



Upperthong (land off), Upperthong, Holmfirth

Highway Statement
November 2020

Project number 1895

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Quality Management

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1.0 Introduction

1.1.1 Paragon Highways have been appointed to prepare this Highway Statement relating to the submission of an outline planning application for a proposed residential development (1 dwelling) on land off Upperthong Lane, Upperthong, Holmfirth, in the district of Kirklees. Appendix A shows the site location in relation to the local highway network.

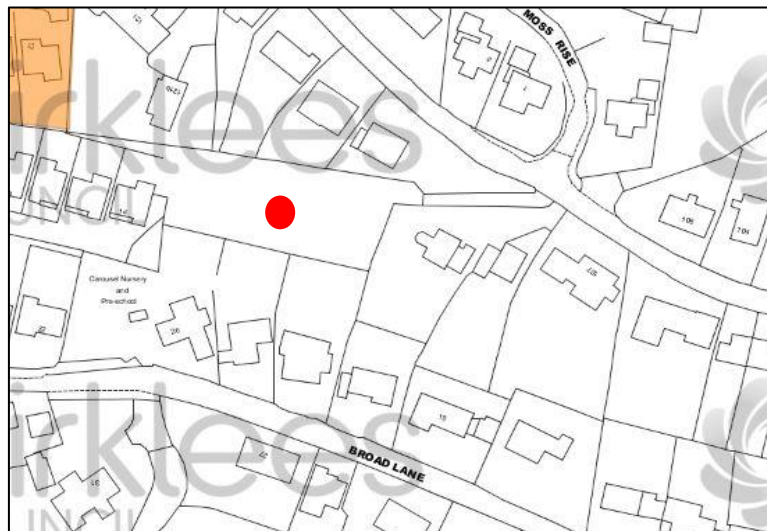
1.1.2 The site area is set in a semi-rural location and is bounded by residential properties to the east, south and west, with Upperthong Lane lying to the north. The application site area was previously land utilised for agricultural purposes. See extract plan below which identifies the proposed application site area.



1.1.3 The proposed development consists of the construction of one detached dwelling, at this stage of the outline planning process the applicant is purely seeking reserved matters for access, please see indicative plan at Appendix B illustrating a single dwelling.

1.1.4 The dedicated private driveway, will utilise an existing gated arrangement and is served directly off Upperthong Lane to the north east of the site and will lead to the proposed dwelling with associated parking provision along with amenity area and turning facility.

- 1.1.5 The site which is the subject of this application is located in a residential area with several new small-scale residential developments in the immediate locality. The most recent of these being Upper Croft, located to the immediate west of the proposed site, which is presently under construction.
- 1.1.6 The site is unallocated within the Kirklees Local Plan which was adopted in February 2019.
- 1.1.7 An extract of the policies map on the following with the proposal area identified with a red marker clearly shows the site in relation to existing development.



Kirklees Local Plan Extract

2.0 Existing Situation

2.1.1 Site Description

- 2.1.2 The application site comprises of an area of land located within the small village of Upperthong, places to the east of the town of Holmfirth, West Yorkshire in the district of Kirklees. The village of Upperthong is identified on the application site plan on the subsequent page below and the site location plan at Appendix A.



Site Location Plan

2.1.3 Upperthong is primarily a residential area with large pockets of agricultural land on its perimeter and lies to east of the town of Holmfirth.

2.1.4 The proposed site is made up of an area of land previously utilised for agricultural purposes. The site is positioned off Upperthong Lane which is situated in the centre of the village of Upperthong. Its location offers immediate access to several locally operated stores, hot food outlets, schools, places of worship, restaurants/public houses, generally within Holmfirth, and numerous adjoining settlements as identified on the pedestrian and cycle catchment plan at Appendix C.

2.1.5 The application site is encompassed by residential properties to the north, south and east with a recently constructed residential development to the west.

2.1.6 The development area is presently made up of a sizeable area of vacant land previously used for agricultural purposes which is no longer required for this use.

2.1.7 Local Highway Network

2.1.8 The site is accessed via an existing private track served directly off Upperthong Lane which was historically accessed by the way of an existing, five-bar gate placed to the north east of the site (see photograph below).



Photograph 1: Existing Access

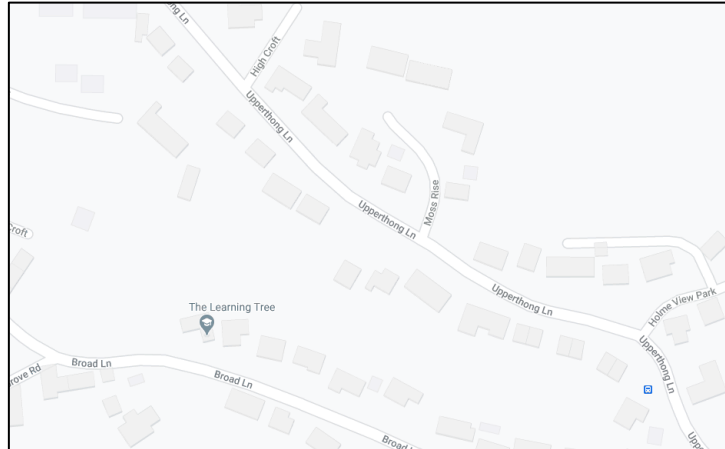
- 2.1.9 The five-bar gate has now been removed from the track entrance and the area opened up and cleared of overgrown foliage making the site safer to access – see photograph below.



Photograph 2: Existing Access

- 2.1.10 Upperthong Lane is a local residential road which serves the site along with a number of individually served residential properties and numerous culs-de-sacs along its full length. It is predominately a two-way single carriageway narrowing slightly in areas on the approach to the town centre of Holmfirth located directly to the east of the site. Upperthong Lane generally runs north to south commencing to the north of the site at its crossroads junction with Lydgetts, Hill Lane and Upperthong Town Gate. It then continues in a southerly direction for 1.3km where it connects with the A6402 (Huddersfield Road) to the east of the site allowing direct access to Holmfirth town centre and the neighbouring settlements.

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- 2.1.11 Due to limited width of the carriageway at particular points along Upperthong Lane, the footway provision is compromised with only elements of pedestrian provision provided to alternating sides of the carriage along its length. Given the semi-rural location of the site this type of shared surface is not uncommon. Due to the highway characteristics this has a significant positive impact on traffic speeds in the area.
- 2.1.12 The site is located within close proximity of public transport facilities in the form of bus services, with a hail and ride facility available along Upperthong Lane. This excellent door to door service allows easy access to the neighbouring settlements of Holmfirth, Meltham, Upperthong and Greenfield.
- 2.1.13 Further bus services are available from stops located on Greenfield Road, conveniently placed within the recommended walking distances.
- 2.1.14 Details of services available from these fare stages and hail and ride services are shown in the transport sustainability section below.
- 2.1.15 Road Traffic Accidents**
- 2.1.16 The information available on the Crashmap website, which is approved by the National Statistics Authority and reported on by the Department for Transport, identifies that there have been no recorded injury accidents over the last five years up to December 2019 within the search area.
- 2.1.17 The search area illustrated on the subsequent page identifies that there have been no recorded injury accidents and confirms that the local highway operates in a safe and efficient manner.



Crashmap Search Area

2.1.18 The good injury accident record in this locality does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development proposal.

3.0 Development Proposals

3.1.1 Proposed Development

3.1.2 The proposed development consists of the construction of one detached dwelling at this stage of the outline planning process the application is purely for the consideration of reserved matters for access purposes - at land off Upperthong Lane, Upperthong.

3.1.3 The development for one residential dwelling with private drive, turning area, dedicated bin store, attached garage and off-street parking provision along with garden area, served directly off Upperthong Lane.

3.1.4 Access

3.1.5 The site will be accessed via a dedicated private drive by the way of the existing access directly off Upperthong Lane - see photograph below. This will lead to the proposed property, parking and garden area, together with a dedicated turning facility to allow vehicles accessing the site, including a fire tender, to do so to reenter the major highway in a forward gear.



Photograph 3: Proposed/Existing Access

3.1.6 The proposed access and turning area will allow access for emergency vehicles i.e. a fire tender. The swept path of a Kirklees fire tender is shown on the proposed layout plan at Appendix D.

3.1.7 The existing access/track previously served as an access for agricultural vehicles and associated machinery which was wholly inadequate for its day to day farm usage. As part of the proposal the site access will be upgraded and improved.

3.1.8 The proposed development will result in only 1 additional vehicle trip onto the local network at the peak times which would have little or no impact on the operation of the local highway network. The driveway onto Upperthong Lane will be similar to numerous properties along this length of highway which access directly between fences / hedges and boundary walling. This access type has not resulted in any record injury accidents in this locality within the search are / period.

3.1.9 Parking Provision

3.1.10 As part of the proposal off street parking will be provided including an attached double garage with forecourt parking providing a total of four car parking spaces. This parking allocation adequately achieves what is considered appropriate by the guidance found within the SPD of Kirklees Highway Design Guide – see extract below.

Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para. 5.1), it is considered that new:

- 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces
- 4+ bedroom dwellings provide three off-street spaces.
- 1-2 bedroom apartments provide one space (3+ bed two spaces)

Kirklees Highway Design Guide Extract

3.1.11 An electric vehicle charging point will be installed within the double garage and will be in accordance with the current guidance to promote sustainable transport by encouraging low carbon and ultra-low emission forms of transport.

3.1.12 Pedestrian and Cycle Provision

3.1.13 Pedestrian access will be made via the proposed new driveway.

3.1.14 Secure cycle storage facilities will be provided within the proposed double garage.

3.1.15 Servicing

- 3.1.16 The new dwelling will have a dedicated on-site bin store and serviced as per the existing arrangements for all the other properties served along Upperthong Lane.

4.0 Transport Sustainability

4.1.1 The application site is placed in a sustainable location, being within short walking distance of bus services, local businesses and schools. The sustainable elements are discussed in more detail in the paragraphs below

4.1.2 The revised National Planning Policy Framework was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

4.1.3 Within this context, applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas
- 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
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport
- 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

-
- Allow for the efficient delivery of goods, and access by service and emergency vehicles
 - Be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

4.1.4 Local Transport Plan

4.1.5 The third West Yorkshire Local Transport Plan 'My Journey' runs from 2011 to 2026 and has three main objectives

- To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region
- To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans
- To enhance the quality of life of people living, working, or visiting in West Yorkshire

4.1.6 The Plan sets out to tackle congestion and a lack of transport investment which are key contributory factors to lower than average economic performance in West Yorkshire. It also aims to prepare for the predicted post-recession growth in employment, population and housing and their impact on the reliability of the transport network. To help ensure it achieves its aims:

- Transport assets focusing on the existing components of the transport network such as roads, bus stations, bus stops and traffic lights
- Travel choices, enabling the public to make the most sustainable choices about when and how they travel
- Connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely
- Enhancements to improve the overall network to make it more fit for journeys in the future

-
- 4.1.7 However, the guidance within PPG 13 is still useful as a reference in relation to access to sustainable transport.
- 4.1.8 Paragraph 35 of the NPPF states that development should be located and designed where practical to:
- Accommodate the efficient delivery of goods and supplies
 - Give priority to pedestrian and cycle movements and have access to high quality public transport facilities
 - Create safe and secure layouts which minimise conflicts between traffic and cyclist or pedestrians, avoiding street clutter and where appropriate establishing home zones
 - Incorporate facilities for charging plug-in and other ultra-low emission vehicles
 - Consider the needs of people with disabilities via all modes of transport
- 4.1.9 The catchment areas for the preferred maximum walking distances of 2km is shown on the plan at Appendix C. The site is well placed for residents to walk to the facilities located in the neighbouring settlement of Holmfirth.
- 4.1.10 The town of Holmfirth offers a numerous locally operated stores, public houses and restaurants with large outdoor seating areas. There are hot and cold food outlets, supermarkets, banks with ATM facilities, hairdressing salons with associated beauty facilities, schools catering for various age groups, places of worship together with a selection of primary health care facilities and pharmacy all within walking or cycling distance of the site.
- 4.1.11 The town boasts a wide range of recreational facilities in the form of golf, tennis, cricket and athletic clubs, together with a large public park, namely Sands Recreation Ground placed to the north east of the site and situated within the recommended walking distance.
- 4.1.12 Sands Recreation Ground offers several outdoor activities which area freely available for use, a skate park, basketball courts and football pitches all combined with vast stretches of public open space with designated areas of seating. Also housed within

the grounds is Holmfirth Pool and Fitness Centre, a large facility offering swimming, fitness suite and studio.

5.0 Transport Policy

5.1.1 Walking

5.1.2 The pedestrian catchment areas found at Appendix C identifies the neighbouring settlements which are placed within walking distance of the site. These include Holmfirth, Upperthong and Holmebridge.

5.1.3 Footway and street lighting provision are considered acceptable given the semi-rural location of the site.

5.1.4 Cycling

5.1.5 With regards to cycling, the former guidance in PPG 13 Transport states that “Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport”. The plan at Appendix C shows the 5km cycle catchment area from the site. This includes the settlements of Meltham, Honley, Scholes, Hade Edge, Holme and Holmebridge. Also located within this catchment area is the small village of Brockholes and its rail station which offers services on the Penistone line allowing several stops between the large town of Huddersfield and the city of Sheffield.

5.1.6 National Cycle Route 68, also known as the Pennine Cycleway is accessible to the south of the site along Broad Lane. See photograph on the subsequent page which illustrates one of the way markers for the route at the junction of Broad Lane and Upperthong Lane.



Photograph 4: National Cycle Route Way Marker

5.1.7 Public Transport

5.1.8 The site is well located in terms of access to public transport and is within easy reach of bus services on Upperthong Lane, Broad Lane and Greenfield Road, with the hail and ride service available from the site frontage. All available flag/pole bus stops along Greenfield Road also benefit from timetable cases.

5.1.9 The services that use these stops along with the hail and ride services are identified at the Table on the following page.

Service Number	Stop Location	Route	Monday to Saturday frequency	Sunday/late evening frequency
316	Greenfield Road	Huddersfield Bus Station – Honley - Holmfirth – Upperthong	60 mins	-
H3	Upperthong Road Greenfield Road Broad Lane	Holmfirth – Holmfirth Bus Station - Upperthong -	60 mins	-
348	Upperthong Lane	Halifax – Stainland – Slaithwaite – Meltham – Upperthong – Holmfirth	Saturday only Hail & Ride	-
352	Upperthong Lane	Holmfirth Bus Station – Upperthong – Holmfirth - Greenfield	Saturday Only Hail & Ride	-
357	Upperthong Lane	Holmfirth Bus Station – Upperthong – Holmfirth – Greenfield – Ashton under Lyne	Tuesday Only Hail & Ride	
359	Upperthong Lane	Holmfirth Bus Station – Upperthong – Holmfirth – Greenfield	Wednesday only Hail & Ride	

Table 1: Bus Times

- 5.1.10 As can be seen from the table above there are two regular services that operate from the closest bus stops. These provide two buses per hour to the town of Holmfirth along with its bus station which offers a wide range of further services providing stops at the large town of Huddersfield and the city of Wakefield. A car park is available directly opposite the bus station which contains an element of secure cycle storage, allowing residents the opportunity for multi modal travel.
- 5.1.11 The hail and ride facility available in the immediate vicinity provides an excellent service in this semi-rural location. This convenient service does not require the benefit of designated stops or shelters, buses can stop anywhere that is safe to do so along the full length of Upperthong Lane. The table above identifies the numerous services and locations that are available, an example of a hail and ride timetable can be viewed at Appendix E.
- 5.1.12 The site is also well placed in terms of rail links with Brockholes rail station located to north east of the site and located within the recommend cycling distance for commuting as identified on the walking and cycle catchment plan at Appendix C. The station operates on the Penistone Line and offers access to neighbouring settlements and the wider district which includes the large town of Huddersfield and the city of Sheffield.

- 5.1.13 The site is considered to be in a sustainable location being within walking distance of an abundance of local amenities, neighbouring settlements and good quality regular bus services. The site also has the added benefit of being just within cycling distance of rail links accessible from Brockholes rail station.

6.0 Traffic Impact

6.1.1 Existing Traffic

- 6.1.2 The site is currently used for agricultural purposes and would have generated traffic movements in its own right. Livestock would have required regular daily visits to provide foodstuffs and to check the health and wellbeing of the animals.

6.1.3 Proposed Traffic

- 6.1.4 The development will generate minimal trips onto the network with just one additional vehicle movement at the recognised network peak times. This would generally equate with the number of trips that would be generated by the sites use for livestock. On balance the proposed development should be considered acceptable in highway terms to the Local Highway Authority.

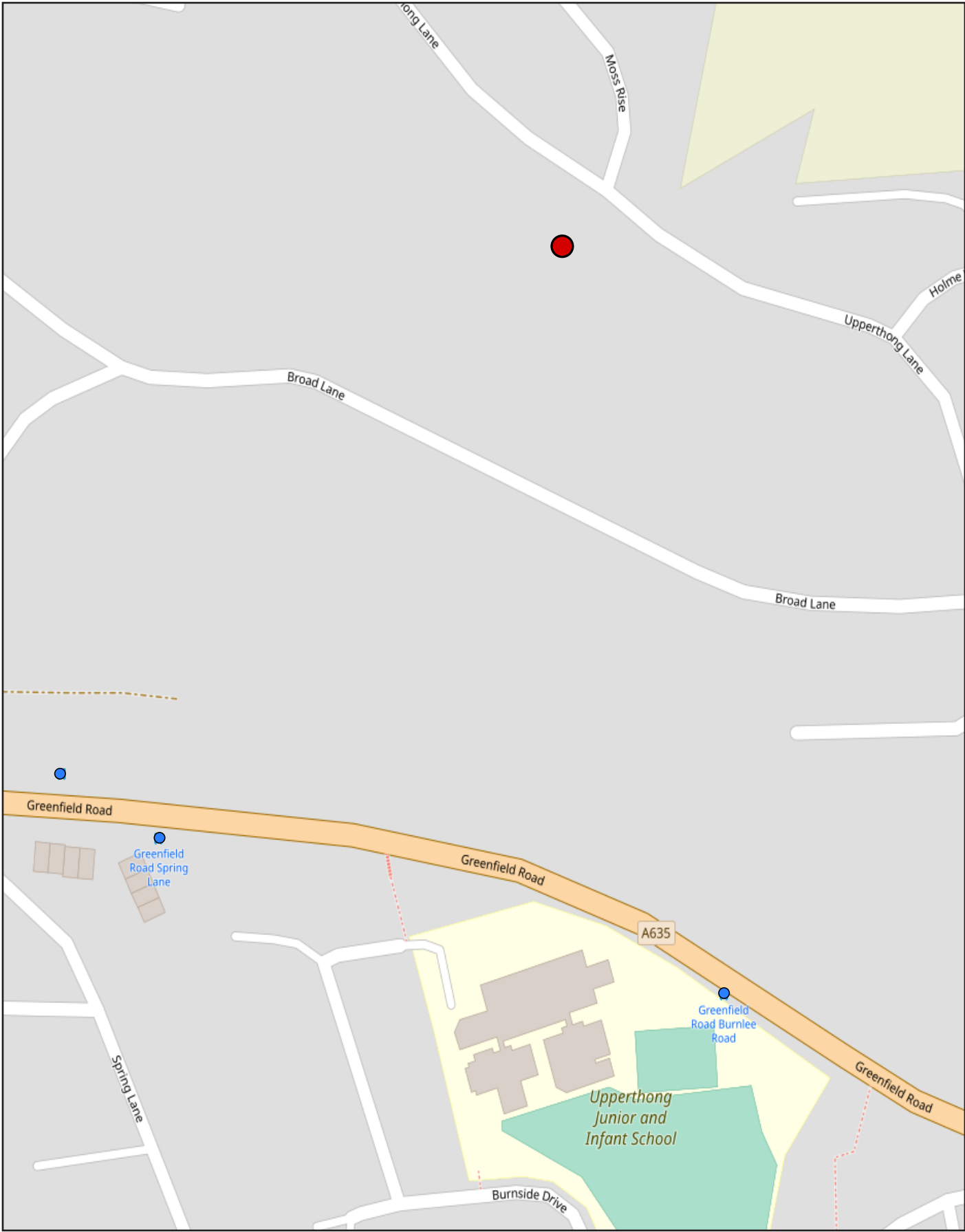
7.0 Conclusion

- 7.1.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of one dwelling is assessed together with highway safety and access proposals within the existing situation.
- 7.1.2 Given its semi-rural location, the site is considered to be in a sustainable location being located within short walking distance of the centre of Holmfirth, offering an abundance of local services along with immediate access to public transport services. The site is located within cycling distance of several towns and settlements around the local area. Therefore, the site generally conforms to current Government directives for ensuring developments are with suitable locations.

- 7.1.3 The proposed development will enhance the existing access arrangement and will provide a turning facility which will improve highway safety and efficiency. The traffic generated by the proposal can easily be accommodated and the daily fluctuations are not discernible from the previous use. The level of traffic created by the proposal can easily be accommodated and will have no material impact on the safe operation of the local highway.
- 7.1.4 It is therefore concluded that the development is considered acceptable and there are no highway safety or efficiency reasons why planning consent for the proposal should not be granted.

Appendix A

Location Plan



Legend:

- Site Location
- Closest Unique Bus Stops

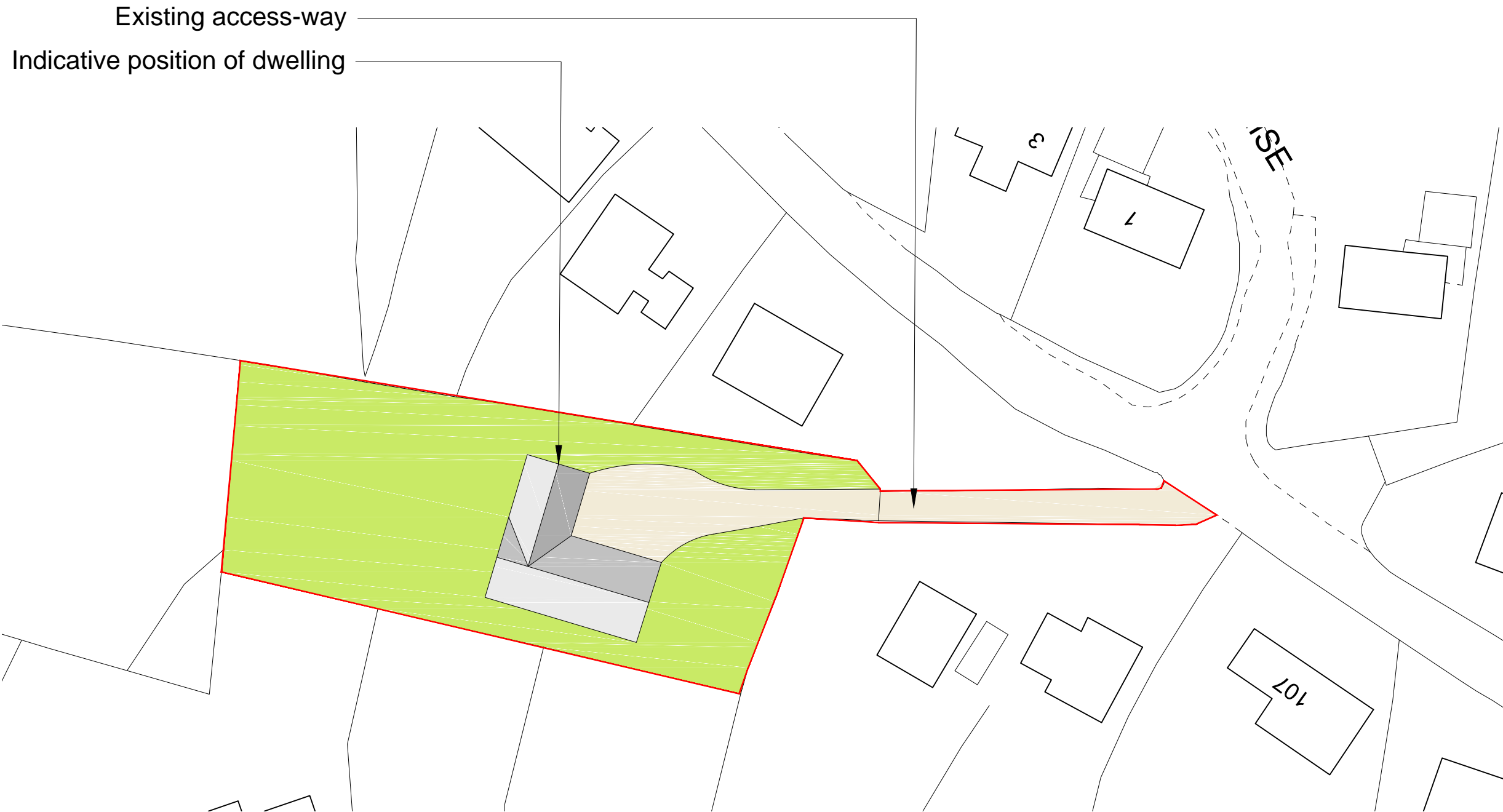


Unit 6 The Office Campus
 Paragon Business Park
 Wakefield Wf1 2uy

Appendix B

Indicative Plan

Only figured dimensions should be used.
 Scaled dimensions should be checked with the Architect.
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INDICATIVE SITE LAYOUT

DO NOT SCALE OFF THIS DRAWING

rev	description	drwn	auth	date

ACUMEN
 DESIGNERS & ARCHITECTS

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 Headrow House, Old Leeds Road, Huddersfield, HD1 1SG

Client
MR S. HOBSON

Project
**LAND OFF UPPER THONG LANE
 HOLMFIRTH**

Project No	Drawing No	Rev
2677	01	/

Description
**INDICATIVE SITE
 LAYOUT**

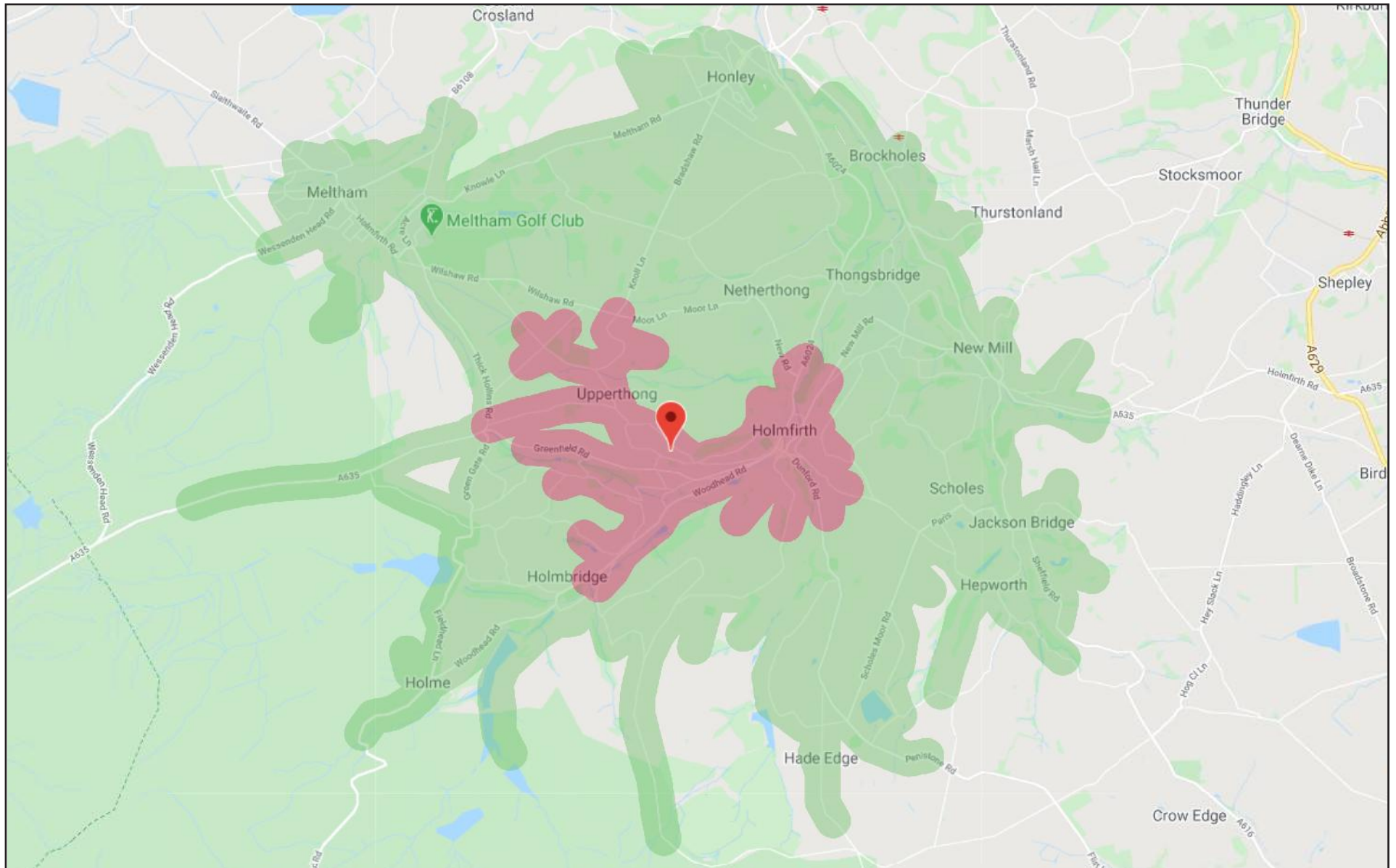
Scale	Date Drawn	Drawn By	Authorised By
1:500 @ A3	OCT'20	JF	JC

File: \\psa\server\company\Acumen\Admin\Office Documents\2677 Mr S Hobson Land off Upperthong Lane HD15G\2677_01.dwg

Purpose of Issue
 Planning Building Regs Tender Construction Comment Info

Appendix C

Pedestrian and Cycle Catchment Plan

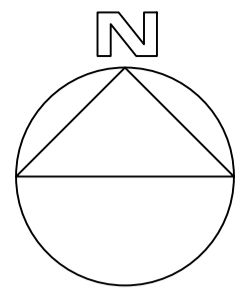


Legend:

-  5km Cycle Catchment
-  2km Walking Catchment
-  Site Location

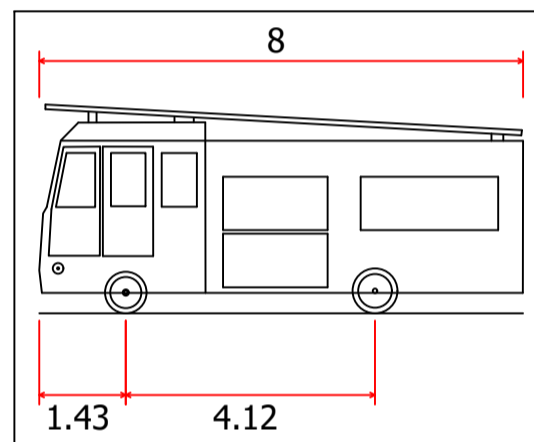
Appendix D

Swept Path Analysis

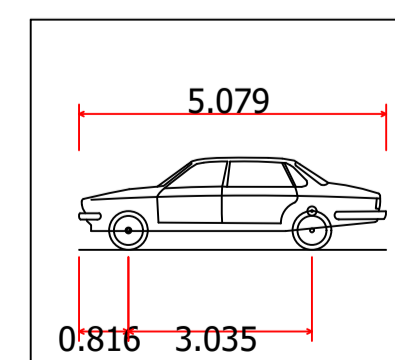


GENERAL NOTES
 This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.



Kirklees Fire Appliance
 Overall Length 8.000m
 Overall Width 2.450m
 Overall Body Height 3.452m
 Min Body Ground Clearance 0.337m
 Max Track Width 2.121m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 7.910m



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

REV	DATE	DESCRIPTION
PROJECT		
UPPERTHONG LANE, HOLMFIRTH		
TITLE		
PROPOSED ACCESS AND VEHICLE TRACKING		
SCALE		
1:250 @ A1		
DRAWING		
1895-101		
DATE		
09.11.2020		

Appendix E

Hail and Ride Example Timetable



Route Description

Service 309 Honley - Netherthong - Holmfirth

Towards Holmfirth

From: Honley Railway Station via Station Approach, Station Road, Eastgate, Westgate, Moor Bottom, *Roundway, Stoney Lane, Springfield Avenue*, Long Lane, Oldfield Road, *Upper Hagg Road, Dean Brook Road, Dean Avenue, Denham Drive, Holmdale Crescent*, Moor Lane, West End, Town Gate, New Road, Huddersfield Road, Victoria Street, Victoria Square, Town Gate to Holmfirth Bus Station.

Towards Honley

From Holmfirth Bus Station via reverse of above route to Honley Railway Station.

Sections of route shown above in *italics* operate on a hail and ride basis.