

**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 25/02/2018
Target Date 04/03/2018
Date Returned 25/02/2018
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 now provided plan number 2009-2020 which shows revised proposals for the employment element of this development together with technical note 4.

A mix of B1a offices, B1c light industry and B8 storage and distribution is now proposed.

Two units are now proposed to the eastern and western side of the development site in addition to the retained existing band building. A revised road alignment is also proposed.

The two units have a total overall floor area of 880 sqm including the proposed mezzanine floors.

A total of 30 parking spaces are proposed. Recommended standards for the worst case B1a office use would be 1 space per 25 sqm in locations with medium public transport accessibility, 1 space per 50 sqm for B1c light industry and 1 space per 150 sqm for storage and distribution.

This equates to a requirement for 35 spaces if the whole development were to be occupied by the worst case B1a office use, 18 if the site was occupied by B1c light industry only and 6 for storage and distribution.

Given that a mix of uses are proposed on - balance 30 spaces are considered acceptable.

A refuse vehicle turning head is proposed for the phase 1 development. This will only be provided if the spine road to the second phase of the development which will include refuse vehicle turning is not provided prior to the completion of phase 1. This approach is considered acceptable to Highways.

The swept paths for an 11.85 metre refuse vehicle provided demonstrate that a refuse vehicle will find turning and manoeuvre within the site difficult involving the need to reverse the full length of the proposed car park to the western side of the development. A refuse vehicle cannot access and turn within the eastern side of the development.

No bin storage and collection points are shown on the plans and given that a refuse vehicle will find access and turning within the proposed car parks difficult Highways would consider that these should be sited in a location that will allow collection from the main spine road.

In terms of the operation requirements of the development highways considered that the applicants should demonstrate that a 7.5 tonne vehicle should be able to access and turn within the development. 7.5 tonne vehicles are available in varies length most of which should be able to access and turn within the development.

Revised traffic generation figure are quoted in technical note 2 but no calculation is provided to enable these figures to be assessed by Highways.

The layout of the access road is improved by this proposal and the number of parking spaces proposed is considered acceptable.

This application provides insufficient information to allow a highways assessment to be concluded

Details of bin collection and storage points and motor cycle parking and cycle storage needs to be provided.

Details of how the revised traffic generation figures are calculated need to be provided.
