

West House, Oxford Road, Gomersal

Highways Supporting Statement

16th January 2026

AMA Project Number: 21124/IJT/AMM

INTRODUCTION

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) in support of a support of a planning application for a residential development consisting of nine dwellings on land at West House, Gomersal.

The proposed site layout plan is attached in [Appendix A](#).

This Statement sets out the following elements:

- ▶ Description of Site Location
- ▶ Details of the Local Highway Network
- ▶ Collision Data
- ▶ On the basis of the recorded data, there is no evidence of a pattern or trend of collisions in the vicinity of the site accesses. The local highway network is therefore considered to operate safely.
- ▶ Sustainable Modes Access
- ▶ Description of Existing Land Use
- ▶ Proposed Development and Access Proposals
- ▶ Parking
- ▶ Refuse Collection and Servicing
- ▶ Traffic Generation and Likely Highways Impact
- ▶ Conclusion

This Statement is also supported by the following Figures and Appendices:

- ▶ [Figure 1](#) – Indicative Site Location Plan
- ▶ [Appendix A](#) – Proposed Site Layout
- ▶ [Appendix B](#) – Proposed Visibility Splays

DESCRIPTION OF SITE LOCATION

The site is situated within the settlement boundary of West House, which is a Grade II detached dwelling, bound to the north by residential dwellings; to the east by A651 Oxford Road; and to the west by Latham Lane. A site location plan is provided in [Figure 1](#).

The site consists of undeveloped grassland associated with the house. The boundary of the site is surrounded by Trees with TPOs.

The Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Kirklees Council (KC).

Figure 1 **Site Location Plan**



DETAILS OF THE LOCAL HIGHWAY NETWORK

There are two parcels of the proposed development on the land at West House, Gomersal. The northeastern site will be accessed via a new private access via A651 Oxford Road, and the second site to the southwest of the application site, will be accessed via the existing private access with Latham Lane.

A651 Oxford Road, a single-carriageway, two-way road with an approximate north-south alignment. It's subject to a 30mph speed limit and is equipped with street lighting and pedestrian footways on both sides. The road also features central hatching and a pedestrian refuge island approximately 40m south of the access, and to the north, Oxford Road form a signal-controlled crossing with A652 Dewsbury Road.

To the north, Oxford Road routes through the settlement of Birkenshaw before connecting to A650 Tong Street, which provides access toward Bradford. To the south, it passes through Gomersal and towards Heckmondwike. To the south of the site access, Oxford Road intersects with A643 Spen Lane at a signal-controlled crossroads.

The southwestern access will connect to Latham Lane, a single-carriageway, two-way road with a 20mph speed limit and an approximate north-south alignment. To the north, it provides access to residential dwellings before forming a dead end. To the south, it connects with the wider highway network via West Lane. West Lane forms a priority-controlled T-junction featuring a stop line, with Oxford Road.

The local road network provides key connections to the strategic highway network. From the A651, traffic can route via West Lane, Latham Lane, and Cliffe Lane to the A638 Bradford Road, which leads to the Chain Bar Roundabout and provides access to the M62 and M606 motorways.

COLLISION DATA

To consider the last five years of Personal Injury Collision (PIC) data within the vicinity of the site, an initial study of the CrashMap database has been conducted. The study area includes 200m north and south of the site access on Oxford Road, as well as 200m north and south of the site access on Latham Lane. The most recent five-year period (2020 – 2024) of available data has been considered ensuring the study is up to date.

There has been one 'serious' collision, and zero 'slight' or fatal collisions recorded within the study period.

The incident occurred during November 2024, approximately 185m south of the site on Oxford Road. The incident involved three cars, resulting in one 'serious' injury to a passenger.

On the basis of the recorded data, there is no evidence of a pattern or trend of collisions in the vicinity of the site accesses. The local highway network is therefore considered to operate safely.

SUSTAINABLE MODES ACCESS

The site is considered to be situated within a sustainable location.

Footways are provided along both sides of Oxford Road to the east of the northern proposed dwellings, with a pedestrian refuge islands located approximately 100m and 230m south of the site access, as well as a signal control pedestrian crossing located approximately 130m north. Located approximately 50m south of the southern development off Lantham Lane, pedestrian footways are accessible which connect to the wider footway network.

Within proximity of the site, there are numerous Public Rights of Way (PRoW). The nearest is (Route Code: SPE/48/10) located along the southern boundary of the southern application site, providing a traffic free walking route between Lantham Lane and Oxford Road.

Within a 2km catchment of the proposed development, the majority of Gomersal can be accessed, providing access to a range of facilities and amenities including; Little Latham Farmers Nursery (c. 850m); Gomersal Primary School (c. 1km); Sainsbury's Local (c. 1.1km); Gomersal Pharmacy (c. 1.3km); Morrison's Daily (c. 1.4km); as well as numerous local pubs, restaurants and businesses.

Within an acceptable 5km cycling catchment of the site, the residential settlements of Birkenshaw; Drighlington; Birstall; Batley; Heckmondwike; Cleckheaton; and Oakenshaw can be accessed providing access to a wider range of facilities and amenities.

There are four bus stops located within a 400m walking catchment of the site. The nearest bus stop to the development site is located approximately 40m north of the proposed development site on the A651 Oxford Road. Both of the bus stops are equipped with bus stop flags and timetabling information.

The peak frequencies of the bus services that call at these stops are summarised in [Table 1](#) below.

Table 1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
254	Brighouse – Leeds	Every 30 Minutes 04:51 – 22:50	Every 30 Minutes 06:01 – 22:50	Every 60 Minutes 08:50 – 22:50
255	Halifax – Leeds	Every 30 Minutes 05:21 – 18:00	Every 30 Minutes 06:31 – 18:50	Every 60 Minutes 08:20 – 18:20
263	Bradford – Dewsbury	One AM and PM Service	-	-
624A	Batley – BBG Academy	School Service	-	-

As detailed within [Table 1](#), the bus services provide access to approximately four buses per hour (bph) in both directions on weekdays, and Saturdays, and two bph in both directions on Sundays to notable destinations such as Leeds, Huddersfield and Halifax.

The information presented above demonstrates that the site is well located to local services and amenities and to public transport facilities.

It is therefore considered that future residents will not be reliant on the private car to undertake everyday journeys. The site is therefore considered to be accessible by non-car modes, in line with local and national transport planning policy.

DESCRIPTION OF EXISTING LAND USE

The development site forms part of the grounds of West House, a Grade II listed dwelling. The land is predominantly grassland, with tree cover around the boundaries, including several protected by Tree Preservation Orders (TPOs).

PROPOSED DEVELOPMENT AND ACCESS PROPOSALS

The proposed development comprises nine residential dwellings within the grounds of West House, Gomersal. The scheme is arranged in two distinct parcels:

- ▶ Northern parcel – four dwellings, to be accessed via an upgraded private access onto Oxford Road.
- ▶ Southern parcel – five dwellings, to be served by a new private access onto Latham Lane.

The two parcels are independent of one another, with no internal vehicular connection proposed. The indicative site layout is provided at [Appendix A](#).

The proposed access to the northern parcel will upgrade an existing informal gated access onto Oxford Road. The new arrangement has been designed with a 4m carriageway width and 45 degree splays. The proposed access also achieves 2m pedestrian intervisibility splays in line with *Manual for Streets* (MfS) guidance.

The access is positioned immediately to the south of an existing private drive serving a single dwelling. As traffic associated with both the existing property and the proposed four dwellings will be very limited, the likelihood of any conflict between the two access points is considered negligible.

The southern parcel of the development will be served by a new private drive connecting to Latham Lane. The access has been designed with a 4m carriageway width and 6m radii.

Both Oxford Road and Latham Lane are subject to a 30mph speed limit. Visibility splays of 2.4m x 43m can be achieved in both directions from both accesses, in line with MfS. The proposed site access and visibility splays can be seen as attached in AMA Drawing No. AMA-21124-SK012 and is attached at [Appendix B](#).

PARKING

Parking for the dwellings is to be provided in line with the required KC standards set out within the 'Kirklees Council - Highway Design Guide - October 2018' Parking for the residential units will be provided in line with KC Parking Standards minimum parking requirements as outlined below:

- ▶ 2-3 Bedrooms – 2 spaces per dwelling;
- ▶ 4-5 Bedrooms – 3 spaces per dwelling; and
- ▶ Visitor parking – 1 per 4 dwellings.

Where garages are provided as the spaces detailed above, these will have minimal internal dimensions of 3m x 6m, in line with KC requirements.

Each dwelling will be provided with secure cycle parking and facilities for electric car charging.

REFUSE COLLECTION AND SERVICING

The site would be accessed by a KC standard refuse vehicle. Designated bin collection points will be located within 25m of the adopted highway, with refuse collection being undertaken from the roadside, in line with the surrounding area.

The proposed access points have been designed to ensure delivery and emergency vehicles can access and egress the site in a forward gear as shown in AMA drawing no. AMA-21124-ATR001 as attached at [Appendix C](#).

TRAFFIC GENERATION AND LIKELY HIGHWAYS IMPACT

The TRICS database was interrogated, however there was insufficient data to generate a reliable average trip rate. Therefore, a robust, generic trip rate of 0.8 two w-way car movements has been applied to the AM and PM peak hours.

The time period of 08:00 to 09:00 has been assumed for the AM peak period, whilst the time period of 16:00 to 17:00 has been assumed for the PM peak period which represents the highest trip rates in each of the network peak periods.

The vehicle trip rates derived are summarised in **Table 2** and have been factored against nine dwellings.

Table 2 *Peak Hour Trip Rates and Trip Generation*

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.2	0.6	0.8	0.5	0.3	0.8
Trip Generation	2	5	7	5	3	7

On this basis, the trip generation of the proposed scheme will result in one additional trip to the local highway network every 7-minutes during the peak hours.

As the two parcels of the development are accessed from different access point, it is anticipated that the northern site, accessed from Oxford Road will generate three two-way movements in the AM and PM peak periods, and that the southern development, accessed from Lantham Lane, will generate four two-way movements in the AM and PM peak periods.

It is considered that this level of vehicle movement would not result in any significant or severe impacts on the local highway network and would be imperceptible.

CONCLUSION

It is considered that the information contained in this Statement provides sufficient detail to demonstrate that the impact of the proposals will not be detrimental to the local highway network.

The proposed development is not expected to generate a significant level of vehicle movements and will therefore not result in a severe impact in highway capacity terms. There should therefore be no transport-based objections to the proposals.

APPENDICES

Appendix A Proposed Site Layout

Appendix B Proposed Visibility Splays

Appendix C Swept Path Analysis

Appendix A
Proposed Site Layout

P:\3427 West House, Gomersal\0.00 Drawings\0.01 Project Drawings\3427 - Proposed Site Model (0.1).rvt				
Copyright of this drawing remains the sole property of Den Architecture Ltd unless otherwise assigned in writing. Do not scale from this drawing. Figures dimensions are to be worked in all cases with any discrepancies reported to Den Architecture Ltd prior to commencement of any work.				
Northpoint:				
Rev	Date	Amendments	By	Chkd
A	22/12/2025	Trees updated to match the latest tree survey	ND	ADP

Landscape Key

- Site boundary
- Land with applicants ownership
- Existing Features
 - Existing trees retained
 - Existing trees removed
 - Existing Root Protection Area
 - Existing stone wall retained
 - Existing pond retained
- Proposed Landscape Features
 - Privet/ Beech hedgerow with estate railing (within public space)
 - Privet hedgerow with estate railing (within privet ownership)
 - Estate railings
 - Low stone wall with estate railings
 - Proposed native trees (extra heavy standard)
 - Proposed native woodland with individual standard trees
 - Mown amenity grassland
 - Species rich neutral grassland with native bulb planting
 - Species rich neutral grassland
 - Ornamental feature shrub planting
 - Access roads - Tobermore, Tegula block paving (Colour: Slate)
 - Tarmac
 - Private drives and patios - Tobermore, Tegula block paving (Colour: Bracken)
 - Proposed Bin Store location
 - Line of Visibility Splay

(Site Plan to be read in conjunction with landscape drawing prepared by Draw (UK) Ltd - 041-25-D1)

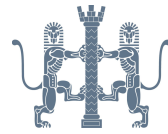
All tree information taken from Survey Drawing provided by James Royston Arboricultural Consultants, Refer to ARB Impact Assessment and Method Statement

0 5 10 50 M



8 Wharf Street,
Leeds, LS2 7EQ

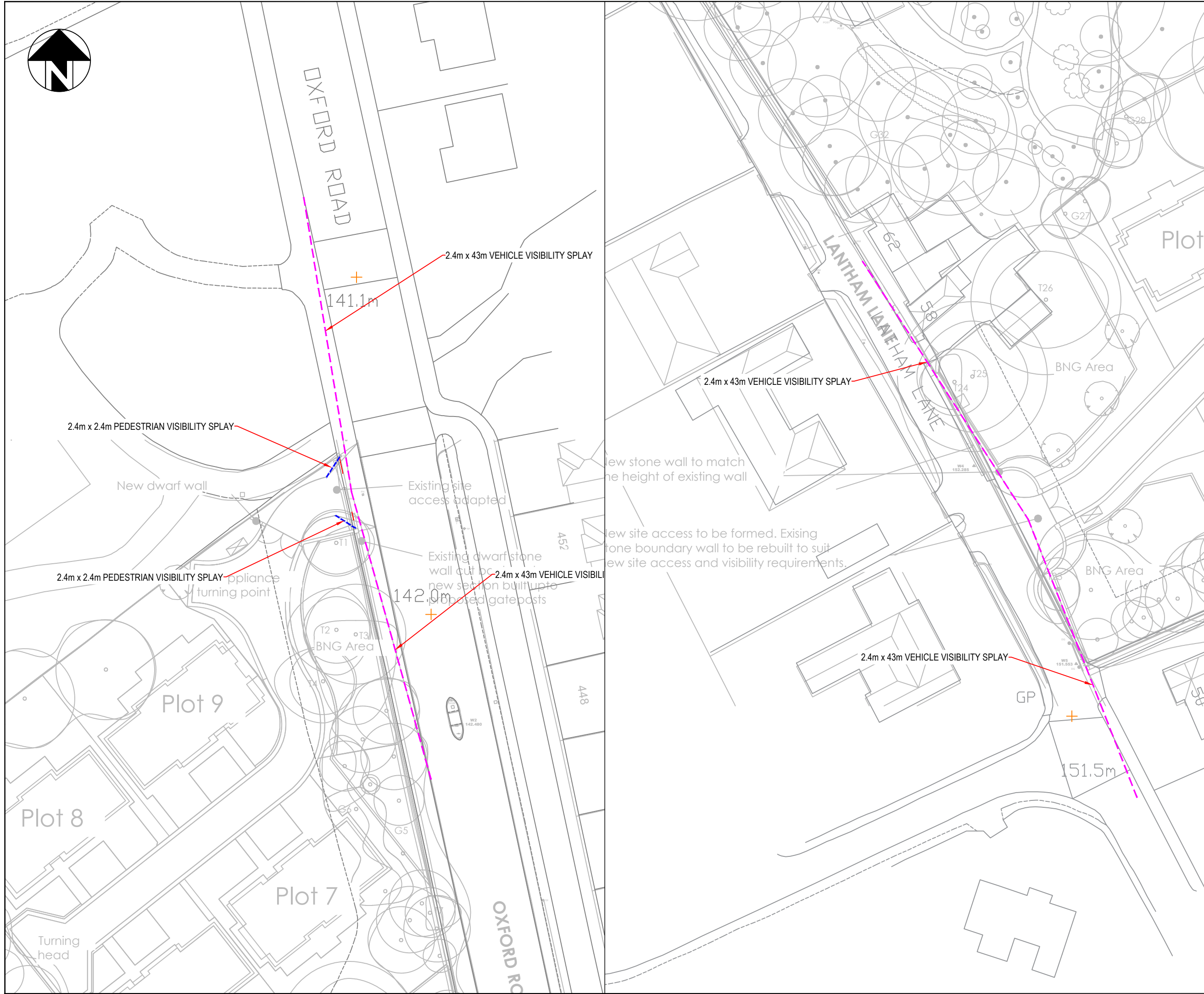
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Project: Proposed Residential Development, West House, Gomersal, BD19 4AU			
Client: Empire Real Estate Developments Ltd			
Dwg Title: Proposed Site Plan - Overall			
Date: Dec 2025	Scale: As indicated	Drawn: ND	Checked: ADP
Project No: 3427	Size: A1	Status: -	
Drawing Number: 3427-DEN-X-ZZ-DR-A-1100			Revision: A

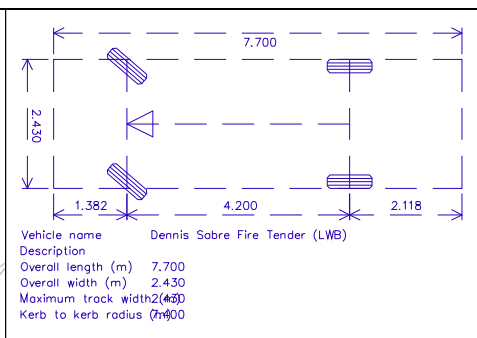
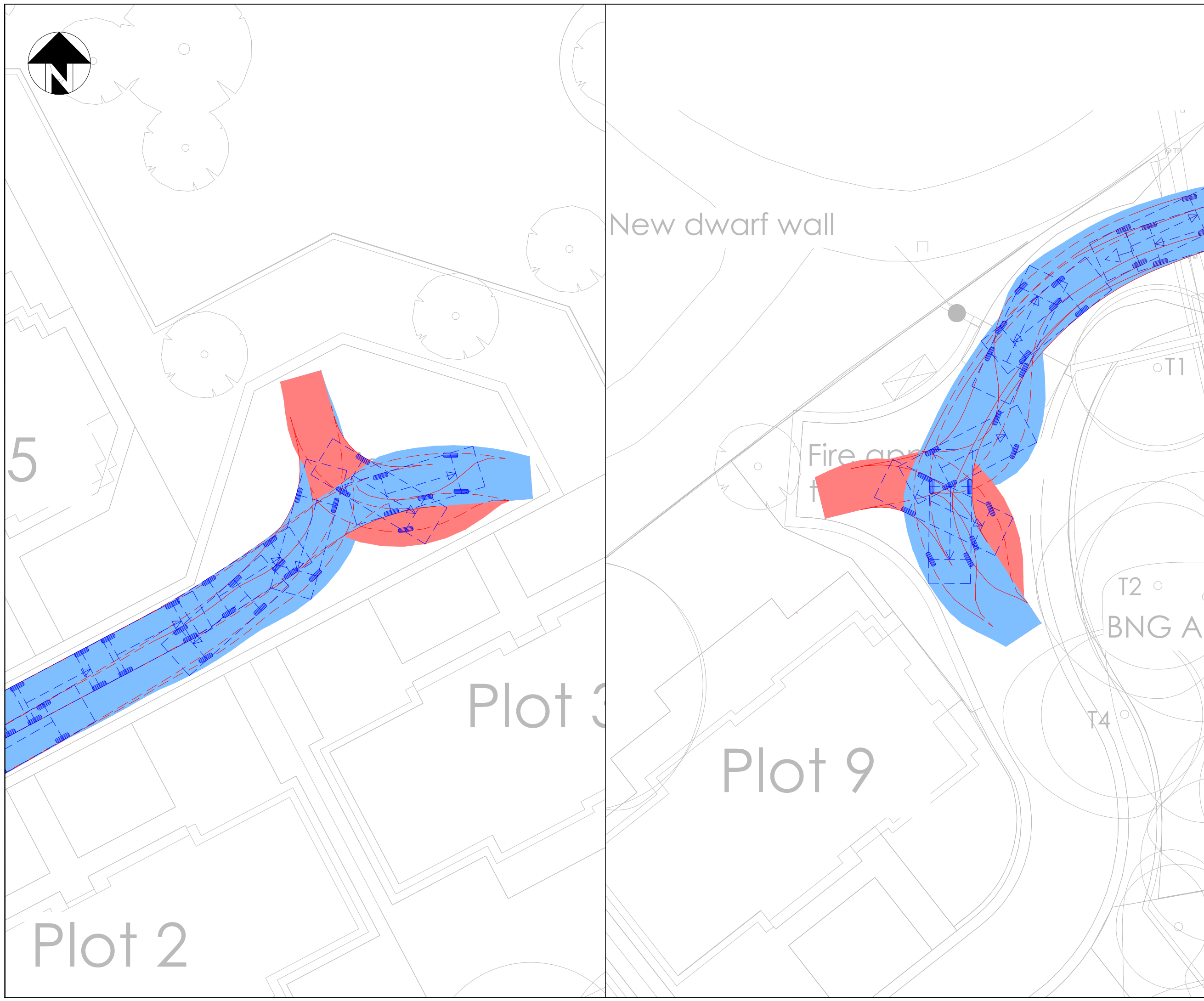
Proposed Site Plan - Overall 1 : 500

Appendix B
Proposed Visibility Splays



P02	Updated Site Layout	16.01.26	IJT
P01	Preliminary Issue	15.08.25	IJT
 ANDREW MOSELEY ASSOCIATES		Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk	
Project: WEST HOUSE, OXFORD ROAD, GOMERSAL			
Client: EMPIRE REAL ESTATE DEVELOPMENT LTD			
Drawing: PROPOSED SITE ACCESS AND VISIBILITY SPLAYS			
Drawn By: IJT		Date: 16.01.26	
Checked: AMM		Scale: 1:500	Paper: A3
Drawing No. AMA-21124-SK011			Rev. P02

Appendix C
Swept Path Analysis



P03	Updated Site Layout	16.11.2026	IJT
P02	Updated to Suit Revised Layout	17.10.2025	SA
P01	Preliminary Issue	12.09.2025	AMM



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Project:

**WEST HOUSE, OXFORD ROAD,
GOMERSAL**

Client:

**EMPIRE REAL ESTATE
DEVELOPMENT LTD**

Drawing:

**DENNIS FIRE TENDER SWEPT PATH
ANALYSIS**

Drawn By: IJT	Date: 16.01.26	
Checked: AMM	Scale: 1:250	Paper: A3
Drawing No. AMA-21124-ATR001-1.1	Rev. P03	