

**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 07/12/2017
Target Date 14/12/2017
Date Returned 07/12/2017
Decision
Route No. Unclassified
Road Name HEPWORTH ROAD
Adopted Yes
Footpath HOL 141-20
Footpath prow emailed 6/3/17
Highway scheme No

Potential Committee: Yes

Checked by / date Sam Lewis 06/03/2017

The applicants have provided technical note 2 prepared by Via Solutions Ltd in response to the additional highways consultation comments:

Revised Scheme

A revised scheme for the mill conversion is now proposed. The revised scheme would convert the top three floors of the retained mill building to residential apartments (27 no.). The proposed restaurant / A3 use on the ground floor has been removed from the scheme and replaced with some 650sqm of employment uses (B1a – B1c).

Swept Paths

Further swept path analyses have been carried out by the applicant's agents Via Solutions for both at the junction with Hepworth Road and along the new spine road. The latter has been widened to suit the passage of a refuse vehicle and car. The swept paths do not include a turning head to the first phase of the development and the technical note states the provision of turning is part of the outline application and can be conditioned.

Pedestrian Routes

A qualitative assessment of pedestrian routes surrounding the site with particular regard to access to public transport facilities has been provided.

This concludes that the level of provision is typical of a village environment and that the linkages to adjacent bus stops are considered to be good with a footway with dropped crossing being provided in all cases.

Trip Generation

A revised assessment of the anticipated trip generation has been produced for 75 houses, 27 apartments and 650 sqm of office space.

The revised proposals are predicted to generate 89 and 88 vehicles in the AM and PM peak period which is some 17 and 32 fewer vehicles movements than the original.

In order to determine where residents might travel to work to and from the site reference has been made to the 2011 census data. Via Solutions conclude that around 68 % of development traffic might still use the A616 New Mill junction.

Via Solutions further consider that the development site is currently used for the storage of machinery, goods and equipment with no manufacturing taking place anymore. The top three floors of the old mill building are vacant / unused. If this floor space (2,508sqm) is taken away from the total on site (12,958sqm) then the current area used for warehousing purposes amounts to 17,535sqm. Based on this use the anticipated trip generation for the existing use is 84 and 35 two way movements in the AM and PM peak.

The predicted net increase in traffic at the A616 New Mill junction is 4 and 36 vehicles in the AM and PM peak hours.

Parking

It is considered that the proposed 78 spaces would be sufficient for the proposed residential and employment use.

Gradients

The longitudinal sections show gradients of between 1 in 14 and 1 in 16 along the length of the road with a 20 metre level platform noted as a vertical curve. These gradients should be acceptable.

Highways still have a number of concerns regarding this development as follows:

1, A turning head for an 11.85m refuse vehicle is needed for the first phase of the development. It is unacceptable to condition this provision within the outline application. No bin collection points are provided. The proposed bin storage points are not accessible by a large refuse vehicle.

2, The operation requirements of the employment use are not considered. The layout as proposed is potentially acceptable for B1 (a) office use but no provisions are provided for B1(b) research and development use or B1(c) light industrial use.

The employment use class should be B1 (a) office use or further consideration needs to be given to the operation requirements for the B1 (b) and B1(c) use. Parking, turning and access for a 7.5 tonne vehicle should ideally be provided for these use classes.

3, No consideration is given within the qualitative assessment of pedestrian routes to any potential improvements or comments regarding footway widths, lighting, provision of raised bus stop kerbs or the condition of the surfacing to existing footways etc. No information is provided regarding the model split, forecast pedestrian and public transport use. The qualitative assessment of the pedestrian routes needs to be given further consideration

4, No cycle or motorcycle parking is shown to be provided. Secure cycle storage and motorcycle parking should be provided.

5, Highways consider that the traffic generation from the existing use should be based on a survey of the actual use of the site at peak times and not the TRICs database and the number of existing employees should be confirmed. The predicted net increase in traffic at the A616 New Mill junction

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should then be revised accordingly.
