Denby Dale, HD8 8UZ. The facility is intended to provide a creative space for local residents, focusing on woodworking, metalworking and crafts.

## 2. Existing Site Conditions

The site is currently vacant and unused. The building is approached via Trinity Drive, which is a steep, narrow unadopted driveway accessed from Dearnside Road. The centre of Denby Dale village is approximately 300 metres from the proposed workshop where there are bus stops providing frequent services to Huddersfield, Wakefield and Barnsley. The train station is approximately 600 metres from the proposed workshop and provides regular services to Huddersfield and Sheffield. There is a public right of way (footpath DEN/68/20) running along Trinity Drive connecting Norman Road / Dearnside Road to Barnsley Road.

## 3. The Proposal

The proposed development consists of a single-story workshop with mezzanine. The gross floor area is circa 310m<sup>2</sup>. The workshop will operate six sessions every week. Opening times will be 10.00 – 16.00 Monday to Thursday as well as Tuesday and Wednesday evenings 18.00 – 20.30.

Members are typically older (55+) and are retired and the purpose of them visiting the workshop is to socialise, work on their projects or to undertake community projects. Most members are local residents or live within Kirklees MDC area.

The café will be a small-scale community operation primarily serving drinks and cakes with a focus on social inclusion and wellbeing rather than profit maximisation. The total area of the space will be no more than 50m<sup>2</sup> with seating for 10-20 people. It will be open at the same time as the workshop and will service attendee at the workshop sessions as well as walkers and ramblers using DEN/68/20, visitors to Churchfields or allotment owners who might want to drop in

## 4. Trip Generation & Impact

Publicly available, information on trip generation for community workshops is very limited. The use of a light industrial land-use category within the TRICS database was considered as a suitable proxy but it was thought that this might mask the local, and small-scale, nature of the workshop. Due to this, the trip generation information shown in Table 1 below is based on our member attendance data for 2024/25. This shows that on average around 50 people attend the workshop per week distributed between the six sessions. Typically, 7-12 people attend each

session with an average figure of 8.4. We have a limit of 12 people per session for Health and Safety reasons.

Regarding the café, we have used data from a report prepared by Hyder Consulting Ltd in 2010 for Cherwell District Council to provide us with insight into possible visitors to this facility. This report suggests that a low intensity mixed-use community hub like the café may generate approximately 1.6 – 2.8 total person trips per hour during peak times (late morning and lunchtime).

Since the café will be a community focused local amenity, we do not anticipate that it will be a drive to destination, rather, trips associated with the café will be linked, i.e. combined with another activity such as attending a workshop session, or by people who are passing by. Because of its community focus, we anticipate that many these trips will be made by walkers and cyclists rather than in cars.

The allotment figures in Table 1 are based on incidental data we have gathered from observations since becoming the owners of the site in Spring 2025. In brief, the allotments generate a low level of trips, which is sporadic and very seasonal. Peak times are weekends and evenings particularly in spring and summer months. Since many of the allotment holders are local residents a high proportion of the trips are generated by walking and cycling. We have observed that very few of the allotment holders park at the workshop; the most frequent user is the Kirklees countryside officer who regularly parks his vehicle there when holding his weekly meeting with allotment holders on a Wednesday morning. The allotment group have no formal rights regarding parking at the church; it is a gesture of goodwill on our part.

Based on the information available the table below is an estimation of the expected number of trips to the site for both Trinity workshop and Churchfield Allotment members.

<b>Table 1: Estimated expected number of daily trips to the site</b>								
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
Trinity Workshop & Café		32	28	26	24			28
Churchfield Allotments	6	2		4		4	6	4
<b>Total</b>	<b>6</b>	<b>34</b>	<b>28</b>	<b>30</b>	<b>24</b>	<b>4</b>	<b>6</b>	<b>18</b>
<b>Standardised (per 100m2 GFA)</b>	<b>2.0</b>	<b>11.3</b>	<b>9.3</b>	<b>11.3</b>	<b>8.0</b>	<b>1.3</b>	<b>2.0</b>	<b>6.5</b>
Note: the data include both arrival and departures								

Although our attendance records do not record arrival and departure times, we know that members typically arrive at the start of a session and stay until mid-afternoon or the end of the session. Peak trip generation times are therefore between 09.30-10.30 in the morning and 15.00-16.00 in the afternoon. For the evening sessions it is 17.30-18.00 and 20.30-21.00. Allotment holders tend to arrive mid to late morning and in the early afternoon or early evening.

Table 2 below shows the anticipated modal split. We have divided this between motorised (cars/vans/motorcycles) and active (walking and cycling) modes. The share between each category has been derived from observations of membership behaviour and visitors to the allotments.

<b>Table 2: Estimated Average Daily Modal Split</b>		
	<b>Motorised Modes</b>	<b>Active Modes</b>
Trinity Workshop & Café	<b>14.3</b>	<b>5.7</b>
Churchfield Allotments	<b>1.9</b>	<b>3.5</b>
All	<b>13.7</b>	<b>5.8</b>
Modal share by category used in above table		
Workshop modal split	80:20 motorised / active	
Café modal split	50:50 motorised / active	
Allotment modal split	20:80 motorised / active	
Data includes both arrivals and departures		

We estimate an average number of around 14 motorised arrivals and departures from the site per day, generally outside peak hours. We believe this volume of motorised traffic is negligible and will not negatively impact the capacity or safety of the local roads. Furthermore, we believe it is comparable with trips that would have been generated by church attendees when it was an activity place of worship.

## **5. Parking & Access**

The formation of the existing car park was granted conditional full planning permission in 1994. It has a permeable loose gravel surface which we plan to retain. Based on the expected trip generation data above we propose to update this area to allow for 10 on-site parking spaces, including 1 accessible parking space together with appropriate manoeuvring area as shown in Appendix 1.0. We have used the expected trip generation data above as well as parking standards guidance found in Kirklees Unitary Development Plan Appendix 2 and Kirklees Local Plan Supplementary Planning Document: Highway Design Guide to determine this number of spaces. The drawing also shows that we are proposing 10 covered secure cycle spaces using 5 No. Sheffield Stands on the northern side of the building.

The swept path analysis shown on the site plan (Appendix 1.0) shows that the site layout allows a waste collection vehicle to enter and exit in a forward gear, maintaining road safety. The plan also shows that our proposal will not interfere with or obstruct DEN/68/20 after completion. We will also ensure that it is not obstructed during the works phase.

Appendix 2.0 shows the currently achievable visibility splay for the junction of Trinity Drive with Dearnside Road. We estimate the prevailing stopping sight distance of 14.0m on to the left-hand side of the junction and 7.0m to the right-hand side.

There is a need to mitigate the risk of collisions at the junction. Accordingly, we will work closely with the owner of the land at the junction to regularly trim hedges and trees to ensure sightlines are as clear as possible at the junction as well along the length of the route. Although the narrowness and steepness of Trinity Drive discourages driving at speed along the road, we will install High-visibility, reflective speed limit and hazard signs at the top of the steep hill and closer to the junction at the bottom informing drivers of the approaching junction as well as it being a shared space with pedestrians. A “Stop” sign will be installed by the junction. “Slow” road markings will be painted on the road. With these measures we will transform the road into a safer more pedestrian friendly environment.

We will update members’ handbook with useful information regarding appropriate driving techniques for entering and leaving the Trinity Workshop site.

## **6. Sustainable / Active Travel Planning**

The site is close to the centre of Denby Dale and easily reached on foot and bicycle; the railway station and frequent bus services are close by; and Appendix 1.0 shows that we will install 10 secure cycle storage spaces at the site. The workshop is therefore suitably located with some of the basic infrastructure needed to promote sustainable / active travel. But to encourage more members and visitors to adopt active travel methods we will begin to create a supportive, active travel culture through further infrastructure improvements and clear communications.

Our active travel planning will be inclusive and aim to improve accessibility for people with limited mobility as well as the able bodied ensuring all community members can participate in our projects and programmes.

We will investigate opportunities to install electric vehicle (EV) charging points for both cars and bikes. In addition to this we will explore options to install showers and lockers for walkers and cyclists.

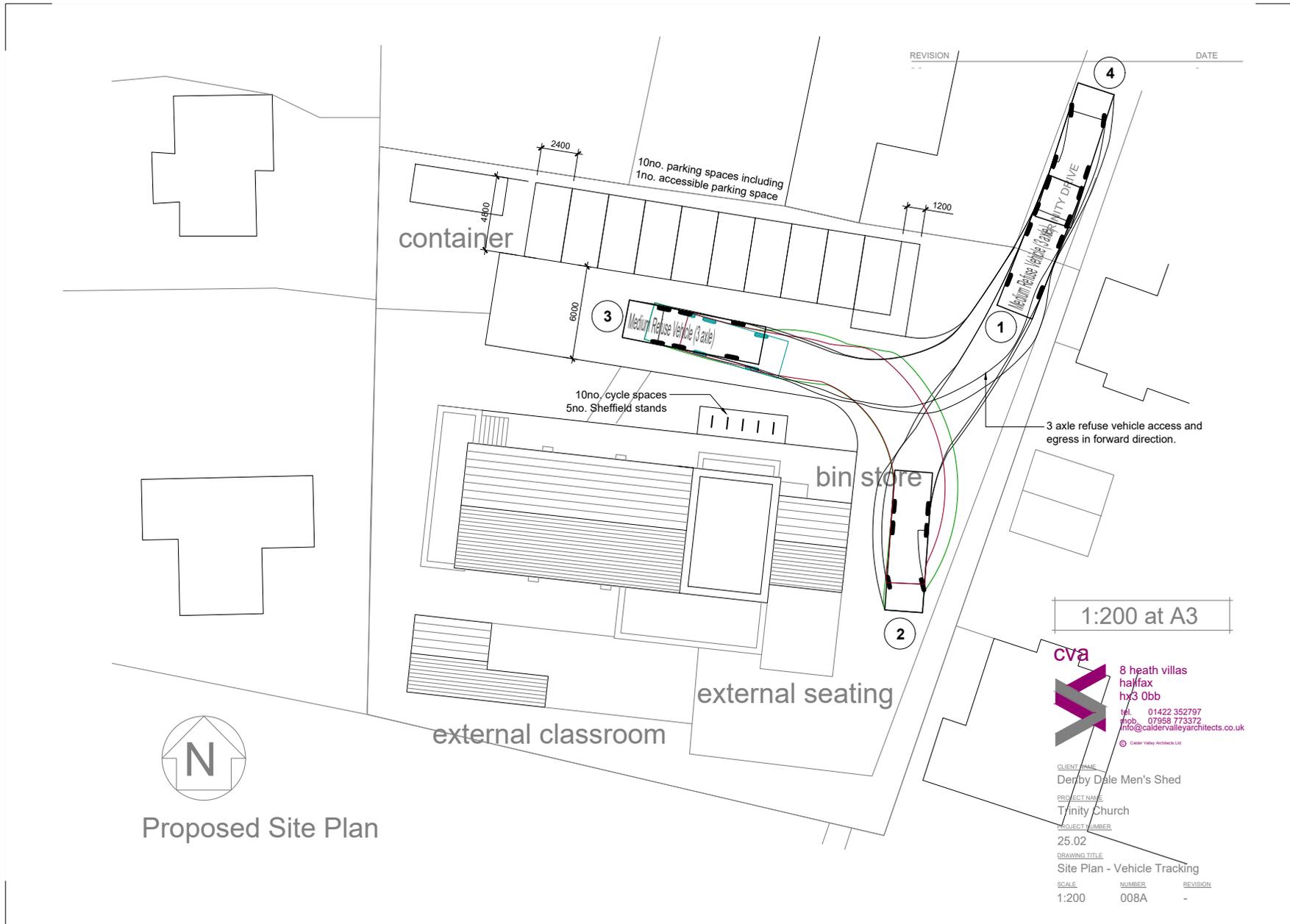
We will use our notice boards to display bus and train timetables as well as show safe cycling routes and footpaths in the lobby of the building. Where possible we will encourage members to car share and thus reduce the number of single car journeys to the workshop.

By combining these approaches, we believe we can reduce our environmental footprint and encourage healthier, more active lifestyles among our members and visitors.

## **7. Conclusion**

This statement shows that proposed community workshop will be a low-transport impact development. It will provide sufficient parking to prevent overspill onto village roads and helps promotes sustainable transport. We conclude that there are no significant transport grounds for refusal.

# Appendix 1.0 Site Plan Vehicle Tracking



Appendix 2.0 Visibility Splay

