

Highways Technical Note

Section 73 Application - Proposed Amendments to Consented Gross Floor Area

Relating to Consented Planning Application Reference (Kirklees Council) – 2016/60/92298/E

3rd November 2021

Introduction

This Highways Technical Note has been prepared by Andrew Moseley Associates (AMA) to accompany a Section 73 Application which seeks to alter the total agreed Gross Floor Area (GFA) of an extant planning consent at the former North Bierley Waste Water Treatment Works, Oakenshaw.

This note provides details of both the extant and proposed GFAs, then providing a trip generation comparison exercise to determine if the revised proposals would result in any increase in trip generation to that already agreed under the consent.

The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Kirklees Council (KC).

This note covers the following key points:

- The Extant Planning Consent and Relevant Planning Conditions;
- Trip Generation of Existing Consent;
- The Proposed Amendments to Gross Floor Areas;
- Trip Generation of Amended Gross Floor Areas;
- Trip Generation Comparison and Anticipated Highways Impact;
- Conclusion.

The Extant Planning Consent and Relevant Planning Conditions

The site currently has an extant outline planning consent under KC Planning Reference 2016/60/92298/E, for the following development:

'Outline application for re-development of former waste water treatment works following demolition of existing structures to provide employment uses (use classes B1(c), B2 and B8)'

The development has consent for a total GFA of 35,284m² on site, providing a mixture of B1(c) (former 'Light Industrial' use class), B2 General Industrial and B8 Storage and Distribution uses.

The development for particular use classes is however currently fixed by Condition 32 as follows:

'Condition 32 - The B2 Use within the site shall not exceed 75.8% of the maximum 35,284m² floor space to be created.'

There are also other Highways related conditions contained with the decision notice, however these would all be suitably addressed (or have already been addressed) by relevant reserved matters applications.

Trip Generation of Existing Consent

As previously detailed, the consent provides a mixture of B1(c), B2 and B8 uses on site. The trip generations for the GFA of each use are detailed in **Table 1** as extracted from the Transport Assessment agreed with the LHA and Highways England (HE).

	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total Two-Way	Arrivals	Departures	Total Two-Way
B1 Vehicle Trip Rate (per 100sqm)	0.486	0.091	0.577	0.054	0.402	0.456
B1 Vehicle Trips - 2,648 sq. m	13	2	15	1	11	12
B2 Vehicle Trip Rate (per 100sqm)	0.525	0.099	0.624	0.059	0.433	0.492
B2 Vehicle Trips - 24,478 sq. m	129	24	153	14	106	120
B8 Vehicle Trip Rate (per 100sqm)	0.165	0.057	0.222	0.059	0.160	0.219
B8 Vehicle Trips - 8,159 sq. m	13	5	18	5	13	18
Total Vehicle Trips	155	31	186	21	130	151

Table 1 – Consented Peak Hour Trip Generation

As detailed in **Table 1**, this agreed GFA results in 186 and 151 two-way trips in the AM and PM peaks respectively.

The Proposed Amendments to Gross Floor Areas

Following the planning submission in 2016 and the granting of the decision notice on 25th October 2018, the 'shed' market has altered significantly, with a far higher demand for B8 Storage and Distribution uses and a reduction in demand for B1(c) Light Industrial uses.

On this basis, the developer of the site is therefore seeking to address this element by rebalancing the proposed floor areas of each use and increase the GFA of B8 uses, without having a material change on trip generation on the highway network when compared to the consented scheme.

Based on indicative shed sizes, the developer is therefore seeking to increase the GFA on site up to a total of 41,191m² as split below:

- B2 – 21,367m² – a reduction of 3,111m²; and
- B8 – 19,824m² – An increase of 11,665m².

The trip generation of the proposed GFAs is provided in the following sub-section.

It should be noted that the applicant whilst not including B1(c) uses in the trip generation is still seeking to maintain this flexibility and inclusion of a capped B1(c) floor area as part of the consent.

As B2 uses generate higher trip rates than B1(c) uses it is considered that B2 robustly covers any B1(c) uses on site as B2 assesses the scheme in a worst case scenario should any B1(c) be realised on site. This B1(c) threshold will be set by Kirklees planners by agreement with the applicant.

Trip Generation of Amended Gross Floor Areas

The trip generations of the revised proposals are detailed in **Table 2** based on the consented B2 / B8 trip rates agreed with the LHA.

USE AND GFA	AM PEAK			PM PEAK		
	ARRIVALS	DEPARTURES	TOTAL TWO-WAY	ARRIVALS	DEPARTURES	TOTAL TWO-WAY
B2 Vehicle Trip Rate (per 100m ²)	0.525	0.099	0.624	0.059	0.433	0.492
Trip Generation (22,367m ²)	112	21	133	13	93	105
B8 Vehicle Trip Rate (per 100m ²)	0.165	0.057	0.222	0.059	0.160	0.219
Trip Generation (19,824m ²)	33	11	44	12	32	43
Total Vehicle Trips	145	32	177	24	124	149

Table 2 – Proposed Trip Generation of Revised Floor Area

As detailed in **Table 2**, the proposed scheme results in 177 and 149 two-way trips in the AM and PM peaks respectively.

As detailed in the previous subsection if any B1(c) is realised on site this would be deducted from the B2 floor area sought as B1(c) would generate a lower number of trips.

Trip Generation Comparison and Anticipated Highways Impact

A comparison of the consented development and the proposed scheme's trip generations are provided in **Table 3**.

SCHEME	AM PEAK			PM PEAK		
	ARRIVALS	DEPARTURES	TOTAL TWO-WAY	ARRIVALS	DEPARTURES	TOTAL TWO-WAY
Consented	155	31	186	21	130	151
Proposed	145	32	177	24	124	148
Difference	-10	+1	-9	+3	-6	-3

Table 3 – Trip Generation Comparison

As detailed in **Table 3** the revised proposals result in a net reduction of nine trips and three trips in the AM and PM Peaks respectively.

Based on the above, it is considered that revised development proposals would result in a net reduction in trip generation in both the AM and PM Peaks.

The proposals therefore would have no material impact on the local highway network or the Strategic Road Network (SRN) and is of a negligible change to the consented scheme.

Conclusion

This Highways Technical Note provides details on the proposed alteration of the total GFA of an extant planning consent to a revised GFA consisting of B2 / B8 Development.

A comparison between the consented and proposed schemes has been shown to result in a net reduction of nine trips and three trips in the AM and PM Peaks respectively.

The proposals therefore would result in reduced impact upon the Local Highway Network and Strategic Road Network when compared against the currently consented scheme.

Therefore there are no highways and transportation reasons preventing granting of planning consent for the revised proposals.