

Highways Supporting Statement

Proposed Residential Development

Lower Wellhouse Road, Golcar

17th June 2019

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement to review the highways impact associated with a Change of Use application to redevelop a barn to a single residential dwelling (C3 use class).

This Statement sets out the following elements:

- ▶ Planning History;
- ▶ Description of Site Location;
- ▶ Details of the Local Highway Network;
- ▶ Sustainable Modes Access – Walking, Cycling and Public Transport;
- ▶ Description of Existing Land Use;
- ▶ Details of the Proposed Development;
- ▶ Proposed Site Access;
- ▶ Parking Provision;
- ▶ Servicing;
- ▶ Traffic Generation (of Existing and Proposed Development);
- ▶ Expected Highway Impact; and
- ▶ Conclusion.

Planning History

In 2002, an inspector upheld the decision of Kirklees Council (KC) at Appeal to refuse the original planning application for a number of reasons including highways.

The inspector took the view that the appropriate visibility splays of 2.4 x 70m were required in accordance with DMRB. This along with the presence of parked vehicles on Lower Wellhouse Road and Occupation Road resulted in the inspector having concerns about additional traffic using Occupation Road. These concerns were the reason given for upholding the decision on highways grounds.

Description of Site Location

The application site is a barn with associated access and hardstanding area. The site is bounded to the north, east and south by residential properties. To the west, the site is bounded by Occupation Road.

The application site is located in the Golcar area of Kirklees, approximately 5km south-west of the centre of Huddersfield. A site location plan is appended to this Statement.

The barn is served directly from a private road known locally as Occupation Road. Occupation Road currently serves approximately 14 dwellings. Vehicular traffic and pedestrians / cyclists share the same space as Occupation Road is effectively a shared surface. A plan showing the location of the site is at **Figure 1**.

Details of the Local Highway Network

The barn is served directly from a private road known locally as Occupation Road. Occupation Road currently serves approximately 14 dwellings. Vehicular traffic and pedestrians / cyclists share the same space as Occupation Road is effectively a shared surface.

The width of Occupation Road varies from 8m to 4m. At the junction with Lower Wellhouse Road, Occupation Road is 6m wide. The changes in the width of Occupation Road between the barn and Lower Wellhouse Road provides opportunities for vehicles to pass each other even in the event that parking occurs.

To the west of the site, Occupation Road meets Lower Wellhouse Road by way of a simple priority T junction. Occupation Road is the minor arm which gives way to traffic on Lower Wellhouse Road. Lower Wellhouse Road is a single carriageway two-way local residential road, is subject to a 30mph speed limit and is street lit. In the immediate vicinity of the site, a footway is present on the eastern side of the carriageway.

To the south of Occupation Road, Lower Wellhouse Road meets Low Westwood Lane by way of a priority T-junction. In the vicinity of the junction, footways are present on both sides of Lower Wellhouse Road.

To the north, Lower Wellhouse Road becomes Share Hill where it continues towards the centre of Golcar.

At a wider level, Lower Wellhouse Road leads to Slaithwaite and the A62 to the south-west. To the south, Low Westwood Lane also provides access to the A62. To the west, the A62 provides access to Oldham and Manchester. To the east, A62 provides access to the centre of Huddersfield. To the north, the nearest access to the strategic road network (SRN) is M62 Junction 23.

Sustainable Modes Access – Walking, Cycling and Public Transport

The site is considered to be located in a sustainable and easily accessible location on foot or bicycle and benefits from surrounding existing local key goods and services, including schools, a community centre and convenience retail within a reasonable walking distance.

Within an acceptable 2km walking catchment of the site is the entirety of the majority of Golcar including the centre. To the south, the settlement of Clough is also within a 2km walking of the site. A range of local facilities are available within this catchment. It should be noted that there is intermittent footway provision between the site and Clough. Wellhouse Infant and Junior School is located within a short walk of the site.

Within an acceptable 5km cycling catchment are areas within Huddersfield such as Scapegoat Hill, Leymoor, Longwood, Milnsbridge, Paddock, Crossland Moor, Crossland Hill, Linthwaite, Heights, Slaithwaite and Hill Top.

The close proximity of these other wider settlements that have supporting key goods and services across the catchment, provide an attraction for journeys to be undertaken by sustainable modes and reducing the need to make these movements by private car.

National Cycle Routes are present within the vicinity of the site, with low traffic on-road routes. The National Cycle Network Route (NCN) 68 runs to the west of the site through Slaithwaite. Route 66 is the Pennines Cycleway which runs from Derby to Berwick-upon-Tweed.

The site is also well located in terms of access to bus services, with two stops within 400m of the site, providing access to the following services:

SERVICE	SERVICE DESTINATIONS	DAYTIME AND PEAK FREQUENCY
394 / 395	Slaithwaite – Huddersfield Town Centre	Monday to Saturday Every 60 Minutes (Combined)
396	Wilberlee - Huddersfield	Monday to Saturday - 3 Evening Services Sunday – Every 120 Minutes

Table 1 – Local Bus Services and Frequency

The above provide a combined hourly service during the daytime between these bus stops and Huddersfield town centre which is considered to be a good level of provision for the location of the site.

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. This demonstrates that there are ample facilities to accommodate pedestrian, cycle and public transport trips to and from the site. There are numerous existing key goods and services within an acceptable walking and cycling distance, further reducing the need for car based trips.

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

Description of Existing Land Use

The proposed site is currently a 136m² barn with associated access and hardstanding area.

Details of the Proposed Development

The proposals comprise converting the building to a single three bedroom residential dwelling with associated car parking. A plan showing the proposed conversion is at **Figure 2**.

Proposed Site Access

Access to the development will remain the same as it is currently. The Occupation Road / Lower Wellhouse Road will be the route to / from the adopted highway network. This junction is used on a daily basis by the existing properties served from Occupation Road.

A review of the Crash Map online service indicates that there have been no personal injury collisions (PIC) recorded at the junction over the past 10 years.

National and local guidance has changed in relation to stopping site distance (SSD) requirements since the previous appeal decision in 2002. A 43m stopping site distance (SSD) is generally required in accordance with Manual for Streets (MfS) for a 30mph speed limit.

This inspector stated the following in relation to the 2002 appeal decision:

‘Because of the narrowness of the road, its steep slope, the presence of parked cars and the proximity of the junctions a short distance either side of the Occupation Road junction, traffic speeds are generally lower than 30mph’

The presence of on street parking on the eastern side of Lower Wellhouse Road to the north and south of the junction with Occupation Road is not unusual for this type of lightly trafficked access. There are plenty of examples of this type of situation across Golcar and the wider Kirklees area. Furthermore, this is an existing junction, therefore, drivers are aware of vehicles exiting Occupation Road as they travel north and south along Lower Wellhouse Road.

In order to demonstrate that traffic speeds are lower than the 30mph speed limit on Lower Wellhouse Road in the vicinity of Occupation Road, a radar speed survey was undertaken on Monday 10 December 2018. The survey was undertaken outside of the peak periods in free-flow conditions. A plan showing the locations that the speed readings were recorded and the survey data are at **Figure 3**.

The 85th percentile speed recorded in a northbound direction was 23mph. This figure is reduced to 20.5mph once the 2.5mph wet weather speed reduction is applied. Based on the Manual for Streets 2 (MfS2) formula, the corresponding SSD for a 20.5mph 85th percentile wet weather speed equates to 25.4m. A 2.4m x 25.4m visibility splay to the left from Occupation Road can be achieved to the nearside kerb line.

In a southbound direction, the 85th percentile speed recorded was 24mph. With the wet weather speed reduction factor applied this figure is reduced to 21.5mph. Based on the MfS2 formula, the corresponding SSD for a 21.5mph 85th percentile wet weather speed equates to 27.4m.

Due to the boundary wall of residential properties to the north of the junction. A visibility splay of 2.4m x 27.4m to the right from Occupation Road intersects the southbound carriageway at a point 0.7m from the edge of the nearside kerb line. Even in the event that there was no on-street parking along the eastern side of Lower Wellhouse Road to the north of the junction, a driver attempting to turn out of Occupation Road would be able to see a vehicle travelling southbound.

The visibility splays are shown on AMA Drawing No. 20288-SK-001 at **Figure 4** of this HSS.

Parking Provision

A total of two car parking spaces will be provided for the proposed three bedroom dwelling in line with KC's Maximum Standards.

Servicing

Servicing by refuse vehicles would take place in the same manner as the existing properties served from Occupation Road.

Traffic Generation and Likely Highways Impact

The development proposes the conversion of the barn to a single residential dwelling. Given the location of the site, a robust generic residential trip generation rate of 0.8 two-way car movements is assumed for the AM and PM peak development hours, it is estimated that approximately 1 two-way vehicle trip would occur during each development peak hour as a result of the development proposals.

It should be noted that the additional trips generated by the proposed residential dwelling would not be noticeable to other local residents. Furthermore, a future resident would typically be leaving during the AM peak and returning during the PM peak in the same manner as other residential properties served from Occupation Road. Therefore, the trip profile would typically be the same, therefore, resulting in limited conflicting vehicle movements as a result of the proposals.

Furthermore, if the barn was used to accommodate cars as referred to in the 2002 appeal decision, even if this was a more modest 4 – 5 vehicles, it could reasonably result in at least 1 two-way AM and PM peak vehicle trip.

The comparison between the trip generating potential of the extant and proposed use demonstrates that any impact associated with the proposals would be negligible.

In summary, the trip generation of the proposed development is considered to be negligible and would have no noticeable or material impact on Occupation Road and the local highway network.

Conclusion

It is considered that the information contained in this Statement should provide sufficient information for the highways officer to be able to make a positive recommendation on the development proposal.

When compared with the potential use of the existing barn, the conversion of the building to a single residential dwelling will not result in a noticeable change to the number of vehicles using Occupation Road and its junction with Lower Wellhouse Road.

Furthermore, it has been demonstrate through a speed survey on Lower Wellhouse Road that appropriate visibility can be achieved ensuring that vehicles can exit Occupation Road safely.

Based on the information contained in this Statement, it is considered that the proposals would not result in any detrimental highways impact and that there are no traffic or transportation reasons that planning permission could not be granted for the development proposals.

Appended Documents

Figure 1 – Site Location Plan

Figure 2 – Proposed Site Layout

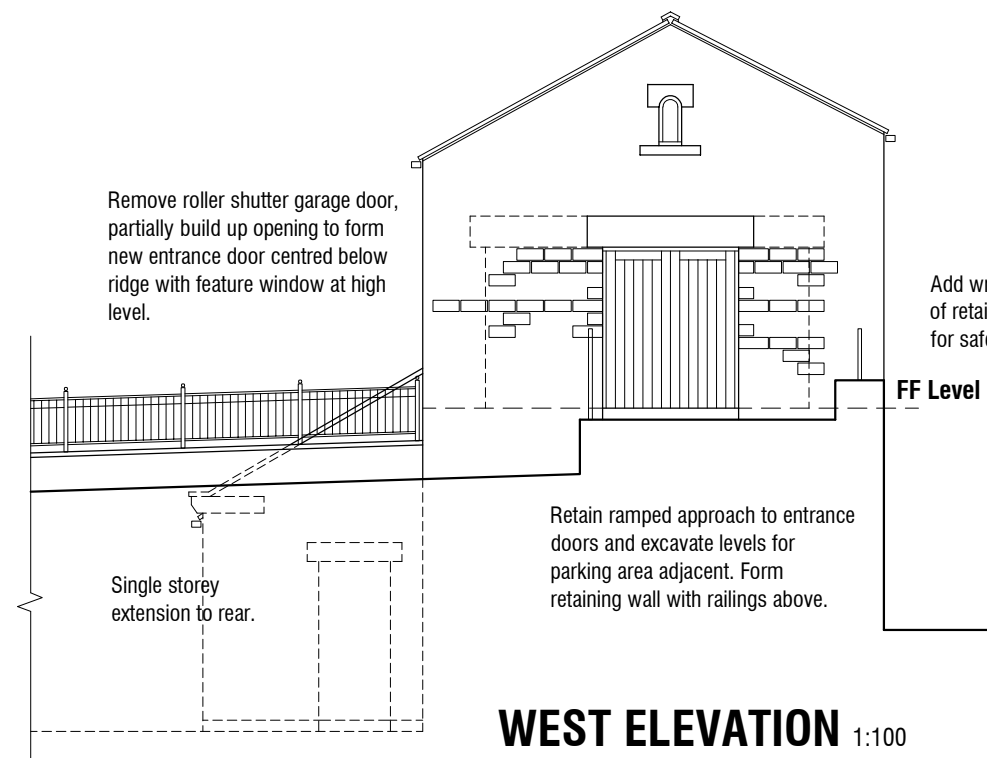
Figure 3 – Radar Speed Survey Results

Figure 4 – AMA Drawing No. 20288-SK-001



Title: Site Location Plan
Proposed Barn Conversion
Lower Wellhouse Road, Golcar

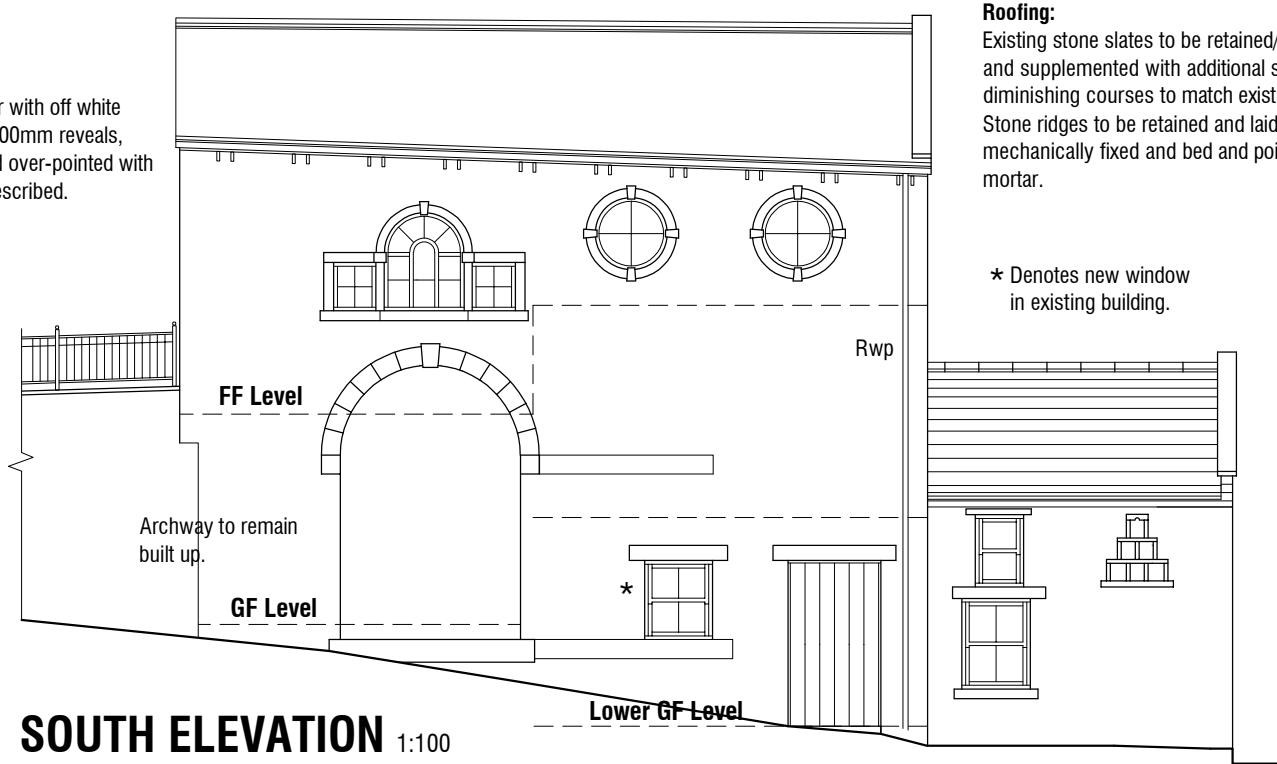
Figure No: Figure 1



Windows:
Windows to be in timber with off white paint finish, set in min 100mm reveals, sealed to stonework and over-pointed with mortar fillet as before described.

Add wrought iron railings to top of retaining wall where required for safety.

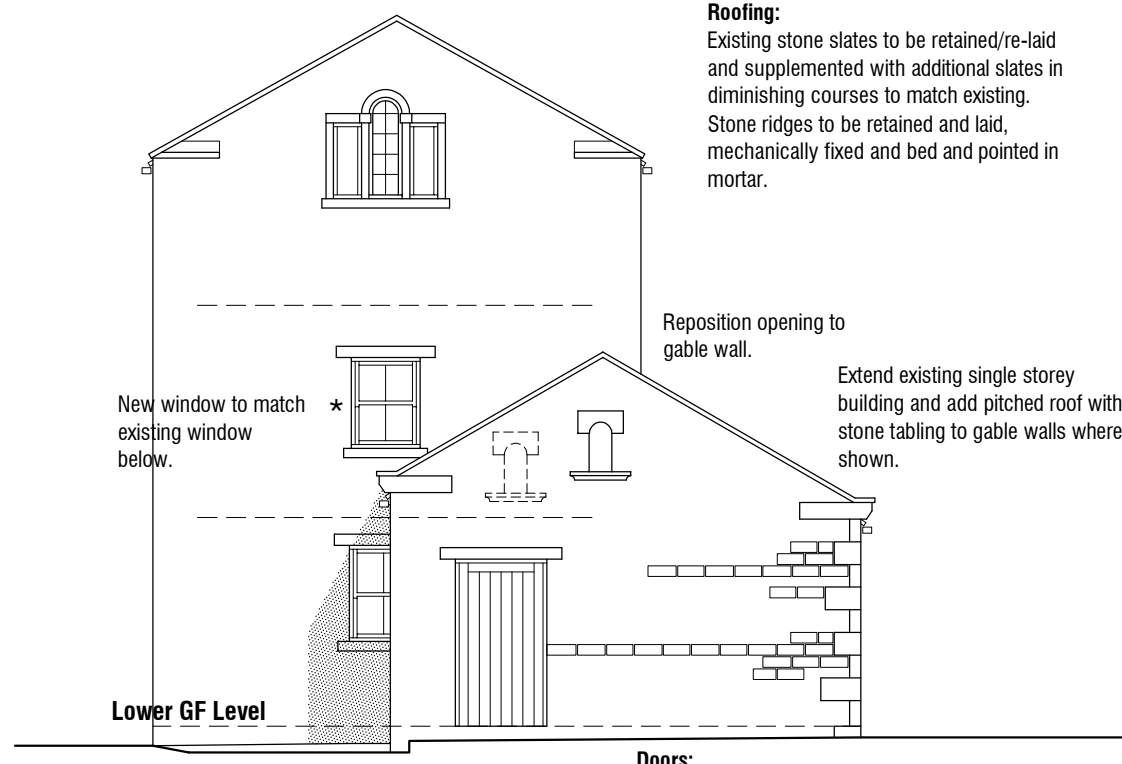
WEST ELEVATION 1:100



Roofing:
Existing stone slates to be retained/re-laid and supplemented with additional slates in diminishing courses to match existing. Stone ridges to be retained and laid, mechanically fixed and bed and pointed in mortar.

* Denotes new window in existing building.

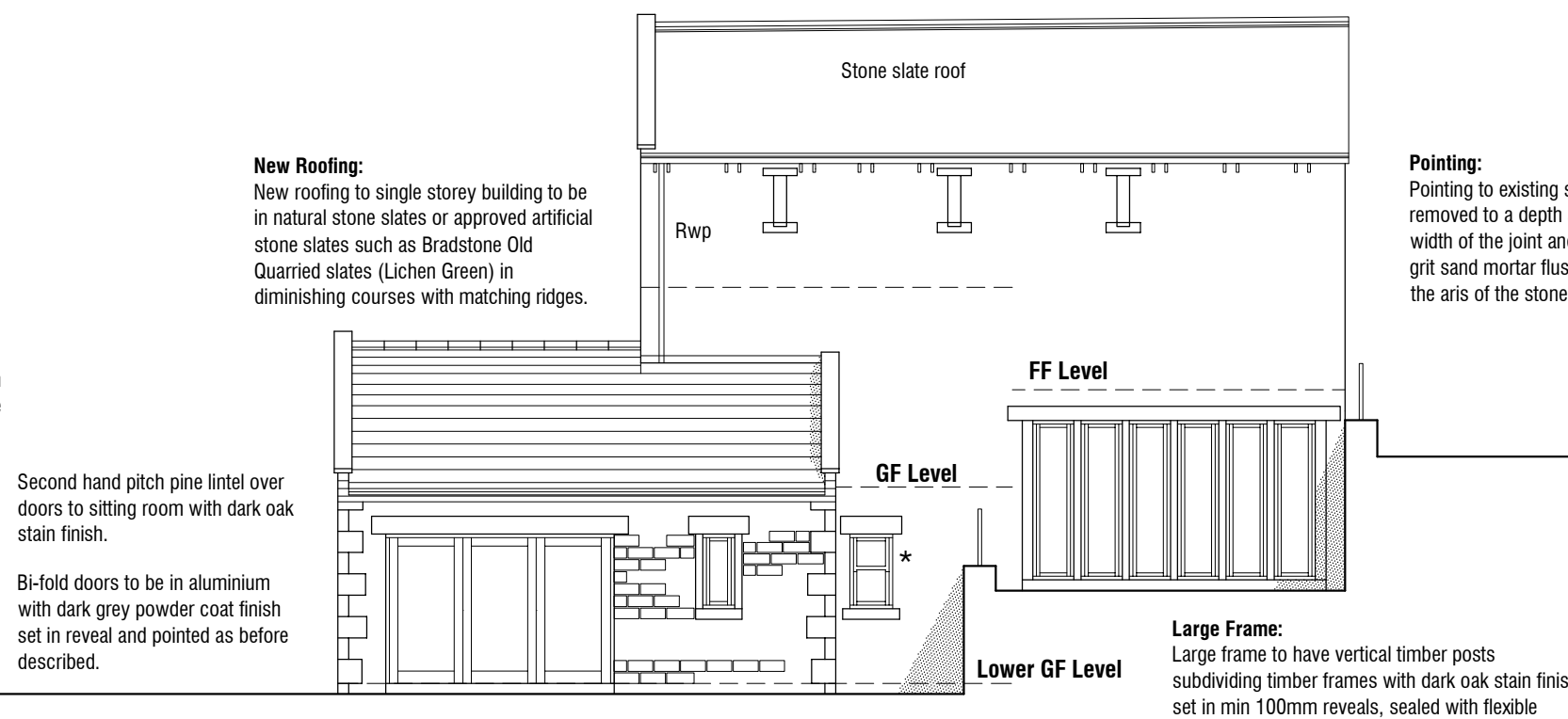
SOUTH ELEVATION 1:100



Roofing:
Existing stone slates to be retained/re-laid and supplemented with additional slates in diminishing courses to match existing. Stone ridges to be retained and laid, mechanically fixed and bed and pointed in mortar.

* Denotes new window in existing building.

EAST ELEVATION 1:100



New Roofing:
New roofing to single storey building to be in natural stone slates or approved artificial stone slates such as Bradstone Old Quarried slates (Lichen Green) in diminishing courses with matching ridges.

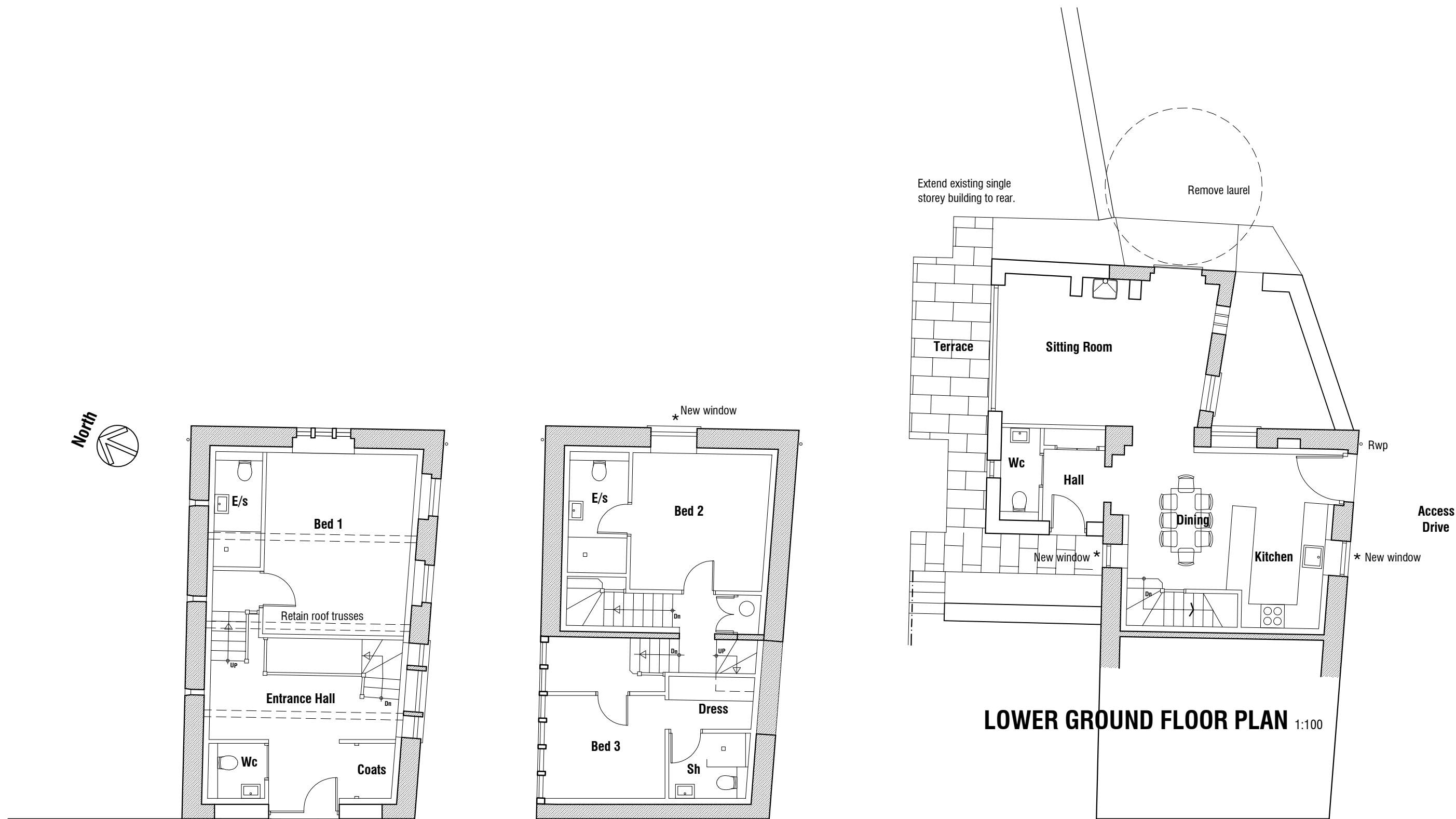
Second hand pitch pine lintel over doors to sitting room with dark oak stain finish.

Bi-fold doors to be in aluminium with dark grey powder coat finish set in reveal and pointed as before described.

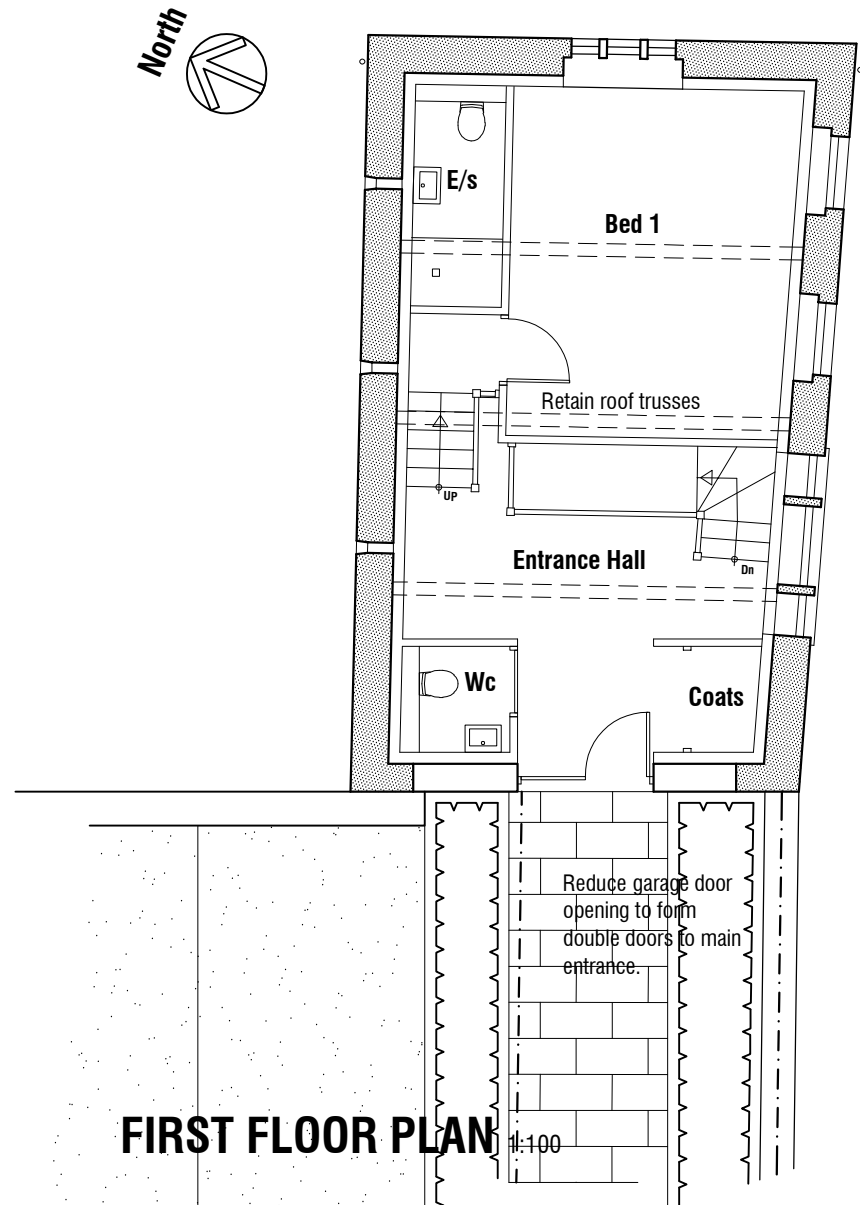
New Walling:
Regularly coursed second hand reclaimed stone to match existing in size colour and face, and pointed in lime based grit sand mortar as before described.

Large Frame:
Large frame to have vertical timber posts subdividing timber frames with dark oak stain finish, set in min 100mm reveals, sealed with flexible mastic at reveals and over-pointed with mortar fillet.

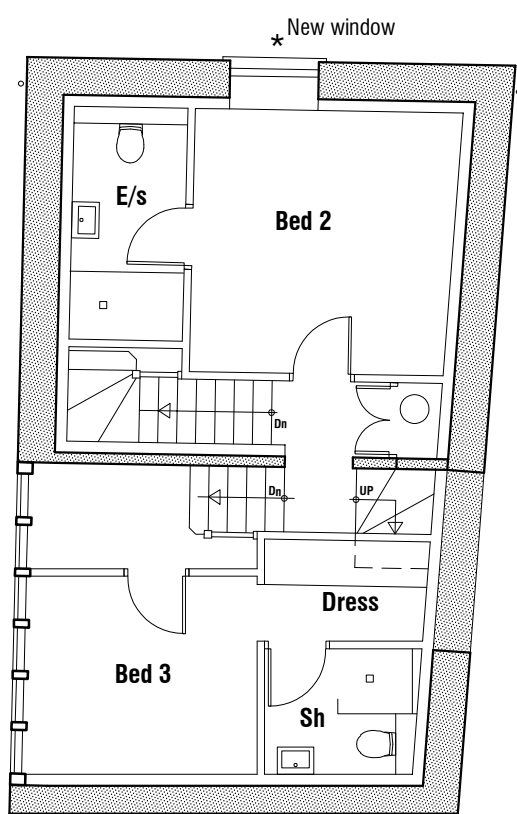
Pointing:
Pointing to existing stone walls to be carefully removed to a depth at least equivalent to the width of the joint and repointed in lime based grit sand mortar flush and slightly back from the aris of the stone and with a brushed finish.



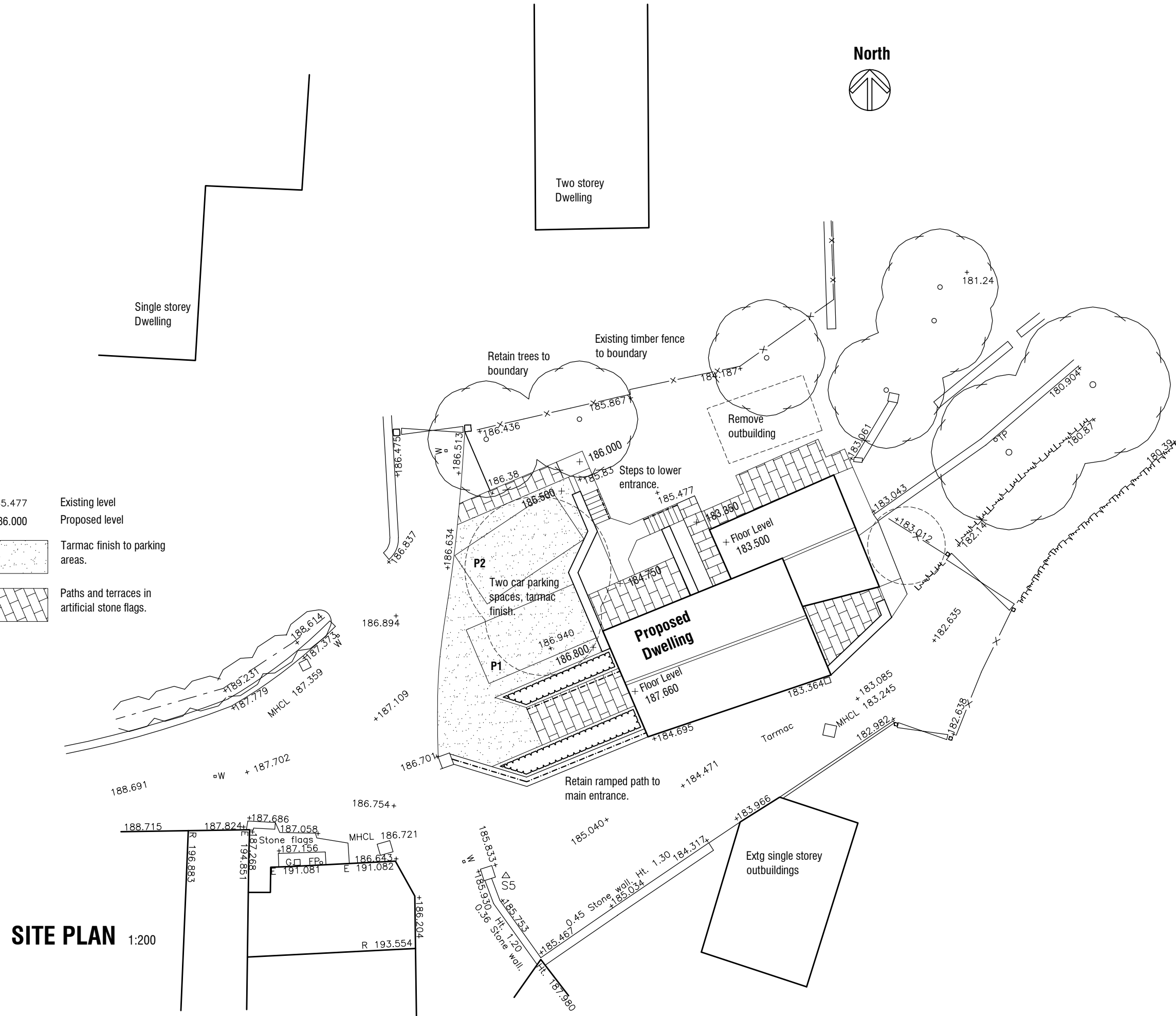
LOWER GROUND FLOOR PLAN 1:100



FIRST FLOOR PLAN 1:100



GROUND FLOOR PLAN 1:100



SITE PLAN 1:200

Rev A 11.12.18 - Parking amended.

CONVERSION OF OUTBUILDING THE GABLES LOWER WELLHOUSE GOLCAR HUDDERSFIELD HD7 4ES

Proposals

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Scale AS SHOWN @ A1 Drawn MJB

Date NOVEMBER 2018 Ref. 18.31

Dwg No. P1 Rev. A

0cm 2cm 4cm 6cm
Copyright mboothdesign. All dimensions in millimeters unless otherwise stated.
Dimensions for setting out in existing buildings are to be checked and verified on site
to be checked on site

Lower Wellhouse Road, Wellhouse - Speed Survey (Monday 10th December 2018)

Weather Conditions - Fine, Sunny Periods & Mild/Road Surface - Dry

Northbound

17	23	15	21	19	23	19	21	18	20
20	22	28	21	16	21	18	20	24	17
17	21	19	25	15	18	22	19	22	18
14	14	18	20	16	21	18	20	16	19
22	15	23	18	22	25	22	15	21	16
23	20	16	26	22	20	25	23	17	21
19	21	24	20	25	22	20	25	20	23
23	22	18	20	23	20	25	22	17	21
17	23	16	20	17	19	15	21	17	19
17	15	19	21	17	16	20	17	23	21
19	15	20	16	18	15	19	15	21	19
23	16	19	21	15	20	17	22	16	22
21	15	21	16	22	15	21	18	20	21
20	15	18	21	24	23	16	20	23	21
15	21	18	25	17	17	27	16	30	26
23	18	20	23	18	20	23	15	21	19
21	26	18	22	19	21	23	19	22	20
19	17	21	19	23	16	21	15	20	17
22	20	27	18	22	24	21	30	22	20
18	20	22	19	21	23	20	15	21	23

Max - 30

Min - 14

85% - 23

Ave - 20

Sp. Limit - 30

17 - Cars/LGV's

18 - HGV's/PSV's

Lower Wellhouse Road, Wellhouse - Speed Survey (Monday 10th December 2018)

Weather Conditions - Fine, Sunny Periods & Mild/Road Surface - Damp

Southbound

23	21	24	22	19	24	23	18	15	23
24	20	15	23	26	21	19	23	20	24
20	24	23	26	22	27	21	27	23	33
25	20	22	16	20	18	19	22	26	23
18	15	19	21	17	21	17	14	24	18
18	22	17	25	18	16	20	18	14	17
19	17	22	18	20	18	24	14	18	22
17	21	18	19	26	14	18	22	20	18
20	18	16	22	18	16	22	17	19	14
18	23	19	23	18	17	13	17	23	17
21	17	19	23	18	13	23	18	22	20
18	21	17	26	18	17	21	19	16	18
19	23	18	20	22	19	21	25	19	20
14	20	26	17	16	20	17	15	25	17
16	21	24	19	22	28	21	25	19	22
24	15	22	24	21	19	25	18	22	25
20	22	20	27	21	24	19	22	25	22
23	21	25	23	26	21	18	26	20	26
22	20	23	21	17	22	19	25	21	23
24	22	18	21	24	18	26	20	18	21

Max - 33

Min - 13

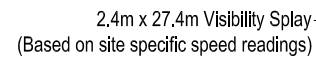
85% - 24

Ave - 20

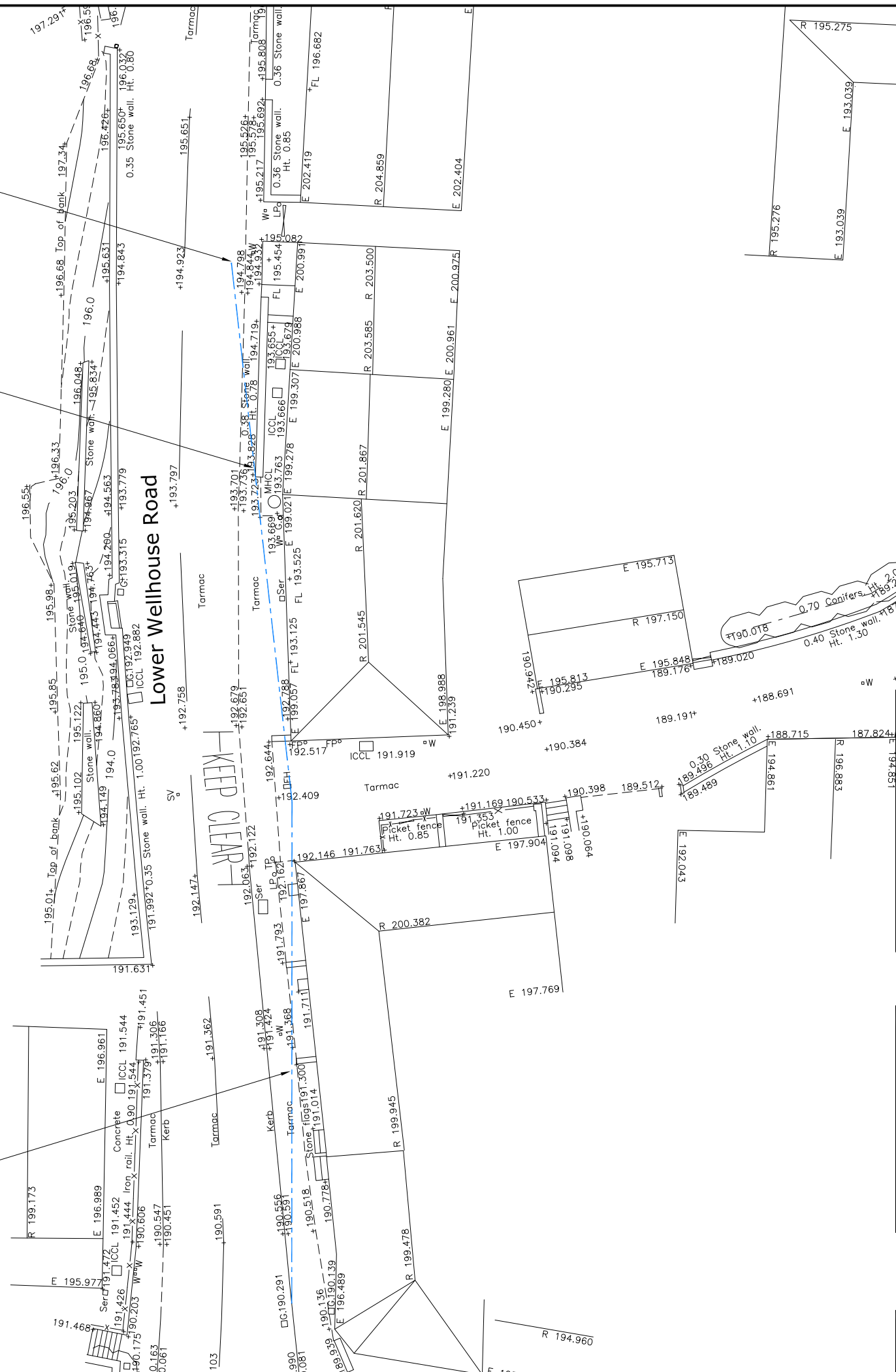
Sp. Limit - 30

23 - Cars/LGV's

20 - HGV's/PSV's



2.4m x 25.4m Visibility Splay
(Based on site specific speed readings)



-	02.12.2018	AMM	FIRST ISSUE	ATM	ATM
REV	DATE	BY	DESCRIPTION	CHK	APP



CLIENT:

JONATHAN SCOTT

PROJECT:

**LOWER WELLHOUSE ROAD
GOLCAR**

TITLE:

VISIBILITY SPLAYS AT OCCUPATION ROAD / LOWER WELLHOUSE ROAD JUNCTION

SCALE @ A3: 1:250	CHECKED: ATM		APPROVED: ATM
PROJECT No: 20288	DESIGNED: AMM	DRAWN: AMM	DATE: 10.12.2018

DRAWING No:

20288-SK-001

REV: