



Manchester Road, Slaithwaite

Technical Note

July 2021
1986

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks		A	B	
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Prepared by	JJH	JJH	JJH	
Checked by	LO	LO	LO	

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Appendices

Appendix A - Site Location

Appendix B – Access Proposals

Appendix C – Speed Survey Results

1.0 Site Location

- 1.1.1 The application site is located on the south-eastern side of Manchester Road (A62) on the outskirts of Slaithwaite. The proposals are for the erection of a 3-bed (8 birth) holiday accommodation with associated works in the established garden space of Mulberry Brook. A new access arrangement off Manchester Road (A62) is also proposed. The site location plan can be found at Appendix A.

2.0 Site History

- 2.1.1 The site was granted planning permission for a cattery (2019/93032) however this was never implemented.
- 2.1.2 The approved layout drawing ref: SM/02B Site Plan & Details identified that the cattery was to be accessed using the Mulberry Brook driveway junction off Manchester Road. This is also a public footpath (no 125) which leads to Lingards Road after approximately 0.47km.

3.0 Local Highway Network

- 3.1.1 Manchester Road (A62) is a major road that runs between the two major cities of Leeds and Manchester and also travels through the large town of Huddersfield. Within the vicinity of the application site, Manchester Road offers direct access to a number of residential properties, commercial properties, farmsteads and field access points. The Manchester Road stretch of the A62 is approximately 16km long and begins in the centre of Huddersfield before becoming Huddersfield Road approximately 7.5km south-west of the application site.
- 3.1.2 The section of Manchester Road fronting the site forms part of a bus route with bus stops located approximately 100m either side of the proposed access point - see photograph below.



Bus Stop – 75m Southwest of the Proposed Access

- 3.1.3 Manchester Road is a two-way single carriageway principal road with an advisory cycle lane along the southern kerb line and central hatching along the site frontage. Within the vicinity of the proposed access there is an overall carriageway width of 9.9m. This consists of the 1.2m advisory cycle lane, running lanes of 3.2m and 3.6m wide with a hatched central reserve width of 1.2m. Footways are provided on both sides of the carriageway which vary in widths between 2.3m and 2.6m.
- 3.1.4 It appears both the carriageway and footways are suitable for their day-to-day use in terms of layout and construction. Manchester Road contains street lighting to an appropriate standard and is subject to a 40mph speed limit.



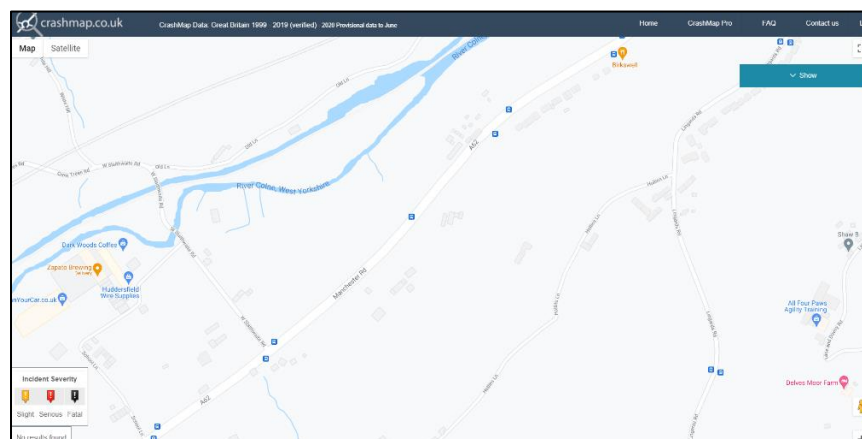
40mph Speed Limit Sign

- 3.1.5 There are suitable pedestrian crossing facilities within the vicinity of the site. A tactile pedestrian crossing with a central island is located approximately 34m south-west of the proposed access point – see photograph below.



Pedestrian Crossing Point

- 3.1.6 As can be seen from the CrashMap extract below there have been no recorded injury accidents within the vicinity of the application site during the 5-year period up to December 2019. This only confirms that the immediate local network operates in a safe and efficient manner and the low number of trips associated with the development proposals will not increase the potential for accidents in this locality.



CrashMap Extract – 0 Accidents

4.0 Development Proposals

4.1 Proposed Development

- 4.1.1 The development will comprise of a 3-bed (8 birth) holiday accommodation with three parking bays, internal turning for a fire tender and a new access arrangement off Manchester Road (A62).
- 4.1.2 The accommodation has three double bedrooms but has the capacity to sleep up to a maximum of 8 individuals as the front room can act as a 4th bedroom due to there being a pull-down double sofa bed.
- 4.1.3 On average, the accommodation would house two families in two separate vehicles. It would be very unusual for there to be any more than two vehicles at one time; however, 3 parking bays have been provided in the rare case that there was an additional vehicle present.

4.2 Access & Servicing

- 4.2.1 The site will be accessed via a proposed vehicle footway crossing off Manchester Road. The access will have a width of 4.3m gradually widening to 6.0m within the site to allow vehicles to enter and exit the parking area safely. The access width is considered to be suitable having regard to only one holiday let being proposed.
- 4.2.2 An electric gate has been proposed to be set back 5.0m from the highway edge to allow vehicles to pull clear of the highway whilst waiting for the gate to open. The gate is proposed to either slide or open inwards. The existing stone wall is shown to be extended to follow the shape of the new access.
- 4.2.3 A bin collection point is proposed and is located on the southern side of the access. This can be seen on the plan at Appendix B.
- 4.2.4 A fire tender turning area has also been proposed. Vehicle tracking showing a fire tender entering and exiting the site in a forward gear can be seen at Appendix B.

4.3 Parking Provision

- 4.3.1 The proposals are for 3 parking bays with an aisle width of 6.0m. This allows for a car to enter and exit the bays in a safe manner. A swept path analysis showing this manoeuvre can be seen at Appendix B.

4.4 Visibility

- 4.4.1 Manchester Road (A62) is subject to a 40mph speed limit; however, a speed survey has been undertaken recording a minimum of 200 vehicle speeds in each direction following the requirements set out in Design Manual for Roads and Bridges (DMRB) for vehicle speed measurement.
- 4.4.2 Following the speed survey, the calculated 85th percentile wet weather speeds are 38mph northeast bound and 38mph southwest bound. The speed survey results can be seen at Appendix C.
- 4.4.3 Using the SSD values set out in DMRB an 'X' distance of 2.4m and a 'Y' distance of 120.0m in both directions is required at the proposed access. These visibility splays are achievable and are shown on plan at Appendix B.

5.0 Traffic Impact

- 5.1.1 The proposals are to provide a new access point for the holiday accommodation. The new access will provide internal turning for both a private car and a fire tender via a small turning head allowing vehicles to enter and exit the site in a forward gear.
- 5.1.2 The site is within the immediate vicinity of two bus stops with local facilities and services located nearby, along with leisure paths and public rights of way resulting in lowering the requirement for vehicle trips from the site, as more sustainable modes can be used.
- 5.1.3 Considering a single dwelling would normally generate just 1 trip at the recognised peak times and just 6 to 8 trips overall per day, taking into consideration the 3-bedrooms (up to 8 birth), it is considered to double the overall trips as a worst case. Based on findings from the TRICS database the development would generate around 2 to 3 trips during the recognised peak times and 12 to 16 trips overall per day. It should be acknowledged that these trips are based on a residential dwelling (no TRICS data is available for single holiday lets). Given the nature of development it is unlikely that occupants of the holiday accommodation would choose to travel during the recognised network peak times.
- 5.1.4 As shown in paragraph 3.1.6, there has been no injury accidents within the vicinity of the site along Manchester Road for a considerable distance at either side of the proposed access point. The accident record confirms that this stretch of Manchester Road operates in a safe and efficient manner.
- 5.1.5 Therefore, it is considered that the anticipated level of traffic generated by the proposed development would not be discernible from daily fluctuations in flows that could already 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.

6.0 Conclusion

- 6.1 This statement considers the proposals to form a new vehicular dropped crossing arrangement to access a proposed 3-bed (8 birth) holiday accommodation off Manchester Road (A62). The report provides information on the proposed access arrangement, parking, internal turning and servicing associated with the proposed holiday accommodation.
- 6.2 The proposals offer visibility splays of 2.4m x 120.0m in both directions meeting the SSD requirements set out in DMRB at the access, internal turning facilities to accommodate a fire tender, 3 parking bays meeting the requested parking requirement, improvements to the gate and the provision of a suitable bin collection point.
- 6.3 The development will generate minimal trips onto Manchester Road from the proposed access, which would be unrecognisable from the daily fluctuations in flows that could be expected on the surrounding highway network.
- 6.4 It is therefore concluded that the development is considered acceptable, and there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location



Legend:

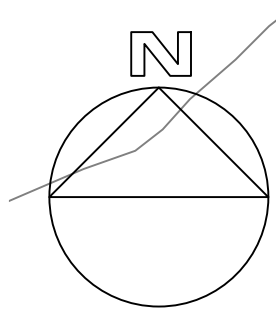
-  Site Location
-  Closest Unique Bus Stops



Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

Appendix B

Access Proposals



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Issues

MANCHESTER ROAD (SLATHWAITE)

2.4m x 120m
Island Visibility
Splay

Existing
pedestrian
crossing

Austerlands

2.4m x 120m
Visibility Splay

Existing
advisory cycle
lane

Proposed gated
access set back
5.0m from
highway edge

Proposed fire
tender turning

Proposed
standard car
tracking

Holiday let

Proposed 3x
parking bays

Proposed
turning
area

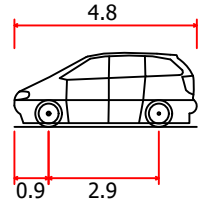
Stone wall to be
extended to me
the proposed
gates

Proposed bin
collection/
point

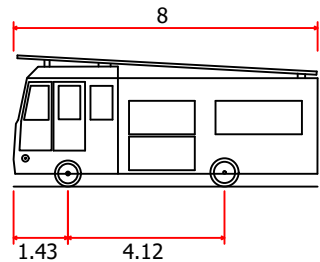
Proposed
standard car
tracking

Holiday let

Proposed 3x
parking bays



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m



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

Key:

- Body outline (forward gear)
- Wheel outline (forward gear)
- Body outline (reverse gear)
- Wheel outline (reverse gear)

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.

REV DATE DESCRIPTION

PROJECT

MANCHESTER ROAD, SLATHWAITE

TITLE

PRELIM ACCESS

SCALE

1:250 @ A1

DRAWING

1986-101

DATE

14.07.2021



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Appendix C

Speed Survey Results

SPEED SURVEY

LOCATION Mulberry Brook, Manchester Road, Slaithwaite

DIRECTION OF TRAVEL Northeast bound

SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS
1		26	2	51		76	
2		27	1	52		77	
3		28	3	53		78	
4		29	5	54		79	
5		30	6	55		80	
6		31	5	56		81	
7		32	11	57		82	
8		33	18	58		83	
9		34	25	59		84	
10		35	35	60		85	
11		36	20	61		86	
12		37	21	62		87	
13		38	15	63		88	
14		39	15	64		89	
15		40	8	65		90	
16		41	4	66		91	
17		42	4	67		92	
18		43	2	68		93	
19		44	2	69		94	
20		45	2	70		95	
21		46	1	71		96	
22		47		72		97	
23	1	48	1	73		98	
24	1	49		74		99	
25		50		75		100	

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DUAL CARRIAGEWAY? N

MEAN SPEED 35.4471154

SINGLE CARRIAGEWAY? Y

STANDARD DEVIATION 3.80783471

WET ROAD SURFACE? N

85th PERCENTILE 39.2549501

85th PERCENTILE WET WEATHER SPEED 36.7699501 ✓

SPEED SURVEY

LOCATION Mulberry Brook, Manchester Road, Slaithwaite

DIRECTION OF TRAVEL Southwest bound

SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS
1		26		51	1	76	
2		27	1	52		77	
3		28		53		78	
4		29	2	54		79	
5		30	17	55		80	
6		31	7	56		81	
7		32	2	57		82	
8		33	22	58		83	
9		34	17	59		84	
10		35	36	60		85	
11		36	23	61		86	
12		37	23	62		87	
13		38	18	63		88	
14		39	18	64		89	
15		40	17	65		90	
16		41	15	66		91	
17		42	1	67		92	
18		43	4	68		93	
19		44	2	69		94	
20		45	4	70		95	
21		46	1	71		96	
22		47		72		97	
23		48	2	73		98	
24		49	1	74		99	
25		50		75		100	

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DUAL CARRIAGEWAY? N

MEAN SPEED 36.4273504

SINGLE CARRIAGEWAY? Y

STANDARD DEVIATION 3.94558751

WET ROAD SURFACE? N

85th PERCENTILE 40.3729379

85th PERCENTILE WET WEATHER SPEED 37.8879379 ✓