80 Marsh Lane, Shepley Huddersfield

Access Statement

August 2025

Project number 2452

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Quality Management

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1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Access Statement in relation to a proposed residential development of three detached dwellings on land to the northwest of Marsh Lane, Shepley, in Huddersfield.

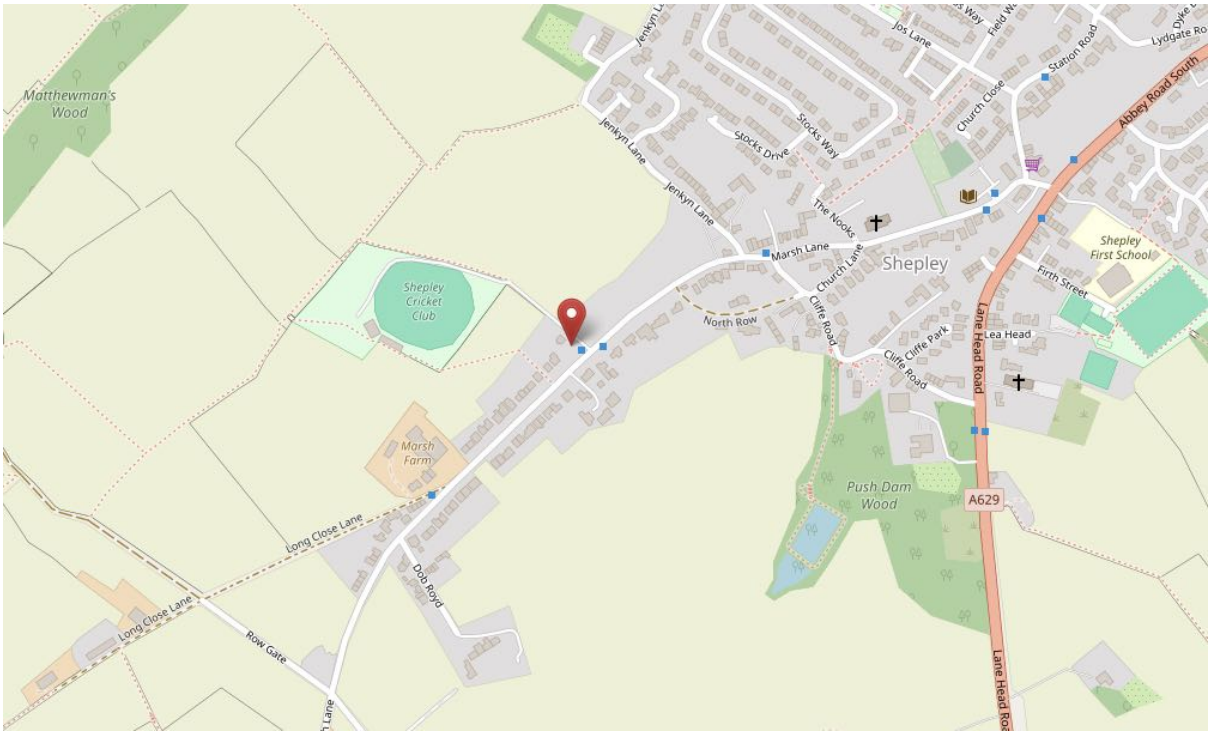


Figure 1 Site location

1.2 The proposed development site is positioned approximately 603 metres to the west of the junction of Marsh Lane and the A629 Lane Head Road / Abbey Road South, and around 1.1 km to the southwest of Shepley rail station. The proposed development site is within the administrative boundary of Kirklees Metropolitan Council (KMC).

1.3 The plan within Figure 1 shows the site location in relation to the local highway network.

1.4 Presently, the application site contains the dwelling known as 80 Marsh Lane and its associated garden area. The site is bound by fields to the north, a private access arrangement serving stables to the east, Marsh Lane to the south, and further residential dwellings to the west.

1.5 The development proposals are comprised of the construction of three residential dwellings served via a private drive arrangement off Marsh Lane. The existing dwelling, number 80 Marsh Lane, will be demolished as part of the proposals.

1.6 The development proposals can be found within Appendix A.

1.7 This Access Statement demonstrates that:

- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.

- Efficient and suitable access to the site can be established from Marsh Lane.

- The trip generations of the proposals will not result in a significant residual impact on the local transport network.

1.8 The purpose of this Access Statement is to support the proposed application. Following this introduction, the Access Statement is organised into the following sections:

- 2.0 Existing Situation: examines the current site utilisation and reviews the local road safety records.

- 3.0 Development Proposals: outlines the proposed development and provides information pertaining to the site's proposed access routes.

- 4.0 Traffic Impact: analyses the potential influence of the development on local traffic patterns.

- 5.0 Conclusion: contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

2.1 Site Description

2.1.1 The proposed development site, as shown within Figure 1, is located approximately 603 metres to the west of the junction of Marsh Lane and the A629 Lane Head Road.

2.1.2 The application site currently contains the dwelling known as 80 Marsh Lane and its associated garden area. 80 Marsh Lane is accessed via a gated private drive drop-crossing arrangement off Marsh Lane. A bird's-eye view of the existing site can be found within Figure 2.



Figure 2 Bird's-eye view of site

2.1.3 The access will be upgraded as part of the development proposals, which can be found within Appendix A.

2.2 Local Highway Network

Marsh Lane

2.2.1 The development proposals will take access from Marsh Lane, a 1.6 km stretch of road connecting the A635 in the south to the A629 in the northeast via its junctions with Penistone Road and Lane Head Road / Abbey Road South respectively.

2.2.2 Towards the site frontage, Marsh Lane is subject to a 30-mph speed limit and is constructed as a two-way single carriageway, providing a kerb-to-kerb carriageway width of around 8.2 metres. Footways are provided to both sides of the carriageway, measuring approximately 2 metres in width. A bus stop is located to the site's frontage onto Marsh Lane.

2.2.3 Marsh Lane largely provides access to residential properties and a small amount of farm accesses.

A629 Lane Head Road / Abbey Road South

2.2.4 The A629 forms a junction with Marsh Lane within the village centre of Shepley and continues in a generally northerly and southerly direction.

2.2.5 To the north the A629 continues initially as Abbey Road South, Abbey Road North, and finally Penistone Road. This stretch of the A629 connects Shepley, and the development site, to the A642 at the eastern edge of the town of Huddersfield via Thunder Bridge, Highburton, and Fenay Bridge.

2.2.6 To the south the A629, initially known as Lane Head Road, connects the proposed development site to the northern boundary of the city of Sheffield, via Birdsedge, Ingbirchworth, Thurgoland, and Wortley.

A635 Penistone Road

2.2.7 The A635 establishes a junction with Marsh Lane at the southwest boundary of Shepley and continues in a mainly westerly and easterly direction.

2.2.8 To the west, the A635 provides a connection into the city centre of Manchester, where it becomes the A57(M). The A635 travels through New

Mill, Holmfirth, Greenfield, Mossley, Stalybridge, and Ashton-under-Lyme along its route to Manchester.

2.2.9 To the east, the A635 connects the proposed development site to the centre of the market town of Barnsley via Upper Cumberworth, Denby Dale, Nether End, and Cawthorne.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident data records for the 5-year period up to December 2023 within the vicinity of the proposed development site have been obtained from Collision Plot. This data encompasses any incidents which may have occurred within 250 metres in either direction of the proposed development site's access onto Marsh Lane.

2.3.2 Figure 3 provides a map showing the location of any accidents which may have occurred within this search area, as well as the severity of each incident (green = slight, blue = serious, red = fatal).

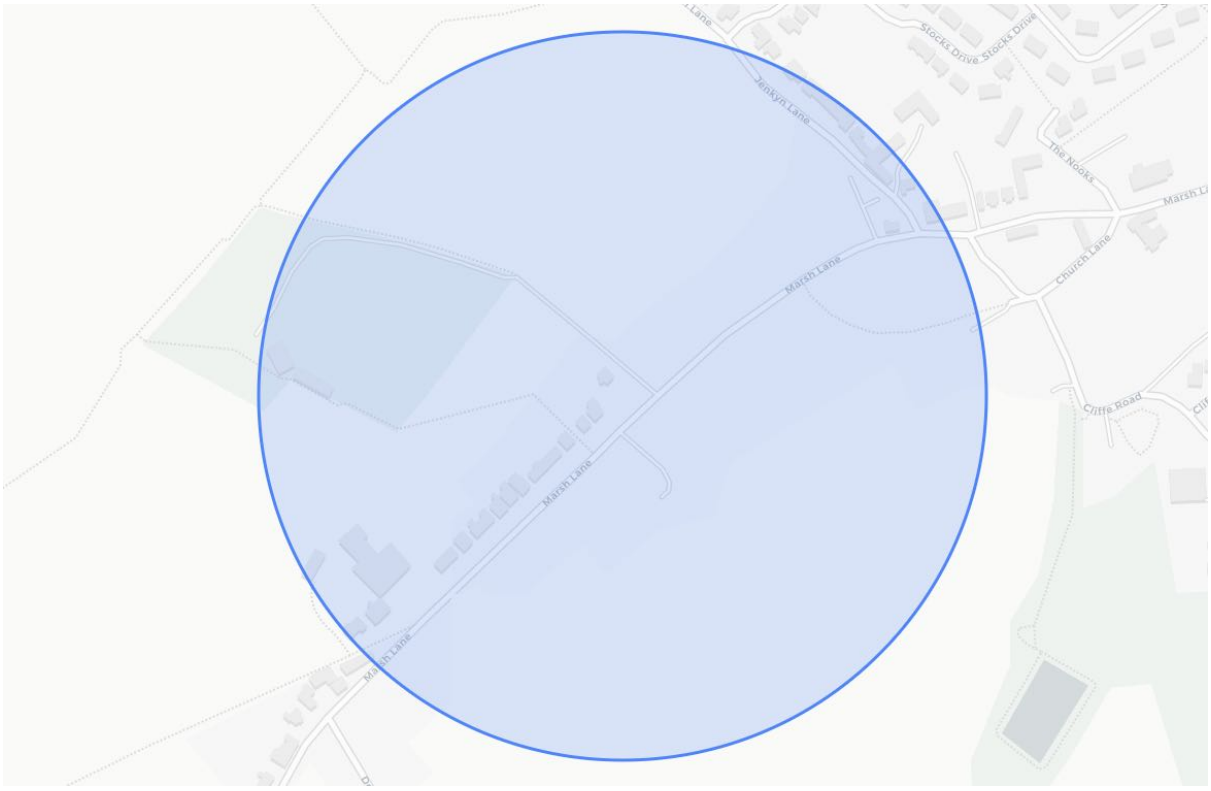


Figure 3 Collision Plot search area

2.3.3 Within the search area stated above, as shown in Figure 3, there have been 0 injury accidents. As such, the data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The development proposals are comprised of the construction of three residential dwellings served via a private drive arrangement off Marsh Lane. The existing dwelling, number 80 Marsh Lane, will be demolished as part of the proposals.

3.1.2 The development proposals can be found in full within Appendix A.

3.2 Access and Parking Provision

3.2.1 The site will be accessed via a private drive arrangement to the southwestern boundary of the site, served from 80 Marsh Lane.

3.2.2 Visibility splays with an X-distance of 2.4 metres and a Y-distance of 43 metres, commensurate with a 30-mph speed limit road, can be achieved in both directions along Marsh Lane from the proposed development site. These visibility shows are shown on the plan found at Appendix A.



Figure 4 Kirklees residential car parking standards

3.2.3 Each dwelling will have the benefit of parking to at least what is set out within the Kirklees Council Development Delivery Planning Pre-Application

and Application Advice Note. These parking standards can be found within Figure 4.

3.2.4 The proposed dwellings will each be provided an electric vehicle charging point in accordance with current guidance to promote sustainable travel by encouraging low-carbon and ultra-low-emission forms of transport.

3.3 Pedestrian and Cycle Provision

3.3.1 Pedestrians will gain access to the development from the footway to the site frontage along Marsh Lane.

3.3.2 Secure cycle storage facilities will be provided within the proposals, the type, and location to be agreed with KMC.

3.4 Servicing

3.4.1 Servicing for the site will be undertaken on-street, similar to the neighbouring dwellings served off Marsh Lane. A bin collection pad will be provided close to the proposed access point.

4.0 Traffic Impact

4.1 Existing Traffic

4.1.1 Presently, the application site contains the dwelling known as 80 Marsh Lane and its associated garden area. The existing dwelling, number 80 Marsh Lane, will be demolished as part of the proposals.

4.1.2 The table shown within Figure 5 provides the likely trip rates and traffic generations based on TRICS data of a single residential dwelling during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The TRICS output can be found in full in Appendix B.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.115	0.423	0.538	0.192	0.192	0.384
Traffic Generations	0.115	0.423	0.538	0.192	0.192	0.384

Figure 5 Existing trip rate and traffic generations

4.1.3 The table in Figure 5 identifies that existing dwelling likely generates up to 1 trip in the AM and PM peaks, respectively.

4.2 Proposed Traffic

4.2.1 The development proposals are comprised of the construction of three residential dwellings served via a private drive arrangement off Marsh Lane. The existing dwelling, number 80 Marsh Lane, will be demolished as part of the proposals.

4.2.2 The table shown within Figure 6 provides the likely trip rates and traffic generations of the proposed residential dwelling during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The TRICS output can be found in full at Appendix B.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.115	0.423	0.538	0.192	0.192	0.384
Traffic Generations	0.346	1.269	1.615	0.577	0.577	1.154

Figure 6 Proposed trip rate and traffic generations

4.2.3 The table within Figure 6 identifies that the proposed development has the potential to generate around 1-2 trips in both the AM and PM peaks. This minor level of additional trips could be easily accommodated and will have no material impact on the local network, and will not add to any perceived congestion at peak times.

4.2.4 It is considered that the anticipated level of traffic generated by the proposed development, based upon TRICS data, would have no material impact on the safe operation of the local highway network.

5.0 Conclusion

5.1 This Access Statement presents the existing characteristics of the proposed development site. The development proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals within the existing situation.

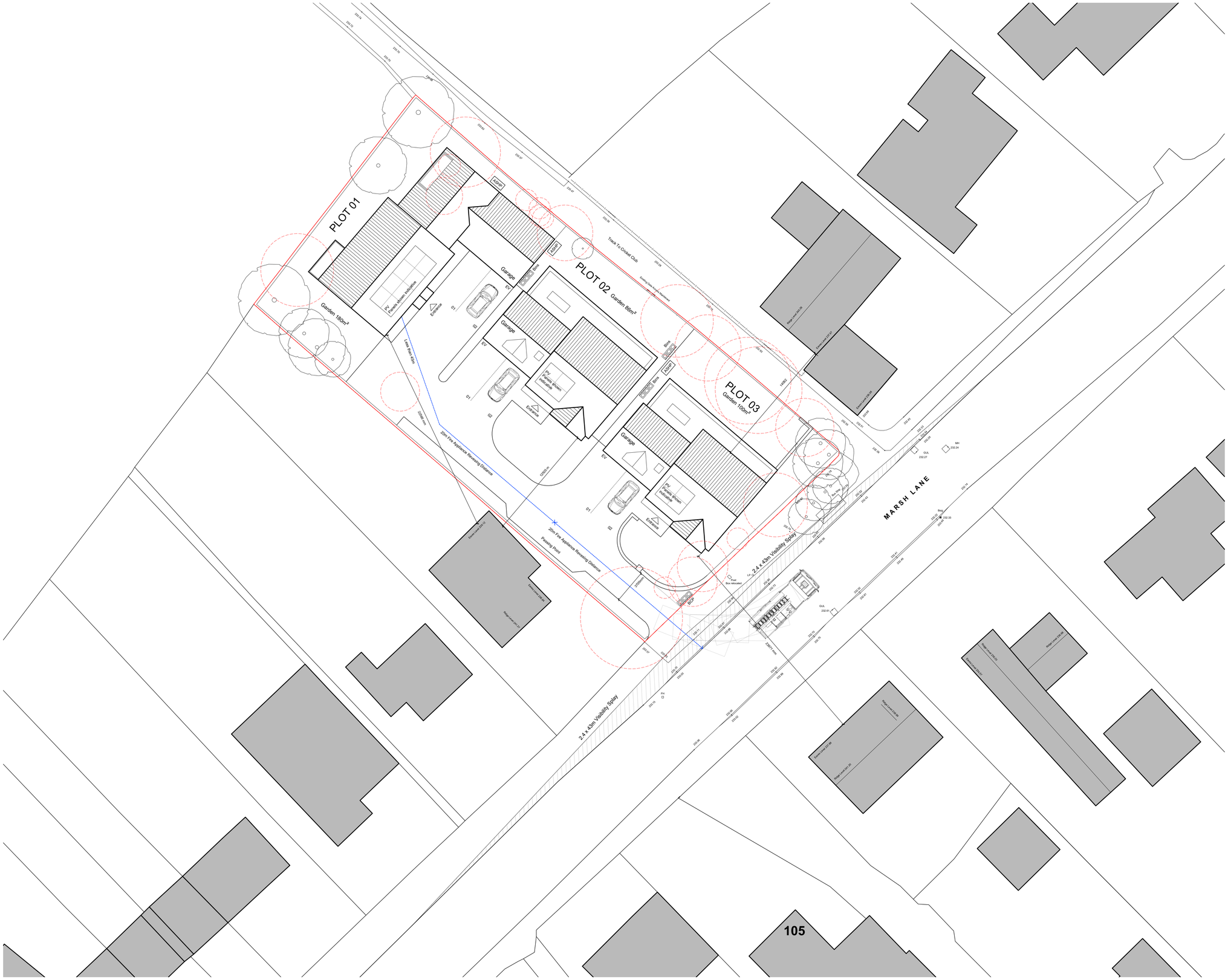
5.2 Presently, the application site contains the dwelling known as 80 Marsh Lane and its associated garden area. The site is bound by fields to the north, a private access arrangement serving stables to the east, Marsh Lane to the south, and further residential dwellings to the west.

5.3 The development proposals are comprised of the construction of three residential dwellings served via a private drive arrangement off Marsh Lane. The existing dwelling, number 80 Marsh Lane, will be demolished as part of the proposals.

5.4 It is considered that the anticipated level of traffic generated by the proposed development would not be significantly discernible from the daily fluctuations in flows that could be expected on the local highway network. The level of the traffic generated by the proposals can be accommodated and, as such, will not significantly add to any congestion at the peak times on the local highway network.

5.5 It is therefore concluded that the development should be considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A
Development Proposals


PLOT 01
Garden 180m²
PV Panels shown indicative
Entrance
Garage
01
02
PLOT 02 Garden 86m²
Track 'n Cricket Club
Late Run 43m
20m Fire Appliance Reversing Distance
Pedalling Point
PLOT 03
Garden 100m²
Bin
Bin Store
4.5m
MARSH LANE
2.4 x 43m Visibility Splay
Ridge Level 232.33
Eaves Level 228.96
Ridge Level 232.12
Eaves Level 228.75
Ridge Level 232.12
Eaves Level 228.75
Ridge Level 232.33
Eaves Level 229.16
Ridge Level 232.33
Eaves Level 229.16
Ridge Level 232.33
Eaves Level 229.16

Appendix B
TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	1 day
	MW	MEDWAY	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	0.19 to 0.3 (units:DWELLS)
Range Selected by User:	4 to 10 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	1 days
Monday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town	1 days
Neighbourhood Centre (PPS6 Local Centre)	1 days
Suburban Area (PPS6 Out of Centre)	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days

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Secondary Filtering Selection:

Use Class:

C3	3 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

800 - 2703

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	2 surveys
50,001 to 75,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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1 **HF-03-A-05** **TERRACED HOUSES** **HERTFORDSHIRE**
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Site area: 0.19 hect
Survey date: Monday 05/06/2023 Survey Type: Manual

2 **MW-03-A-01** **DETACHED & SEMI-DETACHED** **MEDWAY**
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 0.2 hect
Survey date: Friday 22/09/2017 Survey Type: Manual

3 **NY-03-A-13** **TERRACED HOUSES** **NORTH YORKSHIRE**
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.3 hect
Survey date: Wednesday 10/05/2017 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DN-03-A-06	10-10-2018	Republic of Ireland
EN-03-A-02	14-09-2022	Greater London
HF-03-A-04	08-06-2021	Removed: Site re-surveyed by HF-03-A-05

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	9	0.154	0.423	0.577
08:00-09:00	3	9	0.115	0.423	0.538
09:00-10:00	3	9	0.115	0.077	0.192
10:00-11:00	3	9	0.077	0.077	0.154
11:00-12:00	3	9	0.077	0.192	0.269
12:00-13:00	3	9	0.269	0.192	0.461
13:00-14:00	3	9	0.231	0.154	0.385
14:00-15:00	3	9	0.308	0.308	0.616
15:00-16:00	3	9	0.115	0.192	0.307
16:00-17:00	3	9	0.423	0.231	0.654
17:00-18:00	3	9	0.192	0.192	0.384
18:00-19:00	3	9	0.269	0.231	0.500
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.345	2.692	5.037

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	10/05/2017 - 05/06/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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