

PROJECT NO 1134

LEES HALL ROAD, THORNHILL LEES, DEWSBURY

HIGHWAY STATEMENT

OCTOBER 2016



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APPENDICES

- Appendix A Site Location / Catchments
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1 INTRODUCTION

1.1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement relating to the proposed residential development on land at 360 -366 Lees Hall Road, Thornhill, Dewsbury. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The proposals are to provide a residential development consisting of 8 new residential properties with the demolition of 4 existing dwellings, resulting in a net increase of 4. The existing access is to be closed with a new central one being proposed to serve the proposed development. Appropriate infrastructure in terms of hard surfacing and drainage will be provided in addition to car parking facilities and turning areas to serve the development.

1.1.3 This Highway Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The present use of the site is residential / domestic use in association with the existing dwellings.

2.1.2 The site extends from Lees Hall Road in a north easterly direction and is fairly rectangular in shape. The north westerly and south easterly boundary abut the adjacent residential dwellings with scrub land to the north west behind the dwellings. The south westerly boundary fronts onto Lees Hall Road in its entirety. Access to the site is to be via a new central access point so to maximise visibility across the site frontage. The vehicular access will be approximately 5.0m wide thus allowing simultaneous traffic flows whilst avoiding the obstruction of through traffic along Lees Hall Road. Lees Hall Road, gives direct access to an extensive number of residential properties and residential side roads.



**Photograph 1 – Approximate location of the proposed vehicular access onto
Lees Hall Road**

2.1.3 The site is located in the area of Thornhill and is approximately 2.2Km south west of Dewsbury Town Centre, 9.5Km east of Huddersfield Town Centre and 9.2Km west of Wakefield City Centre.

2.2 Local Highway Network

2.2.1 The development will be accessed from Lees Hall Road which serves an extensive number of residential properties and residential side roads. Lees Hall Road from its junction with B6117 The Common is a one way road heading westwards for circa 452m up to the junction with Ingham Road, thereafter continuing further westwards with two way flows for a distance of approximately 1.0Km to the three armed roundabout with Forge Lane and Ravensthorpe Road. Ravensthorpe Road thereafter leading into Calder Road continues in a general north westerly direction for a distance of approximately 1.4Km to the signalised junction with the A644 Huddersfield Road.

2.2.2 Forge Lane from the roundabout heads in a north easterly direction for a distance of approximately 805m to where it meets the B6117 under the guise of Slaithwaite Road. Ingham Road, from where it meets Lees Hall Road also heads in a north easterly direction for a distance of 259m to its junction with B6117 Slaithwaite Road.

2.2.3 The A644 Huddersfield Road to the west of the site is an arterial road into Dewsbury and forms part of the local strategic highway network. The A644 runs from the Junction 25 of M62 motorway junction in the west to Dewsbury in the east for distance of approximately 10Km.

2.2.4 The B6117 under its many guises is a connector Road between Dewsbury and Middlestown / Horbury Bridge to the south east of the site.



Photograph 2 – Lees Hall Road Lane looking north westerly



Photograph 3 – Lees Hall Road looking south easterly

2.2.5 Lees Hall Road is a two-way single carriageway road with footway provision to both sides. The carriageway width is approximately 7.0m with a northern footway of approximately 1.4m wide and a southern footway of a minimum 1.7m as it widens along the site frontage to cater for off road car parking. On inspection in the immediate vicinity of the site access the carriageway and footway are in good condition and are considered to be suitable for their day to day use. Street lighting is considered to be to residential road standards and is subject to a 30mph speed limit. However, as traffic calming is prevalent along Lees Hall Road, the observed vehicle speeds are substantially reduced.

2.2.6 The site is located within easy reach of the bus services available on Lees Hall Road. Further details of the bus services available from the local fare stages are shown in section 2.3 below.

2.3 Transport Sustainability

2.3.1 The site is in a reasonably sustainable location being within a short walking distance of bus services and the numerous local shops and essential services within the Thornhill and Dewsbury Town Centre area.

2.3.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.3.3 However the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's UDP still apply.

2.3.4 Paragraph 35 of the NPPF states that "developments 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 cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles;
- and
- consider the needs of people with disabilities by all modes of transport

2.3.5 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed to for residents to walk to work and recreation in the nearby villages and settlements of Thornhill, Ravensthorpe and parts of Dewsbury Town Centre.

2.3.6 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport”. The 5km cycle catchment area from the site would include the additional settlements of Batley, Ossett, Middlestown, Flockton, Grange Moor, Mirfield and Heckmondwike along with a wider Dewsbury Town Centre area. The majority of these locations contain service centres that contain local services, shops, and employment potential.

2.3.7 The nearest bus stops to the site is 135m south east along Lees Hall Road. The table identifies the bus services that use the above stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
128 / 130	Dewsbury to Wakefield Via Ouzewell, Grange Moor, Overton, Horbury and Wakefield	60mins	N/A

2.3.8 As can be identified from the above table, there are 2 bus services that operate from the nearest stop. These provide 1 bus per hour throughout the day to the local towns and settlements with a bus services every 60mins to Dewsbury and Wakefield. The bus services are therefore considered to be of a reasonable standard and will provide an alternative to the private car in line with current Government guidelines.

2.3.9 Further to the above, the railway station at Ravensthorpe is approximately 1Km to the west of site and the train station in Dewsbury Town Centre is approximately 2.2Km north of the site. These stations allow connectivity to major neighbouring Towns and Cities such as Huddersfield, Leeds, Hull, Scarborough, Liverpool and Manchester.

2.3.10 The site is considered to be in a sustainable location being within close proximity of the bus stops which provide a connection to neighbouring settlements and the town of Dewsbury and the city of Wakefield have a multitude of amenities, facilities and transport opportunities. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The development proposed is for a residential development consisting of 8 residential dwellings, the demolition of 4 existing dwellings, and the creation of a new vehicular access point. Given the existing dwellings the net increase of dwellings is only 4no.

3.2 Vehicular Access

3.2.1 The existing vehicular access onto Lees Hall Road, to the far west of the site is to remain as it also serves the adjacent dwellings to the north west. However, to serve the proposed development a new vehicle access is proposed approximately central along the site frontage so to maximise the achievable visibility. The vehicular access will be approximately 5.0m wide with initially footways to both sides leading to a Mews Court type arrangement.

3.2.2 In terms of visibility from the site access due to its positioning sightlines in the region of 2.4m x 39m eastwards and 36m westwards can be achieved more so when measuring to the wheel track as advocated by MfS2 paragraph 10.5.3. Furthermore, as Lees Hall Road is subjected to traffic calming the minimal shortfall is considered acceptable as the achievable sightlines correspond to speeds of approximately 25-28mph as per MfS which is considered to be higher than the actual vehicle speeds and therefore the achievable sightlines are considered to be robust.

3.3 Parking Provision

3.3.1 The level of parking provision on the site will be in accordance with the Kirklees Councils current car parking standards. A visitor parking space will also be provided.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access will be made via the proposed new estate road.

3.4.2 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.5 Servicing

3.5.1 The proposed layout of the access will allow recommended pumping distances to be adhered to and servicing by the refuse service.

4 TRAFFIC IMPACT

4.1 Existing Traffic

4.1.1 The site is currently occupied by 4 existing dwellings and therefore generates vehicular traffic in its own right.

4.2 Development Traffic

4.2.1 To determine the anticipated traffic generation of the proposed development of 8 dwellings – a net increase of only 4no. the national TRICS database has been interrogated accordingly.

4.2.2 The Table below provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed new dwellings. The TRICS data is shown at Appendix C.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.151	0.416	0.567	0.390	0.225	0.615
Generated Trips	0.604	1.664	2.268	1.560	0.900	2.460

Predicted Development Trip Rates & Generation for the additional 8 dwellings

4.2.3 As can be seen from the above table, a net increase of 4 dwellings is anticipated to generate approximately only 3 additional two way trips during the morning and evening peak hours.

4.2.4 Furthermore, it should be noted that given the close proximity of the bus and train services available the actual trip rate could in fact be lower than that predicted by TRICS.

4.2.5 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

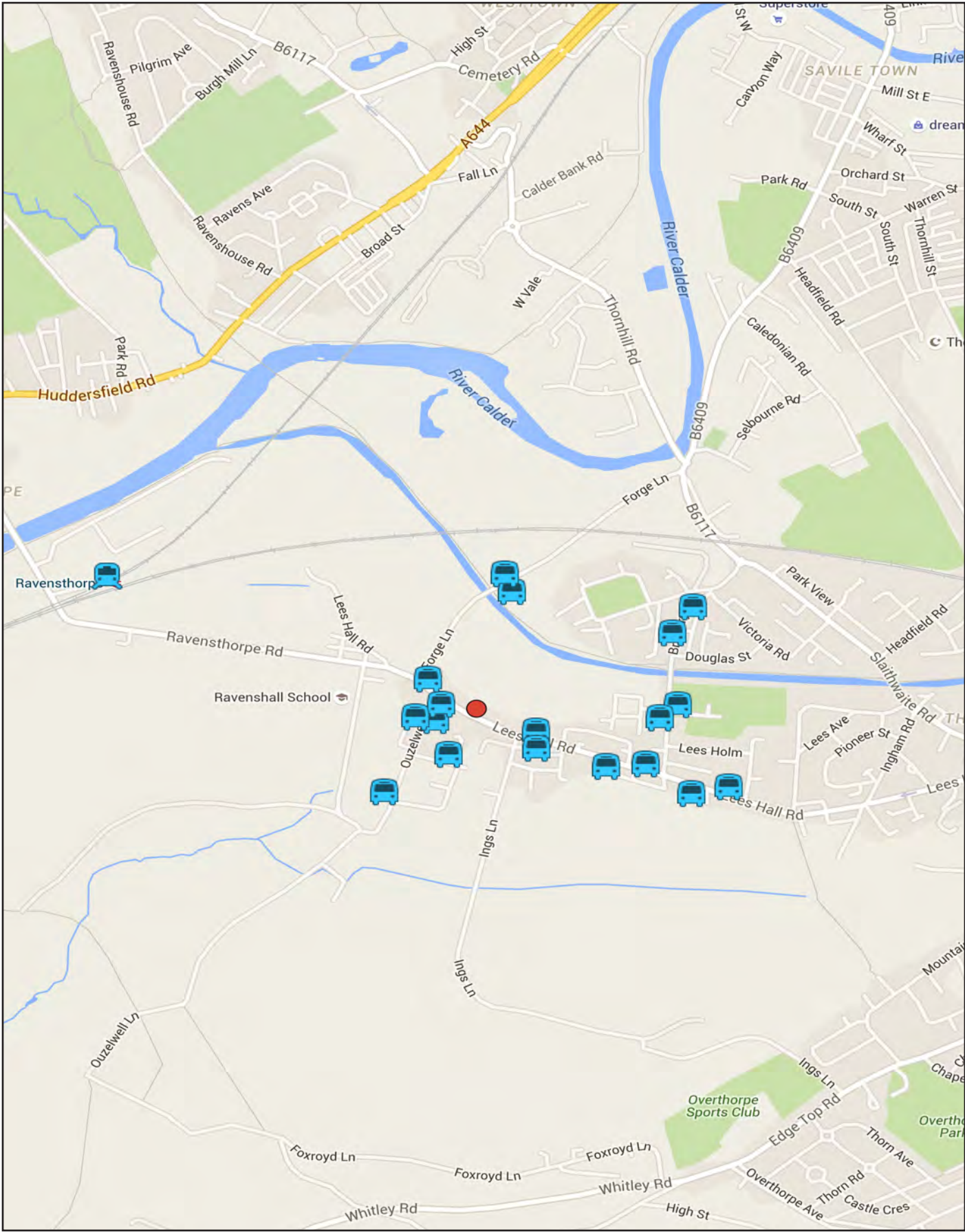
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CONCLUSIONS

- 5.1.1** This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of 8 residential dwellings – a net increase of 4no. is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2** The site is considered to be in a sustainable location being within close proximity of bus and train services which provide a regular connection to neighbouring settlements and the town and city of Dewsbury and Wakefield which have a multitude of amenities, facilities and transport opportunities. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable locations.
- 5.1.3** It is considered that the anticipated increase in the level of traffic generated by the proposed net increase of dwellings would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network. It is therefore concluded that the development is 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

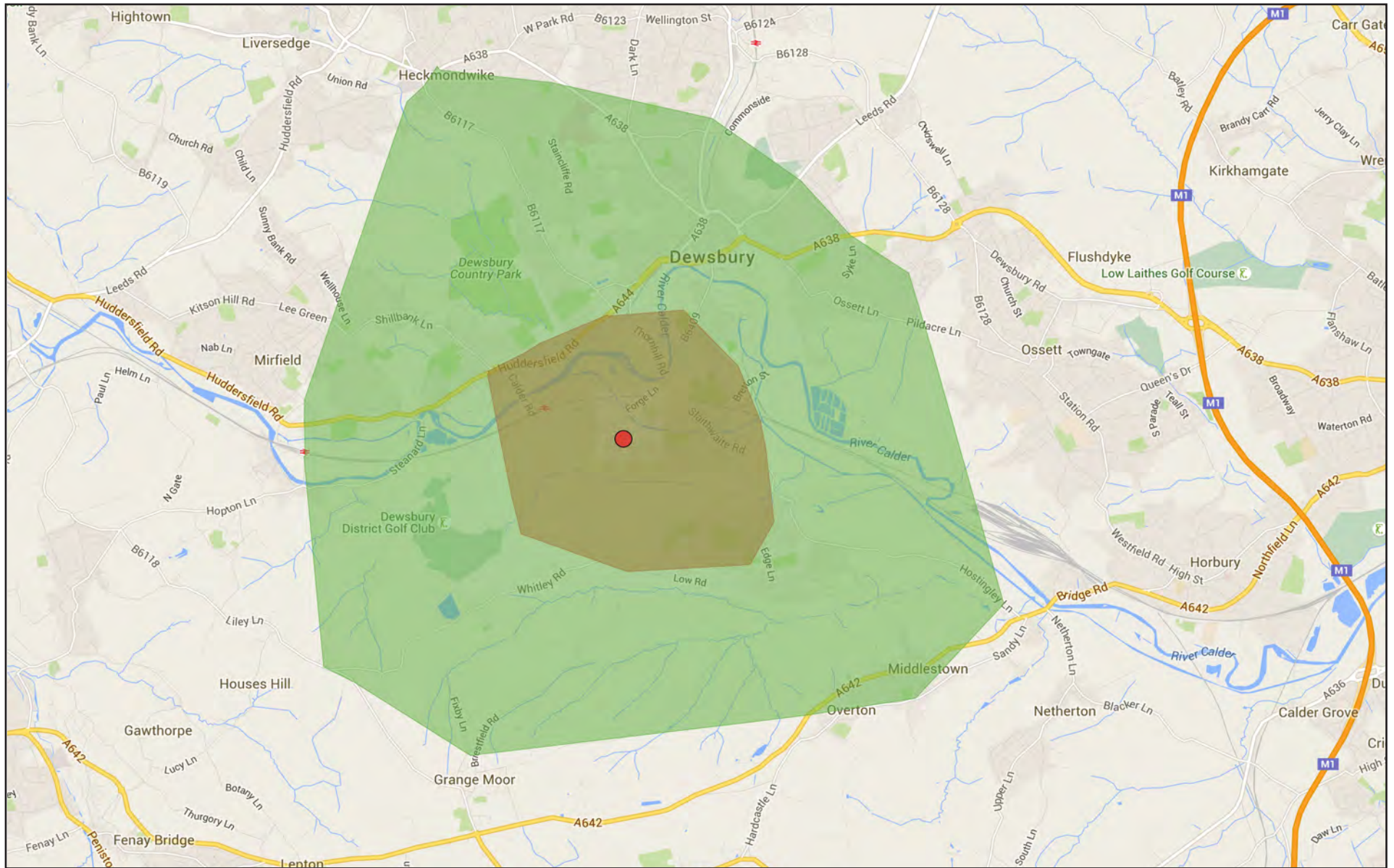
Location and Catchment plans



 SITE LOCATION

 BUS STOP LOCATION

UNIT 2, THE OFFICE CAMPUS,
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- 5km CYCLE CATCHMENT
- 2km WALKING CATCHMENT
- SITE LOCATION

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Appendix B

Proposed Layout Plan