

PROJECT NO 1212

**THONGSBRIDGE MILLS,
HUDDERSFIELD ROAD,
THONGSBRIDGE**

ADDENDUM TO TRANSPORT STATEMENT
APRIL 2017



UNIT 2 THE OFFICE CAMPUS, PARAGON BUSINESS PARK,
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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	11.04.2017			
Prepared by	PAH			
Checked by	AH			

1 INTRODUCTION

- 1.1.1 This Addendum has been prepared in response to Kirklees Councils Highway Development Managements (HDM) comments to Planning (Matthew Woodward) dated the 10th April 2017 via e-mail.
- 1.1.2 The concerns raised by HDM were 1) access for a max legal articulated vehicle and 2) consideration being given to the approved development to the east of the application site for 4 B1 units of some 2100sqm and 3) car parking provision. The 3 issues raised by HDM are dealt with below.

2.0 ACCESS FOR ARTICULATED VEHICLES

- 2.1 The layout drawing although being indicative only has been “tracked” using a 16.5m long articulated vehicle. The tracking has been undertaken and has identified that the junction off the spine road leading into the proposed development does require alteration to allow the articulated vehicle to access the proposed development without overrunning the kerb line and footway. The amended drawing is shown in Appendix A below.

3.0 PREVIOUSLY APPROVED DEVELOPMENT

- 3.1 Planning approval has been previously granted for a commercial development comprising of circa 2100sqm of B1 light industrial units. This development is to be served off the spine road leading from the Huddersfield Road which will be the same access arrangement to serve the current application site. The 2005 development proposed an independent turning area and off street parking for all 4 units.
- 3.2 The main issue HDM are concerned with we assume is the traffic generations in respect of both the approved and proposed developments.
- 3.3 In this respect the TRICs database has been utilised to provide the peak time trip rates for both the approved and proposed developments. The results are shown below:

Approved 2100sqm	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
B1 LIGHT	1.512	0.281	1.793	0.195	1.209	1.404
INDUSTRIAL	31	5	37	4	25	29

Table 1: TRICS Data (light industrial) Approved

Proposed 2400sqm	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
B1 LIGHT	1.512	0.281	1.793	0.195	1.209	1.404
INDUSTRIAL	36	7	43	5	29	34

Table 2: TRICS Data (light industrial) Proposed

3.4 As can be noted from the above Tables 1 & 2 the combined approved and proposed B1 light industrial units have the capacity to generate 80 trips in the morning peak and some 63 trips in the evening peak hour. However, given the sustainable merits of the site these actual trip rates could be lower than anticipated.

3.5 Development on the current application site for 25 dwellings was approved in 2006. This type of development would have had the capacity to generate some 18 peak time trips. The proposed development of 2400sqm of B1 light industrial units have the potential to generate 43 and 34 am and pm peak time trips respectively. Taking this into account the proposed development is anticipated to generate 25 and 16 additional trips above that previously approved.

4.0 CAR PARKING

4.1 Kirklees Councils current parking standards require the provision of 1 parking space for every 50sqm for developments located in medium accessibility locations for B1 Light Industry (B2 use class parking levels to be utilised) together with one parking space per 500sqm for a service vehicle and cycle parking provision at the same rate of 1 per 500sqm.

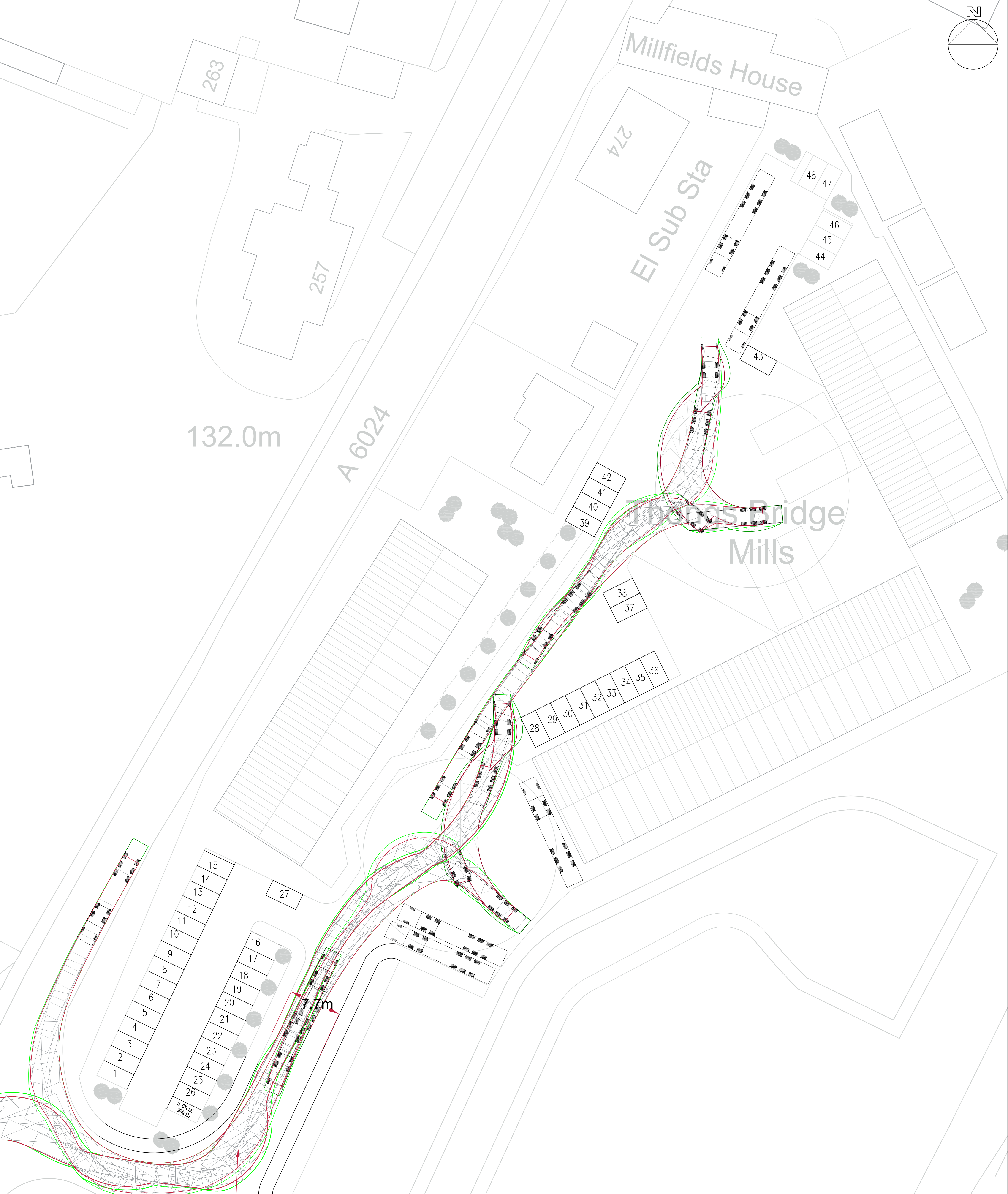
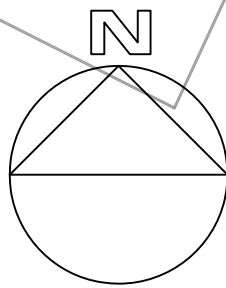
- 4.2 Based on the above, overall the development would require 48 car parking spaces, 5 hgv spaces and 5 cycle spaces for the 3 units. The areas identified on the indicative drawing for these uses can easily accommodate this number of spaces and the drawing included at Appendix A identifies the car and hgv parking available.

5.0 CONCLUSION

- 5.1 The three areas of concern raised by HDM have been addressed above and it has revealed that access for articulated vehicles is acceptable (with minor modification to the access). The trip rates of the previously approved and current applications should not result in any capacity issues either at the site access junction with the major road or on the Huddersfield Road and the car parking requirements can easily be met.

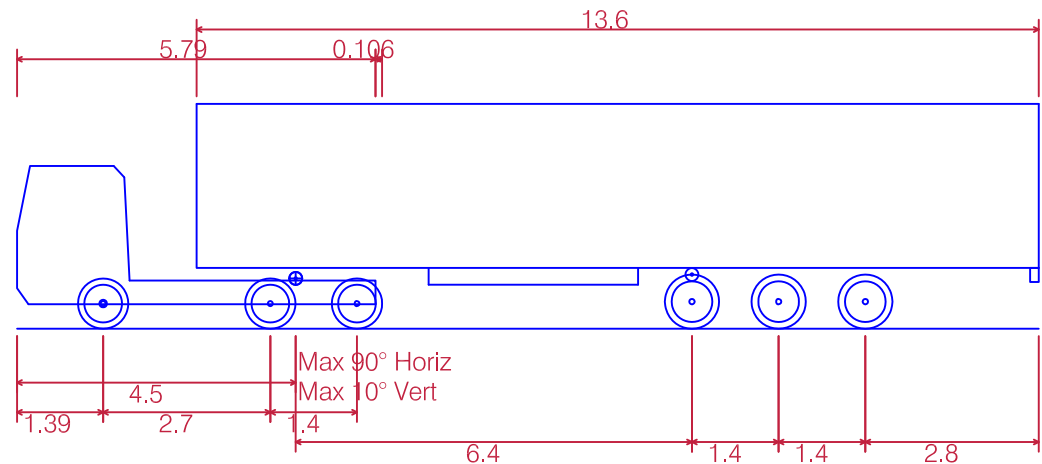
Appendix A

Vehicle tracking and car parking proposals



GENERAL NOTES:

- THIS DRAWING SHOWS THE PROVISIONAL DESIGN ONLY AND IS SUBJECT TO LOCAL AUTHORITY APPROVAL. THIS DRAWING SHOULD NOT BE SCALED FOR SETTING OUT PURPOSES.
- THIS DRAWING IS BASED ON A ORDNANCE SURVEY PROVIDED BY OTHERS.



Max Legal Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.500m
Overall Body Height 3.632m
Min Body Ground Clearance 0.396m
Max Track Width 2.500m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 6.870m

REV	DATE	DESCRIPTION
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JOB	DWG	REV
1212	02	

SCALE: 1:500 @A1
DATE: April 2017

HUDDERSFIELD ROAD, THONGSBIDGE
PARKING LAYOUT FOR BIKES, CARS AND LORRIES