

# Technical Note 4: Highways



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

13 February 2018

This Technical Note has been written in response to the comments received on the revised proposals for the employment area on the above development site made by Kirklees Metropolitan Council (KMC) Highways Officers on planning application reference 2017 / 90620. The revised scheme has been developed following comments made by Members of the Planning Committee of the Council at their meeting on 11<sup>th</sup> January 2018.

## 1 Turning head for first phase of development / Long Section

KMC have asked for a turning head to be provided if the development is phased with the first one being just the lower level employment area followed by the upper level residential area. In practice it is the values derived from the residential element that would fund the rest of the development so the spine road is most likely to be provided before the employment area is built out.

However, a turning head is shown on the drawings with the caveat that should the spine road is provided in full then it would not be provided. The swept path shown is of a 11.85m refuse vehicle which is the requirement of KMC Highways.

1

The long section has been amended to suit the new spine road alignment.

## 2 Access for deliveries / refuse vehicles

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 the proposed employment development can be accessed. The swept path shown does require some degree of reversing but this is preferable to shuffling back and forth which can be achieved within the parking areas.

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## 3 Parking Provision

A total of 28 parking spaces are now proposed to serve the 880sqm of B1a, B1c or B8 development. This would allow as a worst case for up to 400sqm of B1a offices and 480sqm B1c light industrial uses. There will be an element of dual use of the spaces by the occupiers of the band building.

## 4 Traffic Generation

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. The current proposals would now only generate 74 and 72 vehicle movements in the AM and PM peak hours (based on the worst case mix above). A current traffic generation figure from the existing uses of 30 vehicle movements was put forward in Technical Note 3. This would reduce the net increase in traffic on the highway network to about 44 vehicle movements in each peak hour ( $74 - 30 = 44$ ). 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 **30** vehicle movements.

2

## 5 New Mill Junction Contribution

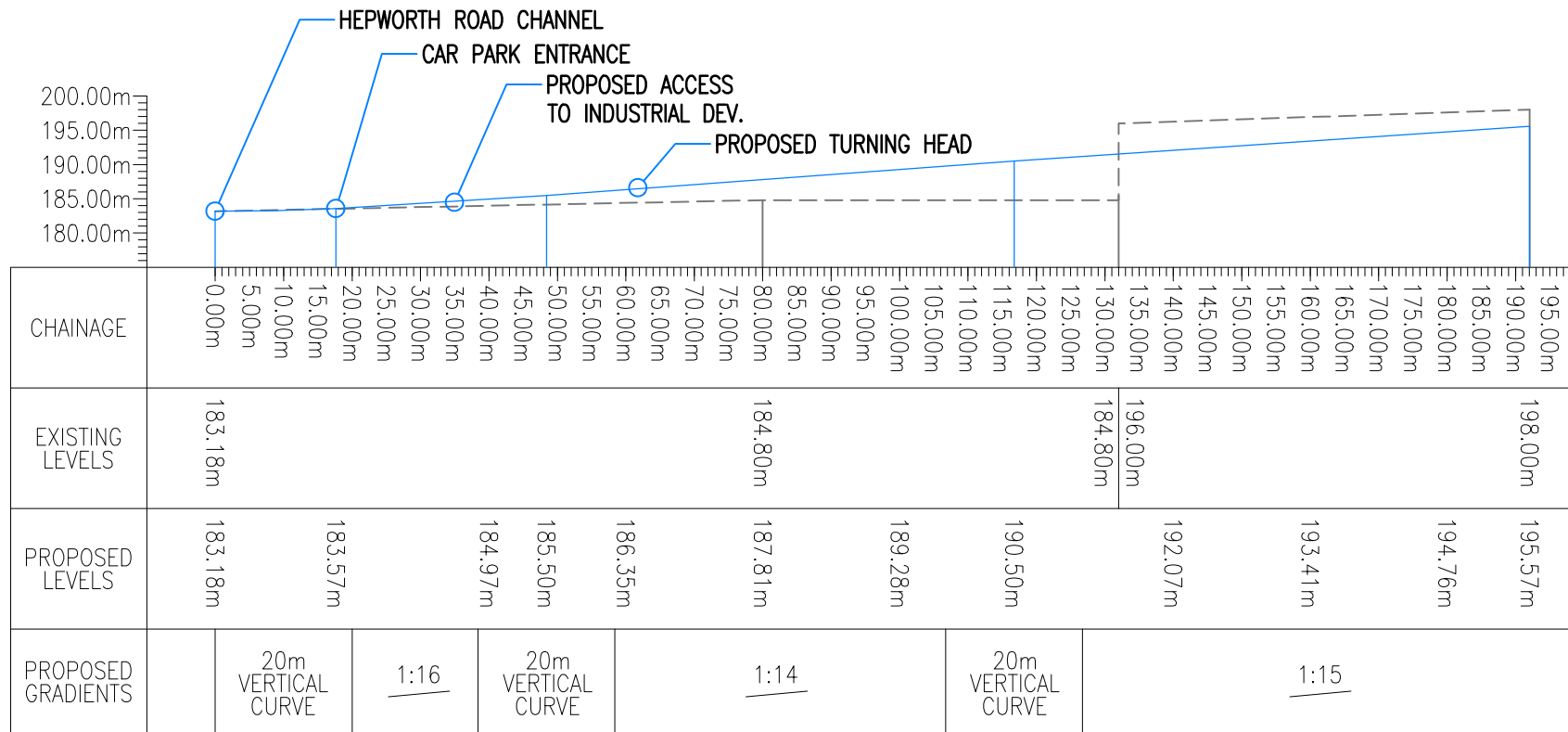
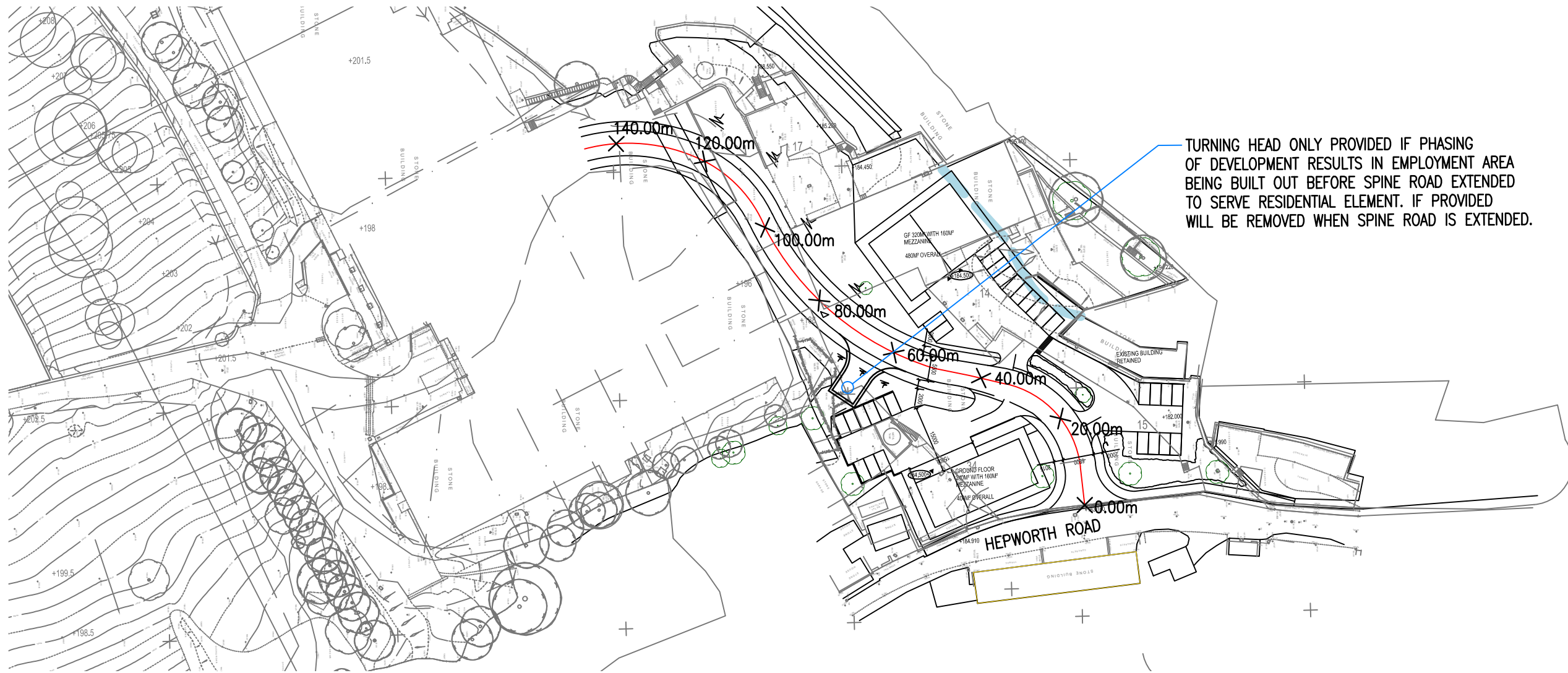
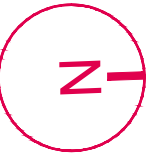
We are advised the agreed level of contribution towards highway improvement works at New Mill based on the traffic figures in Technical Note 3 will not be amended to reflect the reduced traffic generated by the latest proposals.

13 February 2018

### Attachments

1 – Drg No 1606401c

2 – Drg No 1606402b



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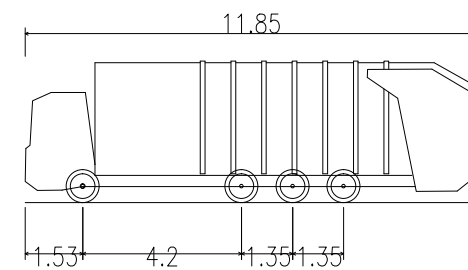
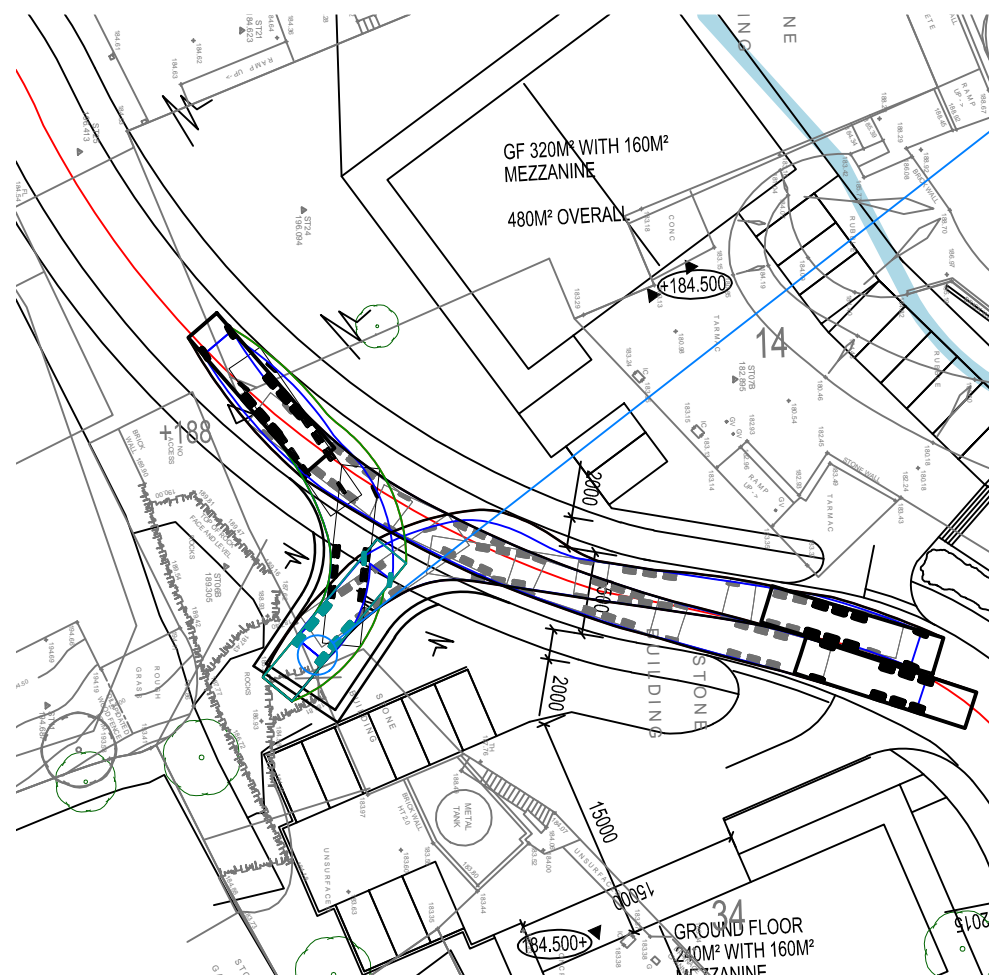
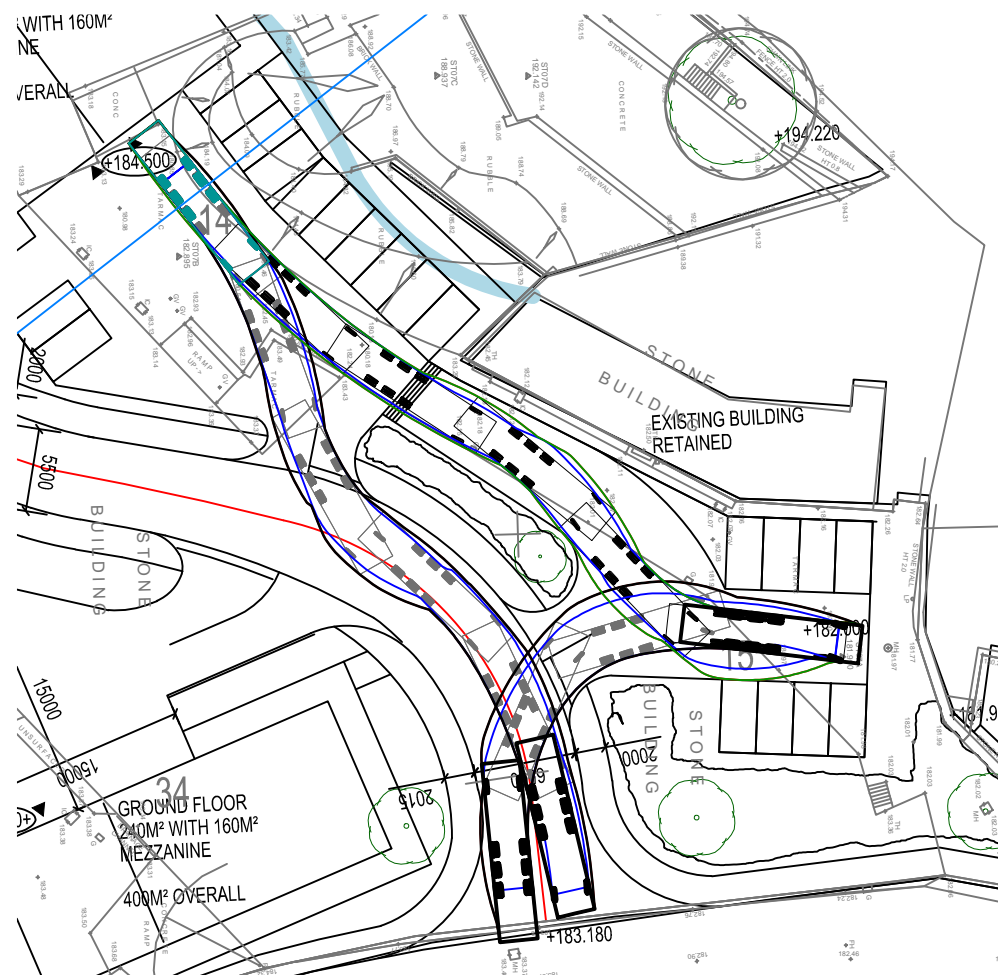
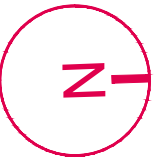
LONG SECTION

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

SCALE: 1:1000 @A3

DATE: FEB 2018

DRAWING No: 1604601c



KIRKLEES REFUSE VEHICLE 2017  
 OVERALL LENGTH  
 OVERALL WIDTH  
 OVERALL BODY HEIGHT  
 MIN BODY GROUND CLEARANCE  
 TRACK WIDTH  
 LOCK TO LOCK TIME  
 WALL TO WALL TURNING RADIUS

11.850m  
 2.500m  
 3.749m  
 0.302m  
 2.490m  
 6.00s  
 11.000m



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SWEPT PATH ANALYSIS

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 INFORMATION AND LOCAL AUTHORITY APPROVAL

SCALE: 1:500 @A3

DATE: FEB 2018

DRAWING No: 1604602b