

**KIRKLEES COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT MANAGEMENT**

PLANNING REF 2017/62/90620/W0/MW
CATEGORY Small Major

PROPOSAL DEMOLITION OF EXISTING BUILDINGS, CHANGE OF USE OF EXISTING BUILDING TO MIXED USES COMPRISING B1A, B1C, A3, C3 AND OUTLINE PERMISSION FOR ERECTION OF 75 DWELLINGS

LOCATION DOBROYD MILLS
HEPWORTH ROAD
NEW MILL
HOLMFIRTH
HD9 1AF

APPLICANT ROBERT HALSTEAD CHARTERED SURVEYOR

HDC Ref. No. K12-13/4
Highway Officer Mark Berry
O. S. Ref. 163 071
Date Received 22/06/2017
Target Date 29/06/2017
Date Returned 24/10/2017
Decision
Route No. Unclassified
Road Name HEPWORTH ROAD
Adopted Yes
Footpath HOL 141-20
Footpath pro w emailed 6/3/17
Highway scheme No

Potential Committee: Yes

Checked by / date Sam Lewis 06/03/2017

The applicants have provided an addendum to their Transport Assessment dated 2nd August prepared by Via Solutions to address the previous Highways concerns and comments:

The applicants have provided a PICADY Assessment of the Bank Street/A616 Sheffield Road junction. Taking into account traffic flows that include revised restaurant TRICs rates the PICADY analysis shows that the junction should continue to operate well within capacity.

It should be noted that the majority of traffic using this junction either turn left out of Bank Street onto A616 Sheffield Road or right from A616 Sheffield Road into Bank Street.

Peak hour two-way development flows are assessed to be 106 in the AM peak and 120 in the PM peak.

In relation to the current forecast development trips which may be revised once agreement is reached on the restaurant and B1 Office uses, HDM have concerns relating to development traffic inputs on the New Mill junction which require further clarity. It should be noted that there is a highways scheme for the improvement of the New Mill junction where a developer contribution will be required.

The addendum refers to one accident. This occurred in December 2010 when a vehicle passing parked cars hit an overhanging tree branch in poor weather conditions.

Highways Development Management (HDM) had expressed concerns regarding the TRICs assessment using surveys of chain restaurants not being representative. The addendum provides a revised parking accumulation calculation using new data which shows a peak accumulation slightly higher than in the Transport Assessment (69 compared to 55) but still less than the proposed level of provision of 80 spaces.

As far as the parking assessment is concerned Via Solutions consider that the correct approach is to identify the use in a similar location regardless of the actual occupier.

Via Solutions revised TRICS data is based on the following restaurants:

Pizza Hut on a large retail park in Portsmouth PO6 4FB,
Indian Restaurant in Paisley on the High Street PA1 2AB,
Lakeside Café attached to a wildlife park which closes at 5 pm ST4 8AY,
Pizza Hut in Kilmarnock undertaken in 2008.

In terms of public transport in the vicinity of the site there are two bus stops on Hepworth Road and a further stop on Scholes Road near the cross roads junction. The 310, H7 and X7 services use these stops.

The 310 service operates between Hepworth, Scholes, Holmfirth and Huddersfield every 30 minutes during the day Monday to Saturday and hourly during the evenings and on Sundays. The H7 runs twice a day Monday to Friday between Hepworth, New Mill and Holmfirth. The X7 is a limited stop service between Hade Edge, Hepworth, New Mill and Huddersfield operating once during the weekday morning peak hour.

The 310 service runs between Hepworth, Honley and Huddersfield taking between 45 and 50 minutes to reach Huddersfield

H7 is operated by Stott's Coaches runs only twice a day between Hepworth and Holmfirth at 9.30 and 10.00 from Hepworth and 10.15 and 11.15 back from Holmfirth the B service from Holmfirth includes Scholes Moor and Hade Edge

X7 is also operated by Stott's Coaches runs once a day between Hade Edge and Huddersfield at 07.33 from Hade Edge arriving at 08.25 at Huddersfield. There doesn't seem to be an X7 return service.

The only service to Holmfirth is the morning Stott's H7 service

In relation to the above and the information submitted HDM have following comments:

A, Due to the location the surveys of the up-dated TRICs assessments, HDM consider that the data is unlikely to be representative of the proposed restaurant at this site in Jackson Bridge.

B, Given that there is only the 310 service operating throughout the day and only between Hepworth, Honley and Huddersfield it is not reasonable has stated by Via Solutions to assume that the proposed development is considered to be well served by public transport. Highways consider that most trips to the proposed development will be by car and the maximum parking standards are considered applicable.

C, Via Solution comment regarding that restaurant should be assessed based on public floor area and not gross floor area is accepted. The assumption that this will be only 50 percent needs to be justified.

D, The TRICs information for the Office use is taken within the date range 2002 to 2009. Can this be explained? Why are more up to date surveys not used?

E, Longitudinal sections have been provided which show a maximum gradient of 1 of 14. This section should be drawn with a 1 to 10 exaggeration and 20 metre vertical curves should be shown between changes in direction.

F, A qualitative assessment of the pedestrian links from the site to the public transport links should be provided.

G, The swept paths provided do not show the left turn in or right turn out onto Hepworth Road. Given

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the various uses the access should be wide enough to allow a refuse vehicle to pass another vehicle at the access and along the access road given the horizontal alignment through the site. A refuse vehicle would have to use the full road width as currently proposed. The turning movement shown to the turning head is tight and this needs to be improved in width to allow more comfortable turning and manoeuvre.

H, Via Solutions confirm that the part of the development proposals affecting any PROW's (Public Rights of Way) is an outline application and can be conditioned regarding their protection and diversion.

I, A dimensioned drawing to a reasonable scale showing the layout of the car park, access from Hepworth Road, footways, bin storage and collection points, points of access to the proposed change of use (apartments, restaurant, offices) and retained band building should be provided. This should also show the proposed visibility splays as appropriate. The 1 to 1000 scale plan provided is unclear.

To discuss the HDM matters further a meeting with the developer's highways consultant would be beneficial.
