

Highways Supporting Statement

Proposed Development of up to 92 self-storage shipping containers (B8)

Part of Plot 3, Delta Enterprise Park, Goole, DN14 8JZ

23rd January 2024

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highways impact associated with an “Outline application for up to 92 self-storage containers with all matters under consideration apart from landscaping” on land part of plot 3, Delta Enterprise Park, Goole.

This Statement sets out the following elements:

- ▶ Description of Site Location;
- ▶ Details of the Local Highway Network;
- ▶ Sustainable Modes Access – Walking, Cycling and Public Transport;
- ▶ Collision Data;
- ▶ Proposed Development and Site Access;
- ▶ Parking;
- ▶ Refuse Collection and Servicing;
- ▶ Traffic Generation and Likely Highways Impact; and
- ▶ Conclusion.

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

- ▶ **Figure 1** – Indicative Site Location Plan;
- ▶ **Appendix A** – Proposed Site Layout; and
- ▶ **Appendix B** – TRICS Output.

Description of Site Location

The site is located on part of plot 3 at Delta Enterprise Park, Goole. An indicative site location plan is appended in **Figure 1**.

The site currently consists of undeveloped land, which is bound to the north by the storage and distribution facility as approved under application 21/03405/STPLF. To the south, permission is pending under application 21/02915/STPLF for two B8 & E storage units, incorporating a two storey office block for associated business use and associated works. Other light industrial and commercial uses exist to the north, west and east. The proposed use is therefore well suited to the surrounding area.

The local Planning Authority (LPA) and the Local Highway Authority (LHA) is East Riding of Yorkshire Council (ERYC).

Details of the Local Highway Network

Rawcliffe Road in the vicinity of the site is a single carriageway which measures 7.5m in width and is subject to a 60mph speed limit. A lit pedestrian footway is located on the northern side of the road adjacent to the site. Approximately 180m east of the site the speed limit reduces to 40mph. Parking laybys are located approximately 140m east of the site for eastbound traffic and 130m west of the site for westbound traffic.

To the east, Rawcliffe Road forms a five-armed priority-controlled roundabout with Armyn Road, M62 Junction 36 Services and access to distribution warehouse.

Forming the western arm to the roundabout junction, the A614 Rawcliffe Road provides access to the M62 Junction 36 grade separated dumbbell roundabout junction, with a eastern arm providing access to Goole. The M62 forms part of the Strategic Road Network (SRN) owned and maintained by National Highways. Running in a general east / west alignment, the M62 provides access to

To the west of the site access, the A614 Rawcliffe Road forms a three arm roundabout with the A645 linking Rawcliffe, Drax and Selby.

It is therefore considered that the site is well located in terms of access to nearby residential areas as well as towards regional and national destinations.

Sustainable Modes Access – Walking, Cycling and Public Transport

A footway is available along the northern side of Rawcliffe Road within the vicinity of the site. The A614 five-armed priority controlled roundabout is facilitated with dropped kerb crossings and tactile paving at each approach. The footway continues along the southern side of Rawcliffe Road and connects to a shared-use foot / cycleway. This facility continues eastbound across the M62 (Junction 36) where it becomes an on road route within the vicinity of 'The Greenways' (a residential development by Beal Homes).

Within an acceptable 2km walking catchment of the site, the south western extents of Goole can be accessed as well as Glews Services.

Within an acceptable 5km cycling catchment of the site, the entirety of Goole can be accessed as well as the village of Rawcliffe and the southern extents of Howden.

National Cycle Network (NCN) Route 65 is the nearest accessible NCN route to the proposed site. It can be accessed in approximately 6km north of the site on Treeton Road in Howden. It is a long-distance route which connects Middlesbrough to Hornsea via Hull and York.

The site is considered to be located in a sustainable and easily accessible location by bicycle or public transport.

The site is well located in terms of access to the bus network, with bus stops located approximately 290m east and 400m west on Rawcliffe Road. The bus stops are accessible via the existing pedestrian footway network. The eastbound bus stop is equipped with a raised boarding kerb and the westbound bus stop is equipped with a flag, pole and raised boarding kerb.

The stops and associated bus services situated within the vicinity of the site are provided in **Table 1**.

Table 1 – Bus Service Summary

No.	Operator	Route	Approximate Frequency per Hour		
			Monday - Friday	Saturday	Sunday
Rawcliffe Road					
88	East Yorkshire	Goole – Rawcliffe Bridge	0.5	0.5	-
400	Arriva Yorkshire	Goole - Selby	1 AM Service 1 PM Service	-	-
401		Carlton - Selby	1	1	0.5
488	Thornes Independent	Hensall - Goole	1 AM Service 1 PM Service	-	-

Within the vicinity of the site there are numerous existing key goods and services within an acceptable, short distance for walking and cycling.

The nearest rail station to the site is Goole, located some 3.5km to the east. It is served by Northern Rail services to local and regional destinations, including Bridlington, Hull, Scarborough, Doncaster, Sheffield and Leeds.

The site is therefore considered to be in a sustainable location for access by non-car modes in line with national planning policy guidance.

Proposed Development and Access Proposals

The development proposes up to 92 self-storage shipping containers (use class B8). Each unit measures 6.09m in length by 2.43m in width with a total height to the flat roof of 2.62m. Each unit will be secure and lockable, providing just under 14m² of storage space.

Access by all modes will be taken via the existing access point from Rawcliffe Road. Access would remain as per the existing arrangements which is considered appropriate to accommodate all vehicle movements associated with the proposals.

The layout of the site allows vehicles to enter, circulate around the site, and exit in forward gear.

At this stage in the planning process, it is envisaged that the proposed site will operate via a self-service system, with access gained through the main gate using card / key fob.

Collision Data

Personal Injury Collision (PIC) data for the local highway network in the vicinity of the site for the period January 2018 – December 2022 has been obtained from CrashMap providing the latest 5 years accident data available. The surveyed area includes a 1.3km stretch along Rawcliffe Road between the A645 / A614 priority controlled three-armed roundabout in the west and the A614 / Airmyn priority controlled five-armed roundabout in the east.

The collision data from CrashMap identifies that there has been six collisions along this stretch of road within the vicinity of the proposed site. Of these six collisions, three occurred at the A614 / Airmyn priority controlled five-armed roundabout. Two collisions resulted in injuries of a serious nature, one occurring in December 2020 and the other occurring in November 2021. The remaining collision resulted in injuries of a slight nature, occurring in February 2020.

The three remaining collisions occurred along Rawcliffe Road. One occurred some 65m west of the A614 / Airmyn priority controlled five-armed roundabout in October 2020 and resulted in injuries of a slight nature. Another collision occurred within the vicinity of the access to North Airmyn Grange in August 2022 and resulted in injuries of a slight nature. The remaining collision occurred some 110m east of the A645 / A614 priority controlled three-armed roundabout in December 2018 and resulted in injuries of a serious nature.

It should be noted that none of the collisions described above resulted in any pedestrian casualties.

It is concluded that these collisions appear to be isolated, one-off events and that there are no trends in collisions which would impact road safety within the vicinity of the proposed development. Furthermore, considering the low frequency of recorded collisions over the last five years, it is considered that the existing situation is safe for all users and the development as proposed would not detrimentally impact upon road safety.

Parking

Local parking standards are contained within Code 3.5.12-15 of the East Riding Design Code (September 2023, Draft V4).

It is not envisaged that there will be a need for staff to work at the site. As previously discussed, the site will operate via a self-service system.

Customer visits are likely to be infrequent as evidenced later in this report. When customers are accessing their units, they would park informally within the site adjacent to or close to their unit to enable easy loading and unloading. There is significant space and capacity surrounding the units to allow for informal parking. The layout of the site would allow appropriate distances for cars between units which would ensure customers can park cars safely. Space is also available for these vehicles to manoeuvre and turn within the site

It is considered that the parking proposals are suitable for the size, type and nature of the proposals.

Traffic Generation and Likely Highways Impact

In order to determine the vehicle trip generation associated with the self-storage units, the TRICS database has been interrogated.

The assessment utilises the floorspace of the units to forecast the anticipated trip generation. The vehicular trip rates and resultant vehicle trip generation is summarised in Table 2 below, whilst the full TRICS output is provided at Appendix B.

Table 2 – Vehicle Trip Generation

	AM Peak Hour		PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.174	0.139	0.069	0.139	2.288	2.257
Trip Generation	2	2	1	2	32	32

As can be seen, it is anticipated that the proposed development would generate approximately 4 two-way trips in the AM peak hour, 3 two-way trips in the PM peak hour and 64 two-way trips across a typical weekday.

This level of vehicle trip generation is not considered to be material and represents a negligible impact on the local highway network, especially when trips are distributed beyond the site access.

Furthermore, the Cushman and Wakefield Self-Storage Association UK Annual Industry Report 2023 establishes that around 62% of customers travel less than 15 minutes to access their storage unit, with self-storage largely being sold on convenience and ease of access. It goes on to state that that only 23% of customers access their unit more than once per month and this reduces to 13% when considering domestic customers only. This demonstrates that on a typical day there will be an insignificant level of vehicle movements to and from the proposed site.

Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the highways officer to be able to make a positive recommendation on the development of up to 92 self-storage shipping containers (use class B8) on land part of plot 3, Delta Enterprise Park, Goole.

In conclusion, the proposals would not result in any detrimental highways impact on capacity or road safety and therefore there are no traffic or transportation reasons preventing granting of planning permission for the development proposals in accordance with the National Planning Policy Framework.

Appended Documents

Figure 1 –Indicative Site Location Plan

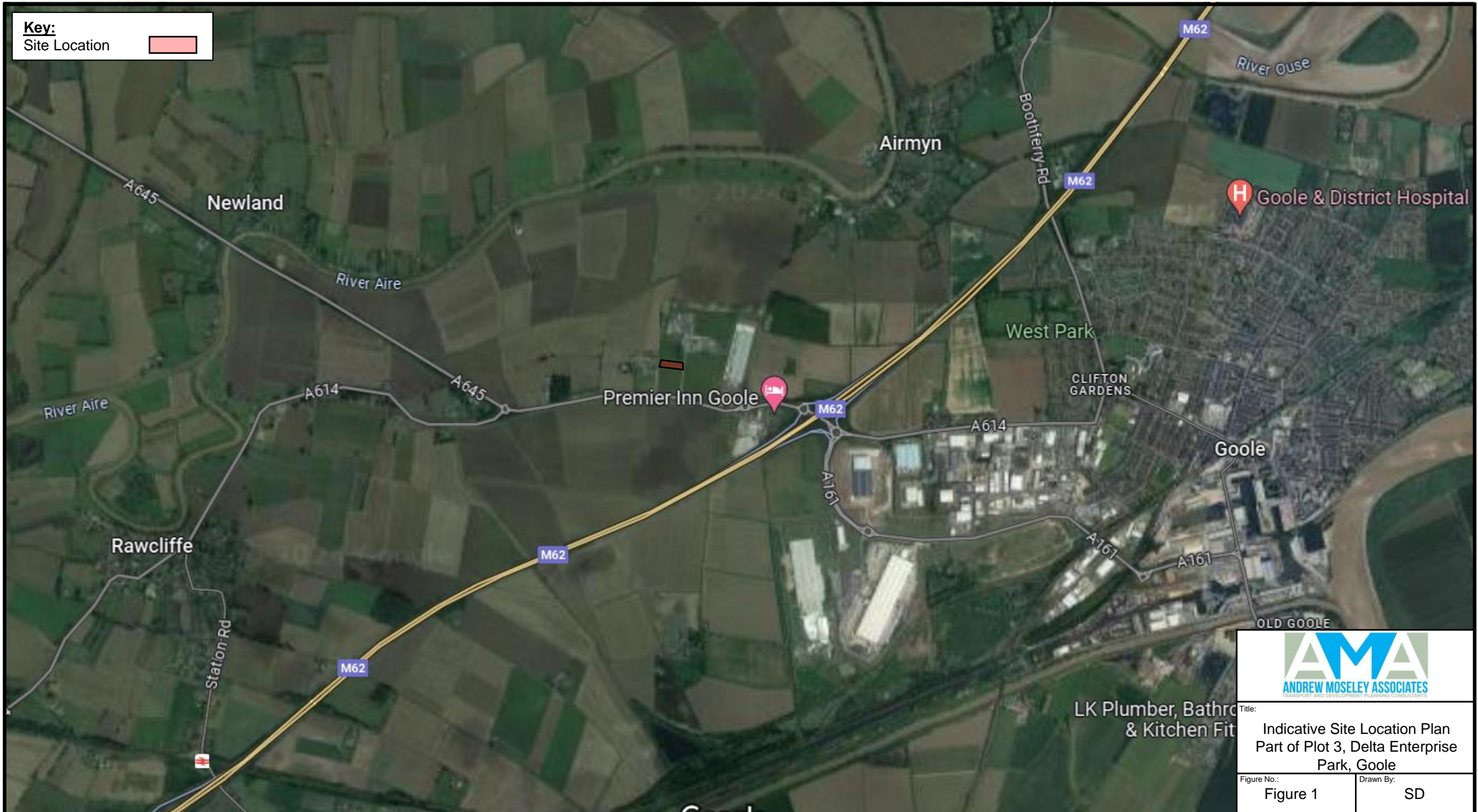
Appendix A – Proposed Site Layout

Appendix B – TRICS Output

Figure 1

Indicative Site Location Plan

Key:
Site Location



H Goole & District Hospital

Premier Inn Goole

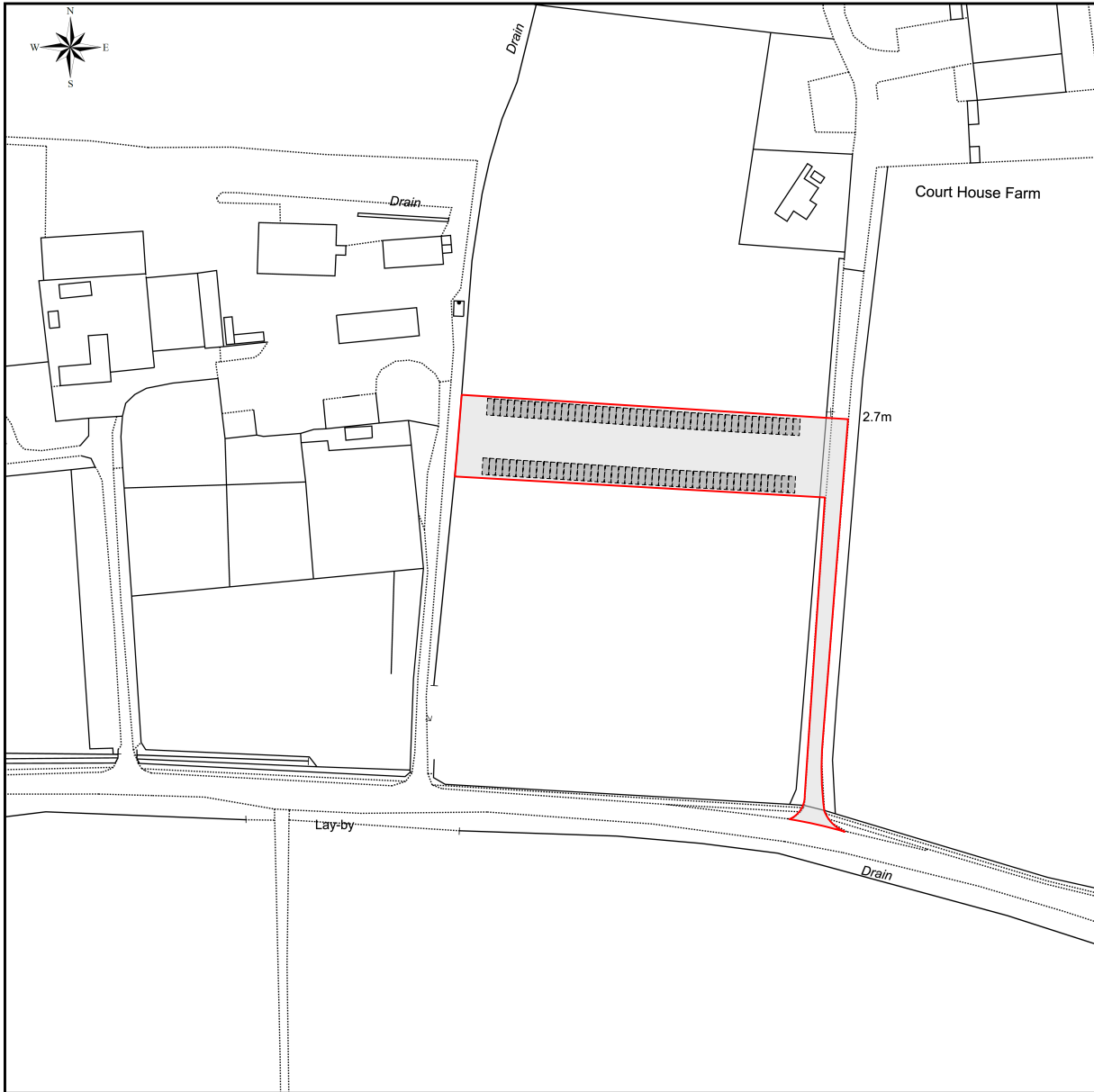
Goole



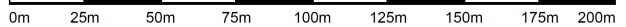
Title:
Indicative Site Location Plan
Part of Plot 3, Delta Enterprise
Park, Goole

Figure No.: Figure 1
Drawn By: SD

Appendix A
Proposed Site Layout



This Plan includes the following Licensed Data: OS MasterMap Black and White PDF Location Plan by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. The representation of a road, track or path is no evidence of a right of way. The representation of features, as lines is no evidence of a property boundary. © Crown copyright and database rights, 2023. Ordnance Survey 0100031673



Date	By	Paper	Scale	Dwg no.	Rev.
17/01/24	SD	A4	1:1250	RR001	-

Site Location Plan



OFFICE:
 DPA Planning Ltd
 4100 Park Approach
 Leeds
 LS15 8GB

Tel: 0113 3970 310
 Mob: 07799 095 613

S.dewar@dpaplanning.co.uk

SITE ADDRESS:
 Part of Plot 3
 Delta Enterprise Park
 Goole
 DN14 8JZ



OFFICE:
DPA Planning Ltd
4100 Park Approach
Leeds
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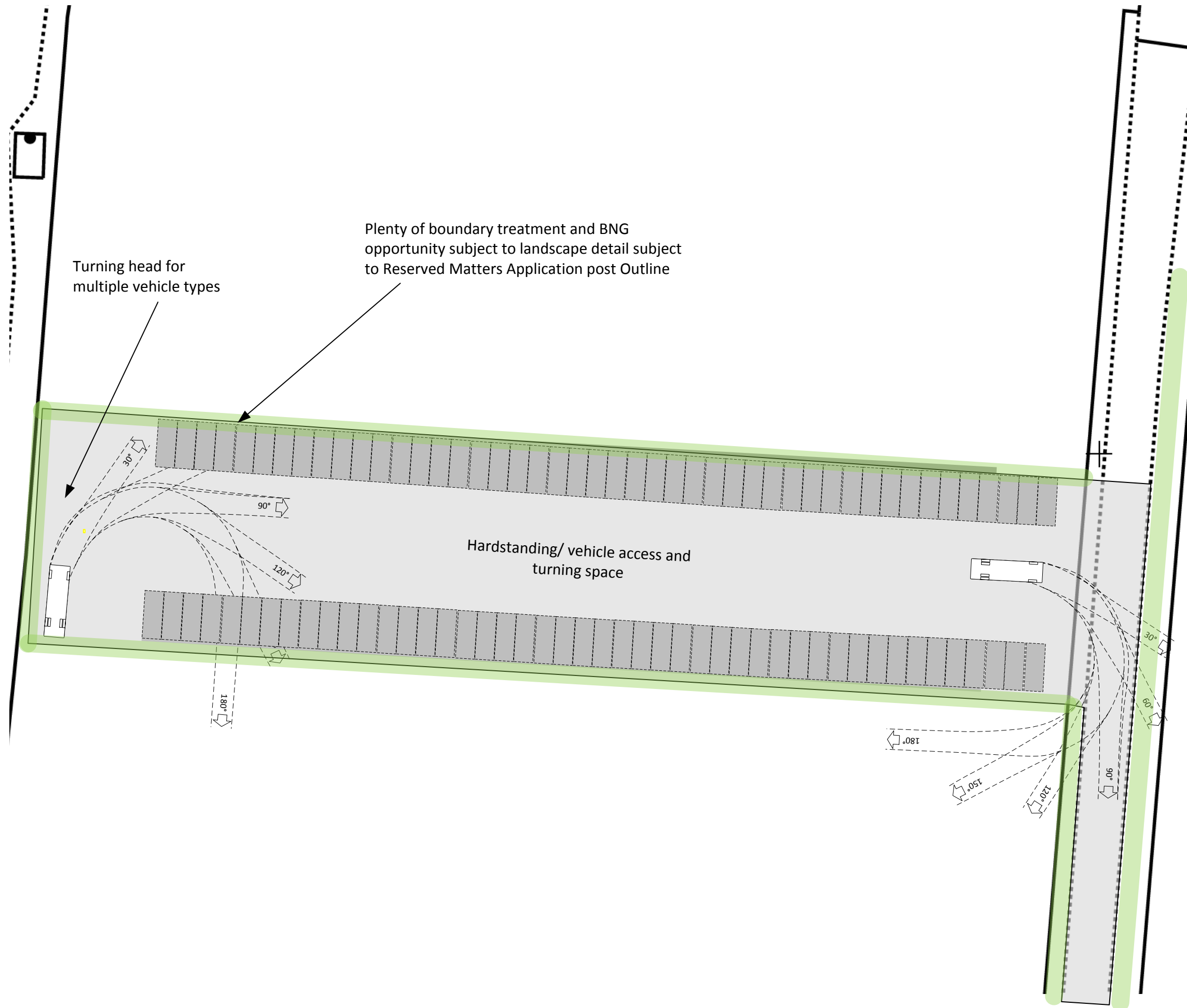
Tel: 0113 3970 310
Mob: 07799 095 613

S.dewar@dpaplanning.co.uk

Notes

Site to accommodate up to 92 self-storage containers.

Each container measures 6.09m long by 2.43m wide with a flat roof height of 2.62m.



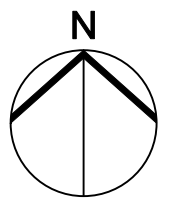
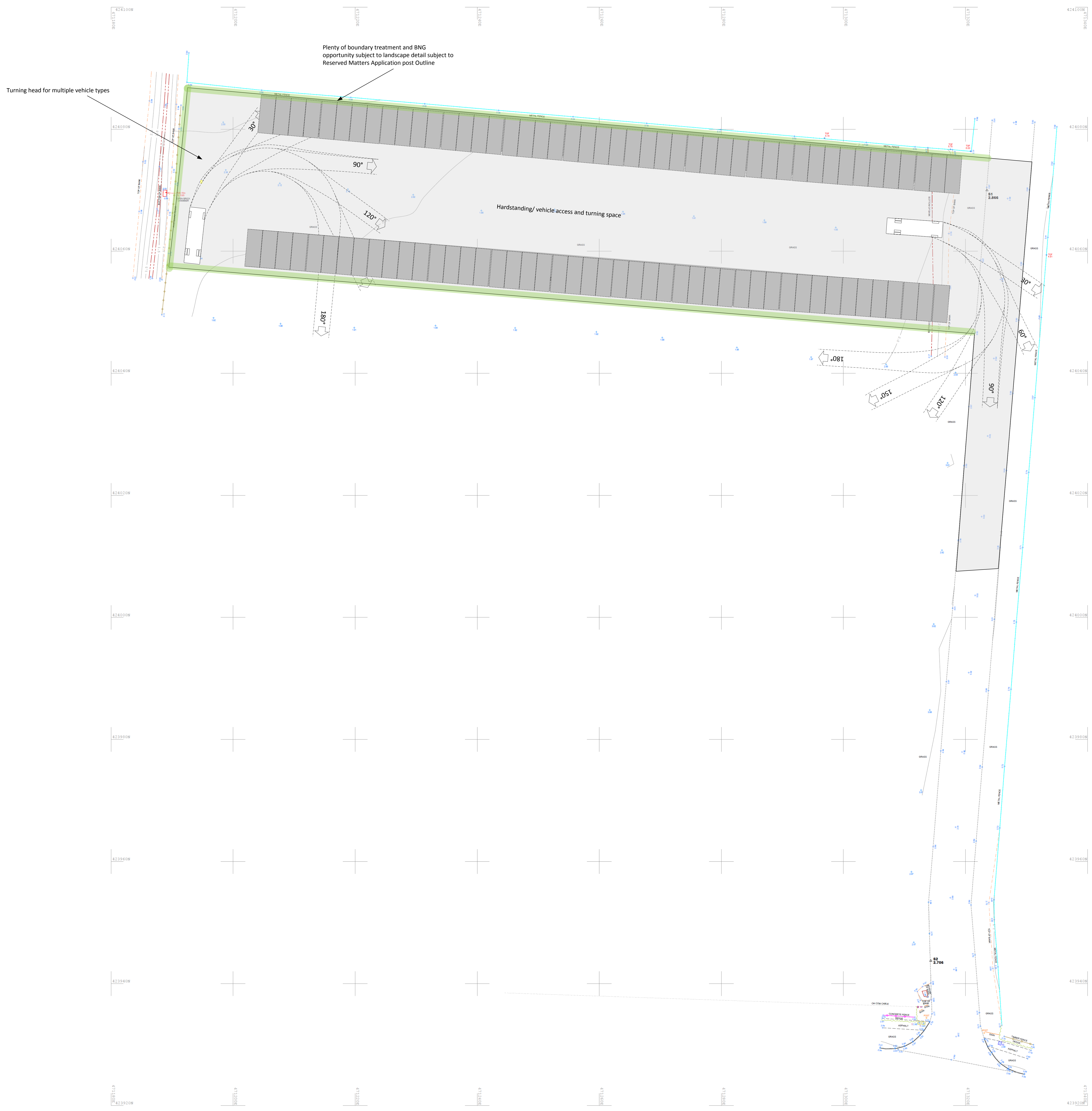
Date	By	Paper	Scale	Dwg no.	Rev
17/01/2024	MD	A3	1:500	RR002	

Layout Plan over OS

OFFICE:
DPA Planning Ltd
4100 Park Approach
Leeds
LS15 8GB
Tel: 0113 3970 310
Mob: 07799 095 613
S.dewar@dpaPlanning.co.uk

SITE ADDRESS:
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Date	By	Paper	Scale	Dwg no.	Rev
17/01/2024	SD	AD	1:250	003	

Layout Plan over TOPO

Appendix B
TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

AMA - Leeds

Licence No: 710001

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 1350 to 1530 (units: sqm)
 Range Selected by User: 1000 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 21/09/21

Selected survey days:

Tuesday 1 days
 Thursday 1 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town 2

Selected Location Sub Categories:

Industrial Zone 2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

B8 2 days

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days
 15,001 to 20,000 1 days

Population within 5 miles:

5,001 to 25,000 1 days
 125,001 to 250,000 1 days

Car ownership within 5 miles:

1.1 to 1.5 1 days
 1.6 to 2.0 1 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

Covid-19 Restrictions Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	NY-02-E-01	SELF STORAGE		NORTH YORKSHIRE
	OAKNEY WOOD ROAD			
	SELBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1350 sqm		
	Survey date: <i>TUESDAY</i>	<i>21/09/21</i>		<i>Survey Type: MANUAL</i>
2	SF-02-E-01	SELF STORAGE		SUFFOLK
	WHITE HOUSE ROAD			
	IPSWICH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1530 sqm		
	Survey date: <i>THURSDAY</i>	<i>24/06/21</i>		<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	1440	0.000	2	1440	0.000	2	1440	0.000
07:30 - 08:00	2	1440	0.104	2	1440	0.104	2	1440	0.208
08:00 - 08:30	2	1440	0.139	2	1440	0.104	2	1440	0.243
08:30 - 09:00	2	1440	0.035	2	1440	0.035	2	1440	0.070
09:00 - 09:30	2	1440	0.104	2	1440	0.069	2	1440	0.173
09:30 - 10:00	2	1440	0.104	2	1440	0.035	2	1440	0.139
10:00 - 10:30	2	1440	0.208	2	1440	0.243	2	1440	0.451
10:30 - 11:00	2	1440	0.069	2	1440	0.174	2	1440	0.243
11:00 - 11:30	2	1440	0.174	2	1440	0.104	2	1440	0.278
11:30 - 12:00	2	1440	0.069	2	1440	0.139	2	1440	0.208
12:00 - 12:30	2	1440	0.104	2	1440	0.104	2	1440	0.208
12:30 - 13:00	2	1440	0.139	2	1440	0.104	2	1440	0.243
13:00 - 13:30	2	1440	0.035	2	1440	0.035	2	1440	0.070
13:30 - 14:00	2	1440	0.104	2	1440	0.069	2	1440	0.173
14:00 - 14:30	2	1440	0.139	2	1440	0.139	2	1440	0.278
14:30 - 15:00	2	1440	0.243	2	1440	0.174	2	1440	0.417
15:00 - 15:30	2	1440	0.069	2	1440	0.139	2	1440	0.208
15:30 - 16:00	2	1440	0.069	2	1440	0.104	2	1440	0.173
16:00 - 16:30	2	1440	0.104	2	1440	0.035	2	1440	0.139
16:30 - 17:00	2	1440	0.069	2	1440	0.104	2	1440	0.173
17:00 - 17:30	2	1440	0.069	2	1440	0.104	2	1440	0.173
17:30 - 18:00	2	1440	0.000	2	1440	0.035	2	1440	0.035
18:00 - 18:30	2	1440	0.069	2	1440	0.069	2	1440	0.138
18:30 - 19:00	2	1440	0.069	2	1440	0.035	2	1440	0.104
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.288			2.257			4.545

Parameter summary

Trip rate parameter range selected: 1350 - 1530 (units: sqm)
 Survey date date range: 01/01/15 - 21/09/21
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0