

# Technical Note 3: Highways



Project: Dobroyd Mill, Jackson Bridge / Hepworth,  
West Yorkshire

15 December 2017

This Technical Note has been written in response to the additional consultation response dated 7<sup>th</sup> December 2017 made by Kirklees Metropolitan Council (KMC) Highways Officers on planning application reference 2017 / 90620. The Council response is to the information submitted with our Technical Note 2 dated 20<sup>th</sup> November 2017 following a meeting with Officers earlier that month.

On page 2 of the additional consultation response the Council sets out five concerns that they wish to see addressed. These concerns are considered in turn and commented on below.

## 1 Turning head for first phase of development

Contrary to what is inferred in the consultation response a full sized turning head was shown on the drawings submitted behind the mill building (the reference to conditioning one in our Technical Note 2 related to the ones within the residential development area on the high level as that was what was referred to in the Council's previous response). To assist a swept path analysis has been carried out using the required refuse vehicle and shows that the turning head will cater for this vehicle satisfactorily.

## 2 Access for deliveries to Mill

Whilst not asked for previously a swept path analysis of a KMC refuse vehicle (which is of a similar size to a 7.5T delivery vehicle) has been carried out and is attached. This shows that with some slight kerb adjustment (which has been done) such a vehicle can enter and leave the mill car park in forward gear and access the refuse store / deliver to the building.

## 3 Qualitative Assessment of Pedestrian Routes

The report prepared and submitted was in accordance with the simple, few pages approach that was agreed at the meeting in November. It would appear that Highways Officers have changed their minds as to the level of detail required. This has been reviewed and a revised assessment report has been submitted with this Technical Note.

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## 4 Cycle / Motorcycle Parking

Cycle parking for the houses will be within their garages. Cycle parking for the apartments and the proposed employment use will be provided in accordance with Council guidance namely 1 space per apartment and 1 space per 300sqm of offices. The revised KPP drawings show these spaces.

## 5 Existing traffic generations

The Council consider the traffic generation from the existing use on the site should be based on actual current use and not the TRICS database applied to the reuse of the floorspace for warehousing purposes. Following discussions with Officers it was agreed we would ascertain the number of people presently employed / visiting the site. Whilst we do not agree that this approach is reasonable given the planning fall-back position that could be applied we have ascertained the present employment levels on site and have been advised that this is in the region of 25 staff vehicles on the whole site. There are also uses on the site which attract customers from offsite – during the middle of the day and weekends, these can amount to 70 to 80 vehicles but at weekday network peak times this reduces to about 5 vehicles. Thus, the potential trips from the site at network peak times can amount to around 30 vehicles per hour.

From Table 3 in Technical Note 2 it was determined that the current proposals on the site could generate 89 and 88 vehicle movements in the AM and PM peak hours. Highways Officers have agreed these figures.

This would result in a net increase on to local highway network of about 58 vehicle movements in each peak hour ( $88 - 30 = 58$ ). When this traffic is distributed on to the highway network in the manner put forward in Technical Note 2 (and not disputed by KMC) then the predicted net increase in traffic at the A616 New Mill junction is likely to be **39** vehicle movements.

15 December 2017

## Attachments

1 - KMC Highways Comments 07 / 12 / 17      2 - Swept Path Analyses

**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** pro w 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

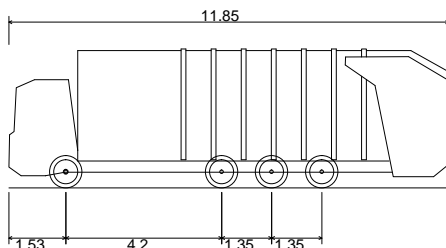
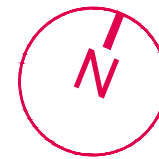
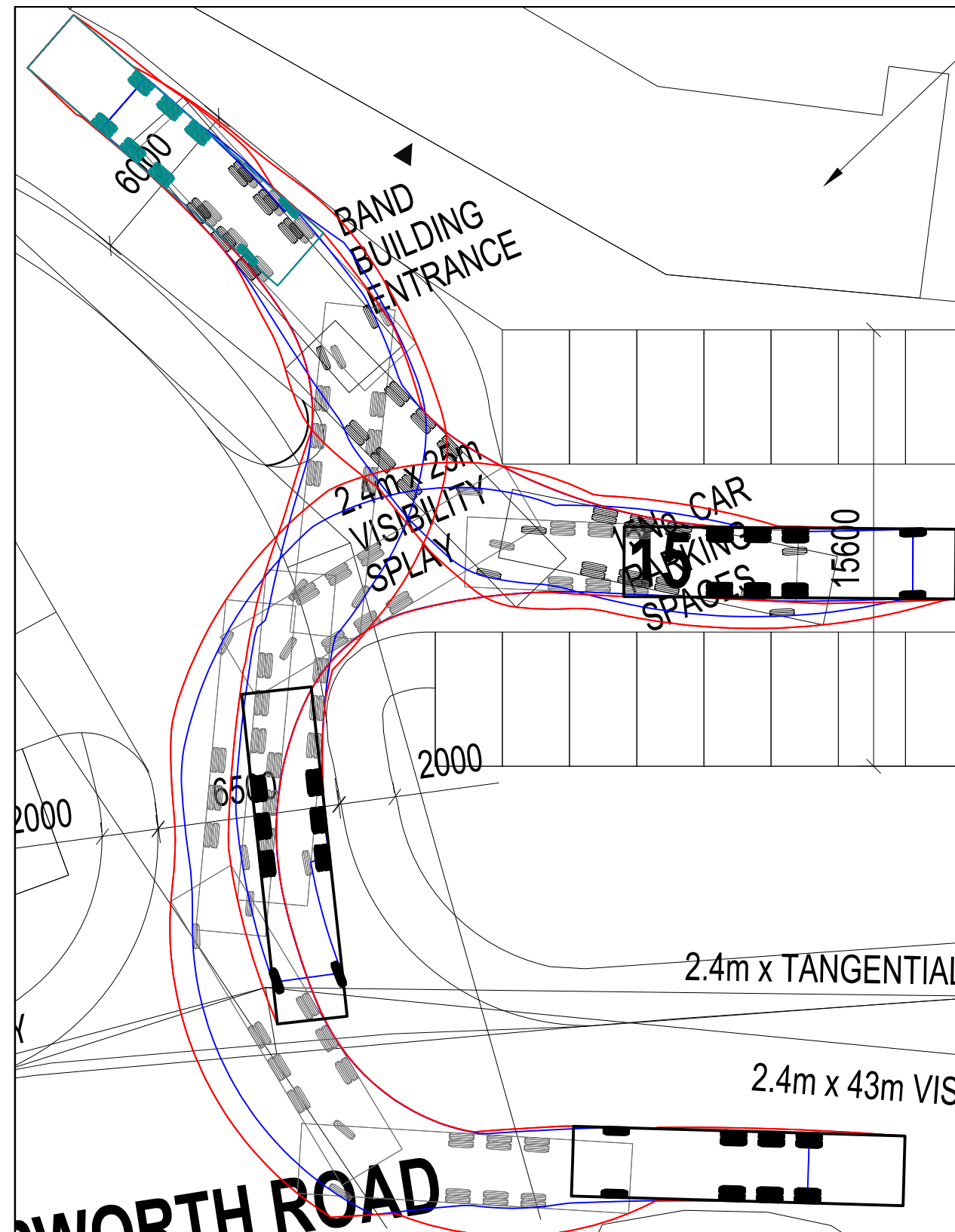
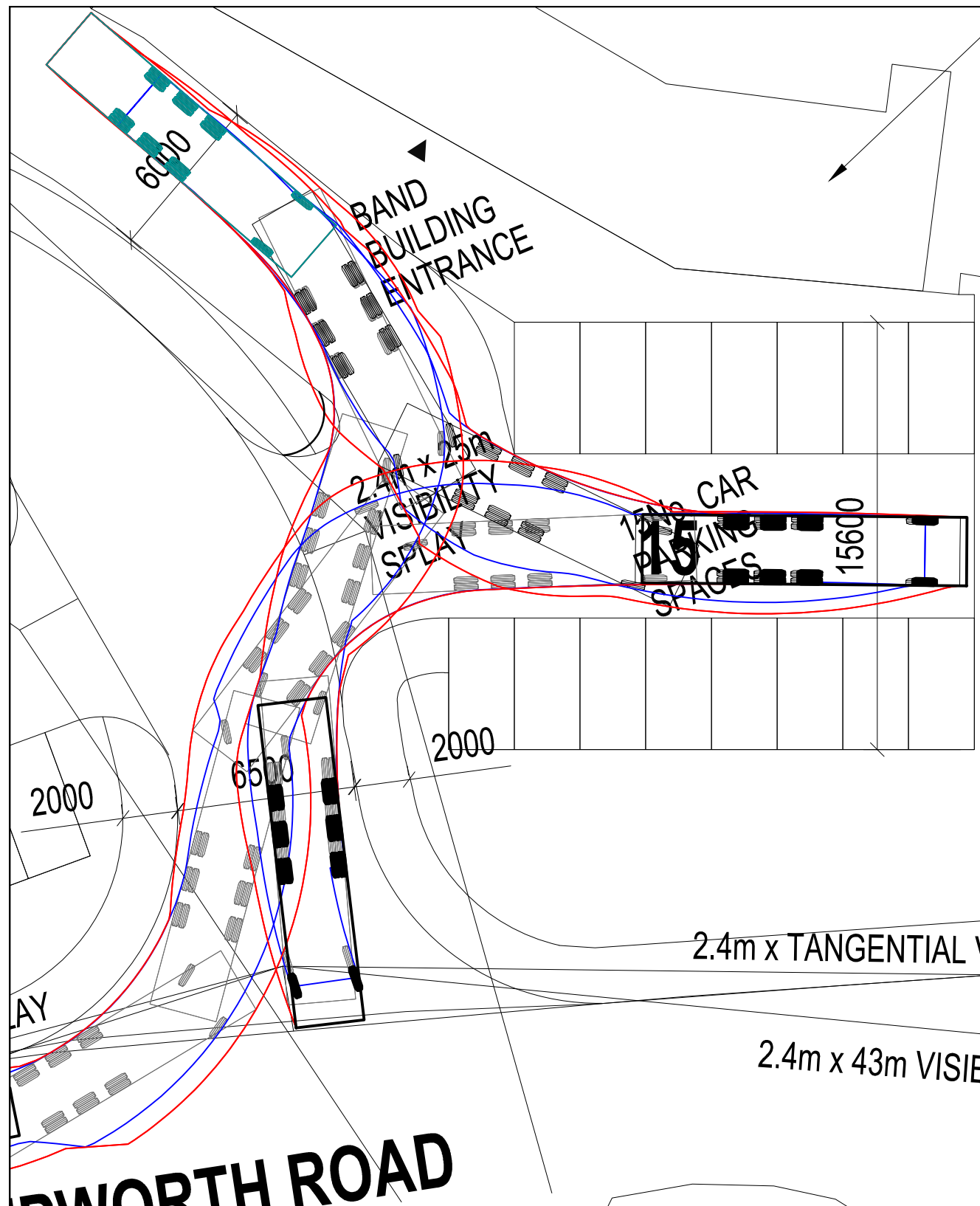
**KIRKLEES COUNCIL  
TOWN AND COUNTRY PLANNING ACT 1990  
HIGHWAYS DEVELOPMENT MANAGEMENT**

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

should then be revised accordingly.

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KIRKLEES REFUSE VEHICLE  
 OVERALL LENGTH 11.850m  
 OVERALL WIDTH 2.500m  
 OVERALL BODY HEIGHT 3.749m  
 MIN BODY GROUND CLEARANCE 0.302m  
 TRACK WIDTH 2.490m  
 LOCK TO LOCK TIME 6.00s  
 WALL TO WALL TURNING RADIUS 11.000m

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS  
 SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY  
 INFORMATION AND LOCAL AUTHORITY APPROVAL



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DOBROYD MILL, JACKSON BRIDGE  
 HEPWORTH, WEST YORKSHIRE

SWEPT PATH ANALYSIS

SCALE: 1:200 @A3

DATE: DEC 2017

DRAWING No: 1604604a

