



2 Laithes Fold · Alverthorpe · Wakefield · WF2 9TP
t 07854 048 918 e. mail@howarthconsultancy.co.uk

PROPOSED DEVELOPMENT (1 DWELLING) AT SPRING STREET, SLAITHWAITE SUPPORTING HIGHWAY STATEMENT

1.0 Site Location and Local Highway Network

- 1.1 The application site is situated at the western end of Spring Street which is situated .6km to the south of Slaithwaite town centre. Access from the main arterial route the A62 Manchester Road is via Valley Road the B6109 with Spring Street being situated on its western boundary some 130 metres from the junction with the A62. The B6109 is a moderately busy route at the recognised peak times and more lightly trafficked throughout the rest of the working day. Opposite Spring Streets junction with the B6109 is an un surfaced track leading to some garaging for the properties fronting Valley Road. The immediate area surrounding the site is predominately residential.
- 1.2 Spring Street is a two way single carriageway with an average carriageway width of some 10 metres for the majority of its length up to and just beyond no.21 Spring Street. Spring Street is a private street and is generally unmade for most of its length. Spring Street serves approximately 21 dwellings with the majority being located towards its eastern end i.e. close to the junction with the B6109. Spring Street has verges or footways to either side of the carriageway along its mainly built up area. It has no traffic regulation orders restricting access or on street car parking and has the benefit of a single lamp column situated approximately mid way along its length.
- 1.3 The link to Spring Street from the main arterial route (A62) is Valley Road, which is a two way single carriageway and at its junction with Spring Street has a far side footway with only a nearside 600mm margin towards the north with no margin / verge or footway to the south with the carriageway almost abutting the property boundary walls. Visibility for egressing drivers is therefore, restricted in both directions due the lack of a nearside footway. To the north of the junction with Spring Street on the opposite side of the carriageway there are several marked out

parking spaces fronting a terrace of properties. Valley Road is signed at its junction with Manchester Road as being unsuitable for large vehicles.

- 1.4 Valley Road is a bus route with fare stages situated to the north of the site. Fare stages are also available on the A62. Further details of the bus services available at these locations are outlined in Section 2.0 below.

2.0 Sites Accessibility by other Modes of Transport

2.1 Bus & Train Travel

Bus - Opportunities to access public transport exist within 285 metres on Valley Road and 425 metres on the A62. There is a safe pedestrians crossing point for pedestrians / cyclists wishing to access the fare stage on the far side of the A62 (and also the town centre) via a zebra crossing with a central refuge island, just to the west of the A62 / Valley Road junction. The bus services available from the fare stages mentioned above are shown in fig 2.1A below:

Service No	From – To	Frequency Mon – Sat	Evenings and Sundays
Valley Road 335	Holmfirth – Meltham – Slaithwaite – Pole Moor - Blackmoorfoot	Every 60 mins	No Service
Manch Rd 182 / 183	Huddersfield – Linthwaite – Slaithwaite – Marsden	Every 60 mins	Every 60 mins
184	Huddersfield – Slaithwaite – Marsden – Diggle – Oldham – Manchester	Every 60 mins	Every 120 mins
185	Huddersfield – Slaithwaite - Marsden	Every 20 mins	Every 60 mins
938	Marsden - Slaithwaite	Every 60 mins	No Service

Fig 2.1A

- 2.1.1 As can be identified from Fig 2.1A above the bus services particularly along the Manchester Road are to a very high standard with a regular 12 – 15 minute service to the local towns of Huddersfield & Marsden during the working day. The bus services in this locality are therefore, compatible with the current guidance on access to public transport contained within the IHT guidelines. Given the number and frequency of these services it can be presumed that public transport will be a very attractive mode of transport for both residents and visitors.

2.1.2 **Train** – The town of Slaithwaite has the benefit of a railway station situated to the north of the town centre on Station Road some 850 metres from the site. The train services available from Slaithwaite Railway Station are as shown in Fig 2.1B below:

Train routes: Huddersfield Line

Leeds - Dewsbury - Mirfield - Deighton - Huddersfield - Slaithwaite - Marsden - Stalybridge - Manchester Victoria - Liverpool Lime Street

Service summary

Route	Monday to Saturday frequency		Sunday frequency
	Daytime	Late evening	
Leeds – Dewsbury – Mirfield – Brighouse – Todmorden – Manchester Victoria –	60 mins	No Service	No Service
Huddersfield – Ashton-under-Lyne – Manchester Victoria – Liverpool Lime Street	60 mins	60 mins	

Fig 2.1B

The railway station is within easy cycling distance of the application site and within the accepted distance for walking when commuting. The facilities available at the station are as follows:

- 4 cycle lockers on platform
- Plus partial sheltered cycle storage
- 15 car parking spaces – 24 hour availability.

2.2 **Access for pedestrians and cyclists**

Pedestrian and cycling accessibility are very good given its location close to the Slaithwaite Town centre.

2.3 **Walking** – Pedestrian accessibility close to the site will be via the private drive arrangement serving the existing and proposed dwelling, with no segregated footway provision proposed. However, given the light number of vehicle movements anticipated within the site the potential for conflict with vehicles is considered to be extremely remote.

2.3.1 On the local network the footway links to Slaithwaite to the north are to a standard commiserate with the existing footways / footpaths network in this locality, with footways in places being very narrow and in other locations nonexistent. However, local residents will be well aware of the vagaries of the local footway network and travel / plan their route

accordingly. Slaithwaite town centre is approximately 600 metres from the site which provides excellent opportunities for residents to access the town's retail facilities and the doctors and dentist surgeries and the railway station etc. on foot. Safe pedestrian access for children to the local primary school can also be made through the western site boundary via the Crossways garden access onto the school access road off Nields Road.

2.4 **Cycling** - Within the accepted cycling distance for commuting (5km) there are the employment areas along the Colne Valley within locations such as Milnsbridge, Golcar and Linthwaite. Employment opportunities are also available within the nearby Spa Fields Industrial Estate to the north east of Slaithwaite and also on the nearby Lees Mill Lane. Also Slaithwaite and Meltham town centres are also within the accepted 5km cycle distance for commuting.

2.5 **Accessibility Conclusion**

The site is situated in a very sustainable location being within the acceptable walking distance of the local fare stages and nearby Slaithwaite town centre and within cycling distance of several local towns and employment centres and the railway station. Therefore, the sites location conforms to all current Government directives for ensuring developments are located in sustainable locations.

3.0 **Current use of the site & site history**

3.1 This comparatively large site for a small housing development is presently vacant and is used partly as garden area for the main dwelling Crossways which gains vehicular access via Nields Road.

3.2 The adjacent site has a very recent planning history with outline planning approval being granted for one dwelling with access being gained via Spring Street. This site was considered at that time to be in a very sustainable location. In 2011 Detailed Planning Approval was granted again for a single dwelling ref: 2011/62/91714/W again with vehicular and pedestrian access via Spring Street.

4.0 **Proposed development**

4.1 The application proposes a detached dwelling with an attached double garage and forecourt parking to the front of same. Access to the proposed development will be via the same route, Spring Street, and the internal driveway to the recently approved dwelling to the west of the application site. Adequate internal turning provision is available for a refuse vehicle and an emergency vehicle such as a fire tender.

5.0 Traffic Impact

5.1 The proposed new dwelling is anticipated to generate 6 - 8 trips per day with one trip at the recognised morning and evening peak periods. However, given the proximity of the local primary school, a regular bus service and local facilities and employment opportunities the number of trips associated with the proposed dwelling is expected to be lower than anticipated.

5.2 Notwithstanding the substandard nature of Spring Street and its junction with the B6109 the proposed development is expected to generate only 1 additional vehicle movement through the junction at the peak times. The additional amount of traffic associated with a single dwelling utilising Spring Street has already been accepted by the Local Authority when making their decision on the 2010 and 2011 applications, therefore, the additional trips during the peak periods associated with the current application should be acceptable to the Highway Authority especially as there has been no change in circumstances since the previous 2011 approval.

6.0 Conclusion

- 6.1 The application proposes the erection of a detached dwelling with an attached double garage and forecourt parking to the front of same. Access to the proposed development will be via the same route, Spring Street, and the internal driveway to the recently approved dwelling to the west of the application site. Adequate internal turning provision is available for a refuse vehicle and an emergency vehicle such as a fire tender.
- 6.2 The site has very good public transport facilities within the local vicinity. Bus frequencies and routing suggest that public transport usage will be a very attractive mode of transport for all residents of the site. It should be acknowledged that this site is located where future residents can access the development by foot, on bicycle or public transport rather than having to rely on the private car as promoted by current Government guidance in PPG 13.
- 6.3 It is considered that the development proposals would therefore have no discernable highway impact and would not be detrimental to the safety and efficiency of the highway. It is therefore concluded that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted and the Local Planning Authority is therefore requested to confirm the findings of this report.

File ref: 608

Date: March 2012