

Transport Statement

Proposed Change of Use
The Silent Woman Public House
Nabbs Lane
Slaithwaite
Huddersfield
HD7 5AU

1. Introduction

This Transport Statement has been prepared in support of a planning application for the change of use of the former Silent Woman Public House, Nabbs Lane, Slaithwaite, to a children's day nursery (Use Class E(f)).

The purpose of this statement is to assess the transport implications of the proposed development and demonstrate that the proposal can operate safely and sustainably without causing an unacceptable impact on the local highway network.

2. Existing Site & Situation

The application site occupies a prominent position on Nabbs Lane close to Slaithwaite village centre. The building was formerly operated as a public house and benefits from an established vehicular access and existing parking area to the side of the property as well as on the road parking and public parking less than 50 yards away at Old Bank public car park. The site is within easy walking distance of local services, residential areas and public transport facilities. The former public house is approx. 250m from the village centre (located in Slaithwaite Village centre conservation area) approximately 400 metres from Slaithwaite Railway Station and around 250 metres from local bus services operating through the village to Huddersfield town centre and wider Kirklees.

3. Proposed Development

The proposal is for the conversion of the existing building into a children's day nursery providing childcare for children from approximately 0–5 years of age.

The proposal does not involve any alterations to the existing highway access or parking arrangements.

The nursery is expected to operate during weekday daytime hours only, typically between 7:30am and 6:00pm, Monday to Friday.

There will be no evening operation, licensed activities or late-night vehicle movements associated with the previous public house use.

4. Existing Highway Network

Nabbs Lane is a local road serving surrounding residential properties and provides direct access into Slaithwaite village centre.

Visibility from the existing site access is considered suitable for the proposed use, with vehicle speeds being naturally moderated by the built-up village environment and the 20 mph zone.

The site has operated historically as a public house generating customer traffic throughout the day, evenings and weekends. The proposed nursery represents a less intensive use during evenings and weekends, with activity concentrated during weekday daytime hours particularly between 7:30 – 9:00am and 4:30 – 6:00 pm.

5. Sustainable Transport

The site is highly accessible by sustainable modes of transport.

The surrounding residential neighbourhood allows many families and staff to walk to the nursery.

Pedestrian routes connect the site directly to:

Slaithwaite village centre

Nearby residential areas

Local primary schools

Public transport facilities

Slaithwaite Railway Station is within comfortable walking distance, providing regular services to Huddersfield, Leeds and Manchester. Local bus stops are also located within walking distance, offering connections throughout the Colne Valley and surrounding settlements.

Cycle parking can be provided within the site to encourage sustainable travel by staff.

6. Traffic Generation

Children's day nurseries typically generate vehicle movements during relatively short morning and afternoon drop-off and collection periods.

These arrivals and departures are generally spread over a period of approximately 60–90 minutes between 7:30am – 9am and 4:30pm - 6pm rather than occurring simultaneously.

The previous public house use had the potential to generate:

Evening traffic

Weekend traffic

Holiday traffic

Staff movements

Delivery vehicles (Large dray waggon)

Taxi movements

By comparison, the proposed nursery:

Operates only during daytime hours (7:30am – 6:00pm)

generates no evening or late-night traffic;

produces no weekend traffic;

results in a more predictable pattern of vehicle movements.

Consequently, the proposal is not expected to increase overall traffic generation.

Appendix 1 provides images of the current parking situation on Nabbs Lane during peak drop off and pick up times. These images show that the parking and drop off area outside the property is currently free from vehicles during the peak times.

7. Parking and Drop-off

The existing parking area to the side of the building will continue to serve the development.

Parents will utilise the on-road parking for short-duration drop-off and collection. See the below image with shaded area outlined in red.



The applicant will implement a Travel Plan encouraging: walking; cycling; use of public transport and car sharing by staff where practical. The travel plan will encourage parents to walk or use public transport but furthermore will stagger drop off and pick up times to mitigate busy periods.

Staff parking will also be accommodated on the site (2 spaces) and then on-road parking and Old Bank public car park which is within 50 yards of the property.

8. Deliveries and Servicing

Deliveries associated with the nursery will be infrequent and substantially lower than those associated with the previous public house.

Typical deliveries will comprise: food supplies; educational materials; cleaning products and office supplies.

These deliveries won't impact the public highway.

9. Highway Safety

No alterations are proposed to the existing access arrangements. The proposal does not introduce any unusual highway hazards. The reduction in evening activity compared with the former public house use is considered likely to provide an overall benefit to the local highway environment. The proposed nursery will operate under safeguarding procedures, with children arriving and departing under parental supervision.

10. Conclusion

The proposed change of use from a former public house to a children's day nursery represents a sustainable form of development within an established settlement.

The site benefits from: an existing vehicular access, existing parking provision, excellent pedestrian accessibility, close proximity to public transport and easy access from surrounding residential areas.

The proposal is not expected to result in a severe impact on the local highway network, in accordance with the National Planning Policy Framework.

Overall, the development is considered acceptable in transport terms and there are no highway reasons why planning permission should be withheld.

Appendix 1

Image 1 – Nabbs Lane westerly, no traffic or parked cars during peak drop. Time & date (8:26am 3/7/26)



Image 2 clear image same date and time of image 1:



Image 3 – Nabbs Lane easterly, no traffic or parked cars during peak drop. Time & date (8:36am 6/7/26)

