



Ledgard Bridge Mills, Mirfield

Travel Plan

June 2024

PROPOSED RESIDENTIAL DEVELOPMENT
LEDGARD BRIDGE MILLS
MIRFIELD

BINKS EXECUTIVE HOMES LIMITED

TRAVEL PLAN

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1.0 INTRODUCTION

- 1.1 This Travel Plan (TP) forms part of a planning application by Binks Executive Homes Limited to develop for 76 new build apartments at Ledgard Bridge Mills, Mirfield. The location of the site in relation to the local highway network is shown on the plan included at **Appendix TP1**.
- 1.2 The site currently accommodates residential development of some 125 apartments and an existing car park with some 156 spaces. As part of the proposals for a new block of 76 apartments, there will be a net increase of 28 car parking spaces within the courtyard car park, and 51 additional car parking spaces within an overflow car park to the north-east of the site, this will be available for residents / visitors if needed.
- 1.3 The wider site of Ledgard Bridge Mills site is bound by Back Station Road to the north, by existing residential units on South Brook Gardens to the east, and by the River Calder to the south-west. A plan showing how the site will be developed is attached at **Appendix TP2**.
- 1.4 A Transport Assessment (ref 17-321-005.03) has also been produced as part of the planning application for the site and should be read alongside this TP.
- 1.5 This TP has been developed for the residential development with the primary aim of reducing the number of single occupancy vehicle trips to the site. In order to achieve this aim, the following objectives have been set:
- To increase awareness of the advantages and potential for travel by environmentally friendly modes;
 - To reduce the number of single occupancy car trips; and
 - To encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site.
- 1.6 A TP is not a static document; it evolves over time and adapts to reflect new guidance and emerging best practice. The TP will be updated by the Travel Plan Coordinator (TPC) to incorporate additional measures and best practice where appropriate.
- 1.7 This TP will primarily cover the proposed development of 76 new apartments, however to maximise its benefits the measures will also be extended to the existing apartments on the site.

1.8 Following the introduction, this TP is set out as follows:

- **Section 2.0: Planning Policy:** This section sets out the relevant national and local policies for the site.
- **Section 3.0: Site Accessibility:** This section describes the accessibility of the site in terms of sustainable modes of transport.
- **Section 4.0: Travel Plan Coordinator:** This section identifies the role of the Travel Plan Coordinator.
- **Section 5.0: Targets and Monitoring:** This section sets out the targets and associated forms of monitoring.
- **Section 6.0: Travel Plan Measures:** This section highlights the package of Travel Plan measures and the initial action plan.

2.0 PLANNING POLICY

National Policy

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11).
- 2.2 In relation to transport, the NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (paragraph 103). This can help to reduce congestion and emissions, improve air quality and public health. It is noted however that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this needs to be taken into account.
- 2.3 The NPPF indicates that a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan (NPPF paragraph 117). This TP sets out the sustainable nature of the site in terms of access to and from local facilities on foot, by bicycle and those locations further afield which are accessible by public transport.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

- 2.4 This guidance was released in March 2014 by the Department for Transport to bring together planning practice guidance for England in an accessible and usable way.
- 2.5 This guidance states that TPs should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be appropriate. TPs should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.
- 2.6 It goes on to suggest that all TPs should evaluate and consider:
- Benchmark travel data including trip generation databases;
 - Information concerning the nature of the development and the forecast level of trips by all modes of transport likely to be associated with the development;

- Relevant information about existing travel habits in the surrounding area; and
- Proposals to reduce the need for travel to and from the site via all modes of transport.

Local Policy

- 2.7 This TP has also been prepared in line with local guidance. Kirklees lies within the West Yorkshire Combined Authority (WYCA) region, which comprises of five district local highway and traffic authorities in the West Yorkshire area; Bradford, Calderdale, Kirklees, Leeds and Wakefield.

West Yorkshire Local Transport Plan 2011 to 2026

- 2.8 The Local Transport Plan (LTP) sets out the authority's strategy, implementation plan and targets for improving transport in West Yorkshire. The LTP also sets out how the local transport system (including road, bus, rail, freight, walking and cycling networks) will be maintained, operated and improved over a period of time.

Kirklees Local Plan

- 2.9 Kirklees Local plan sets out the necessary development policies, along with the quantum and location of development in Kirklees between 2013 to 2031.
- 2.10 Policy LP20 of the Kirklees Local Plan sets out that new development will be located 'to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car'. The council outline their support for 'demand management measures which discourage single occupancy car travel within new development'. More specifically the policy sets out that a Travel Plan setting 'targets and monitoring arrangements' and including 'agreed and defined outcomes related to a package of specified measures' to 'ensure sustainable travel patterns' is a requirement for all major planning applications, and will be determined on a case by case basis where development falls below this threshold.

3.0 SITE ACCESSIBILITY

- 3.1 National and local transport policies seek to reduce the need to travel and to promote the use of alternative modes to the private car. The development is consistent with these objectives and its location will enable residents to have choice in how they travel. This is evidenced by the historic planning permissions on the site.

Highway Network

- 3.2 The proposed development site is an area of land located to the south of Mirfield town centre. The site is bounded by the River Calder to the south, an existing residential development to the east, existing apartments to the west and the car park for the existing apartments to the north.

- 3.3 The site will be accessed from Back Station Road via the existing Ledgard Wharf access to the existing apartment development.

Pedestrian Accessibility

- 3.4 With regard to pedestrian provision at new development, the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (April 2015) describes how approximately 80% of all journeys under 1 mile are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to make journeys on foot as long as it is safe, comfortable, and the environment is attractive.
- 3.5 Further relevant, but historic guidance, which is still relevant, set out within the CIHT document 'Guidelines for Providing for Journeys on Foot' (2000), summarises suggested acceptable walking distances to and from development for commuting / school and for other journeys, including retail and shopping.

Table 3.1
CIHT Recommended Walking Distances

	Trip Purpose	
	Commuting	Other Journeys (Retail/Shopping)
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1,200 metres

3.6 The site is considered to be in a sustainable location to promote trips on foot, with the site located less than 500 metres from Mirfield town centre and 350 metres from Mirfield railway station. Given its location there is a good prospect that a significant number of residents will be able to make some journeys to and from the development on foot, as there is a good network of footways between the site and nearby facilities.

3.7 The plan at **Appendix TP3** has been prepared using TRACC accessibility software and shows a 2 kilometre walking catchment from the centre of the application site in 400 metre intervals. The plan demonstrates that the whole of Mirfield is within a convenient walking distance of 2,000 metres which includes a wide range of local facilities, including foodstores, banks and Post Office.

3.8 An extract of the Kirklees Council Public Right of Way (PROW) online interactive map is attached at **Appendix TP4** and shows that there are a large number of walking routes in the local and wider vicinity in Mirfield. These walking routes provide pedestrians with alternative routes between local areas and offer a good level of pedestrian permeability.

Cycle Accessibility

3.9 It is generally accepted that cycling is an ideal mode of transport for journeys under 8 kilometres and cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and has the potential to form part of a longer journey by public transport.

3.10 The cycling accessibility TRACC plan at **Appendix TP5** shows that there is a significant area within a 6-kilometre cycling distance of the site, including the whole of Mirfield, parts of Heckmondwike to the north, parts of Dewsbury to the east and

the outskirts of Huddersfield to the south-west. Areas accessible within a reasonable 9-kilometre cycling distance of the site include Cleckheaton, the majority of Dewsbury and further areas of Huddersfield to the south-west. These areas combined provide a significant area from where future residents of the site can conveniently cycle to, whether for commuting, shopping or leisure purposes.

- 3.11 A screenshot of the West Yorkshire Interactive Cycle Map is attached at **Appendix TP6** and shows the network of traffic free, signed and advisory cycle routes within the local and surrounding areas, as well as cycle shops and other cycle facilities. It can be seen that there are a number of advisory cycle routes within the local and wider areas providing good routes for cyclists to take advantage of.
- 3.12 Back Station Road is part of National Cycle Network (NCN) Route 66, as can be seen from the screenshot at **Appendix TP6**. NCN Route 66 runs from nationally from Central Manchester to Spurn Head, via Bradford, Leeds, York, Beverley and Kingston upon Hull. Within close proximity of the site, the Calder Valley Greenway provides a route for NCN route 66 between Huddersfield and Dewsbury. This provides a perfect opportunity for residents of the development to cycle for commuting and leisure purposes.
- 3.13 A cycle improvement scheme is being proposed by KC, in partnership with LCC and West Yorkshire Combined Authority (WYCA), known as the Mirfield to Dewsbury to Leeds (M2D2L) Transport Scheme. The route through Mirfield covers Section A of the scheme and when delivered, will include advance cycle stop lines at the Station Road junction with Huddersfield Road, and new cycle lanes on Huddersfield Road to the east. The delivery timeframe for these local improvements is not yet known, however when this is delivered it will provide a good improvement to the local cycle infrastructure and encourage future residents to travel by this mode

Public Transport

Bus

- 3.14 With regard to public transport provision at new development, the CIHT publication 'Buses in Urban Developments' (January 2018) recommends that sites be designed to enable access to public transport services and ensure that these are located within reasonable walking distances, as shown in Table 3.2. The guidance also notes that these standard distances should not be applied uniformly without regard to the specific characteristics of the particular location or route.

Table 3.2
CIHT Recommended Walking Distance for Bus Stops

Trip Purpose	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town / city centres	250 metres

3.15 The nearest bus stops are located on Calder Road on both sides of the carriageway, approximately 280 metres walking distance from the site access to the south-west. These bus stops are served by bus service number 261. Further bus stops can be found on A644 Huddersfield Road, approximately 500 metres walking distance to the north of the site. These bus stops are served by bus service numbers 203 and 205. A summary of the regular services using these stops (and their service frequencies) is shown in Table 3.3.

Table 3.3
Bus Services and Frequencies

Service	Route	Stops	Frequency	
			Mon to Sat Daytime (mins)	Evenings & Sundays (mins)
203	Leeds – White Rose Centre – Dewsbury – Mirfield - Huddersfield	A644 Huddersfield Road	30 mins	60 mins
205	Dewsbury – Scout Hill – Northorpe - Mirfield	A644 Huddersfield Road	60 mins	-
261	Huddersfield – Dalton – Mirfield - Heckmondwike	Calder Road / A644 Huddersfield Road	60 mins	120 mins

3.16 The site is considered to be well connected via public transport and is located within 60 minutes of the centres of Huddersfield, Bradford, Halifax and Dewsbury by bus. There is therefore potential for residents of the apartments to make trips for all purposes to these destinations by bus.

3.17 The West Yorkshire Metro, South Kirklees bus map is attached at **Appendix TP7** and provides further information on routes and frequencies of all other bus routes within the wider Birstall and north Kirklees area. It also provides useful information on railway station locations, places of interest and interchange locations.

3.18 The bus services detailed in Table 3.3 are understood to be accurate at the time of writing (March 2021). However, these may be reduced services due to the Covid-19 pandemic and associated lockdown restrictions in the UK.

Rail Services

3.19 The nearest railway station to the site is Mirfield railway station, located on Station Road some 230 metres to the east of the site within an easy walking distance. This railway station offers regular services to regional destinations including Leeds, Huddersfield, Bradford, Wakefield and Dewsbury, as well as national destinations including Manchester and London.

3.20 The accessibility plans attached at **Appendix TP8** show a 60-minute travel time plan by public transport from the site, shown in 10-minute intervals. The plans demonstrate that there is a significant area within a convenient travel time by public transport, including Leeds, Bradford, Huddersfield, Castleford in an AM and PM peak, as well as Manchester City Centre in an AM peak.

3.21 The Transpennine Route Upgrade (TRU) is a multi-billion-pound, long-term railway infrastructure programme that will improve connectivity in the north of England. Within Mirfield and along the Huddersfield to Dewsbury section, this will involve doubling the number of track from two to four, electrifying the railway and improvements to Huddersfield, Deighton, Mirfield and Ravensthorpe railway stations. The specific improvement works to Mirfield railway station have not yet been made public, but when delivered alongside the railway line improvements, this will greatly improve rail services for future residents at the site.

Summary

3.22 Mirfield town centre and the associated facilities is located within a very reasonable walking distance. There is also a significant area located within a reasonable travel time by cycle, including Cleckheaton, Dewsbury and parts of Huddersfield. Existing bus stops on Calder Road and A644 Huddersfield Road are conveniently located to promote bus travel, and Mirfield railway station is located within a short walking distance to promote trips by rail. In summary, the development is considered to be well located to encourage journeys by all modes of sustainable transport.

4.0 TRAVEL PLAN COORDINATOR

- 4.1 It is widely recognised that a Travel Plan Co-ordinator (TPC) plays a key role in the success of any Travel Plan. The TPC will be responsible for the overall management and implementation of the TP including the measures contained in this report, future monitoring and review. The TPC will be in place for a minimum of five years.
- 4.2 The TPC will be in place before the site is marketed so that travel information can be prepared and included in promotional literature to prospective residents. BGH will carry out the role of TPC for the interim. If the person undertaking the role changes, Kirklees Council will be advised of the relevant changes and contact details.
- 4.3 The TPC will work closely with Kirklees Council to ensure a partnership approach is adopted and the TP accords with the requirements set out by Kirklees Council.
- 4.4 The TPC will act as a central point of contact for information, guidance and support for all travel related issues. The TPC will establish where Kirklees Council may be able to provide supporting information such as bus timetables and cycling guides and information on local initiatives and events.
- 4.5 The TP will be promoted and administered by the TPC, whose primary responsibilities will be to:
- Promote and guide the development of the TP;
 - Develop a series of leaflets to summarise site specific sustainable travel options. These leaflets will be provided to existing and new residents as part of the Travel Information Pack;
 - Set up a programme of personal Travel Planning if required;
 - Retain an awareness of local and national transport policies and programmes so as to ensure that the TP remains fresh and that the Council and service providers remain aware of the needs of residents;
 - Assemble and maintain current public transport timetable and fare information and ensure this is made readily available to residents, initially through its inclusion in the Travel Information Pack;
 - Encourage residents to walk to public transport, nearby amenities and schools;
 - Encourage residents living in reasonable proximity to their work place, school or other leisure destination to cycle;
 - Set annual targets for the percentages of trips by each mode of travel; and

- Monitor the effectiveness of the TP on an annual basis and compare usage of the different modes of travel to the modal split targets identified.

Contact Details of the TPC

4.6 BGH will act as TPC for the development until further notice. Contact details are as follows:

Travel Plan Coordinator
Ledgard Bridge Mills, Mirfield (Ref: 17-321)
c/o Bryan G Hall Ltd
Suite E15, Joseph's Well
Hanover Walk
Leeds LS3 1AB
Tel: 0113 246 1555
tpc@bryanghall.co.uk

5.0 TARGETS AND OBJECTIVES

- 5.1 One of the major indicators by which the success of this TP will be measured is by modal shift towards sustainable modes of transport. Baseline modal split proportions must first be identified before realistic targets can be set and used to measure any shift in travel patterns.
- 5.2 In the absence of any travel survey data for the development and in order to provide a preliminary assessment, the 2011 Census Data has been interrogated for the 'Method of Travel to Work' dataset, all areas have been selected as place of work and the Kirklees 026 Middle Super Output Area (MSOA) selected as place of residence. Once the apartments are occupied, travel surveys will be undertaken to provide an accurate assessment of existing travel patterns.
- 5.3 At this stage, the assumed modal shift for travel from the development, based on the retrieved census data is summarised in Table 5.1.

Table 5.1
2011 Census Data - Modal Split Summary

Mode of Travel	Modal Split (%)
Train	7%
Bus	5%
Taxi	1%
Driver/Passenger (Car/Van)	77%
Bicycle	2%
On Foot	8%
Total	100%

- 5.4 The results in Table 5.1 show 77% of people who live in the Kirklees 026 area travel to work by car, while 8% of people regularly walk to work. Given the proximity of the site to local facilities, frequent bus service and the railway station, there is an opportunity to maintain or increase the mode split for walking.

- 5.5 The data set out in Table 5.1 shows an indication of travel patterns for the area only and is not necessarily wholly reflective of travel patterns for the development. More representative data will be collected on site within three months of 50% occupation of the apartments. This data will then be used in conjunction with census data to determine appropriate travel plan targets which will be agreed with Kirklees Council.
- 5.6 For the purposes of the TP at this stage, a target of a 10% reduction in single occupancy vehicle trips will be set over a 5-year period, with an associated uptake in sustainable modes of travel. This target will of course be refined following the results of the initial surveys.
- 5.7 In addition to the modal split targets, the objectives of this TP will be actively pursued as the TP is implemented, as detailed below:
- Achieve an increase in the number of residents travelling by sustainable modes of travel;
 - Encourage active travel with gains for health and financial savings;
 - Support residents with individual travel planning; and
 - Increase in number of residents completing the travel survey.

6.0 MEASURES

- 6.1 The following measures have been selected to make sustainable modes of travel from the proposed residential development more attractive. By introducing a variety of TP measures residents can pick and choose the most appropriate for their circumstances. It is unlikely that a single measure will ever address the transport needs of all users, therefore having a range of measures will enable residents to choose the most appropriate.
- 6.2 As indicated previously, this TP is not a static document, it will develop over time and as such the measures outlined below are not exhaustive. As the TP evolves it will incorporate changes on site, emerging best practice and introduce additional measures, as and when appropriate.

On-site Design Parking

A combined 184 parking spaces will be provided in the courtyard car park, and a further 51 parking spaces will be provided in the overflow car park, this will provide sufficient parking for the combined 201 apartments, with the remaining spaces for use by visitors.

Cycle provision is to be provided within the proposed car parking area, with 20 cycle spaces provided for visitors and 140 cycle spaces provided for residents within a covered facility.

Measure 1 Site Specific Travel Guide

A site specific travel guide will be prepared, agreed with Kirklees Council and provided to all prospective residents. By preparing this information in advance of residents moving to the development, this can be offered alongside other marketing material, thus bringing attention to the travel options for prospective residents from the outset. Contact details of the TPC will be included, enabling prospective residents to get in touch prior to moving to the site.

The Travel Guide will also include information for residents for using public transport, including information regarding finding your next bus service, which is available at <https://www.wymetro.com/buses/your-next-bus/>. Live train departure information is available at <https://www.nationalrail.co.uk/live-trains/departures/mirfield/>. Metro also operate the 'yournextbus' text service to find out timetable information for any bus service at any stop.

There are also free public transport journey planner websites available including <https://www.wymetro.com/plan-a-journey>.

Measure 2
Residents Travel Pack

A residents travel pack would be prepared for new residents moving to the development. It would contain the site specific travel guide, information on local initiatives, detailed information on timetable and ticketing options, local infrastructure and contact details for the TPC. A map would be prepared and included in the pack summarising where appropriate local walking and cycling routes, where bus stops are, the direction and distance to the town centre and rail station. The residents travel pack will be distributed to all new residents prior to occupation so that they have time to consider their options for travel to and from the site as part of their planning process to move house

It is difficult to determine the best time to share this information with new residents as there is often a plethora of information associated with moving house, however the sooner the information is available the more informed residents will be once they move in.

Measure 3
Personalised Travel Planning

In order to complement the residents travel pack, a letter will be sent to all new residents within one month of occupation to offer each property personalised travel planning with the TPC; this could be face-to-face, on the telephone or via email. It is anticipated that one month post occupation residents will have had time to deal with any issues associated with moving house and may be in a position to consider their travel options and travel initiatives in more detail.

The process of personalised travel planning can help guide people through their potential travel options and alleviate some of the pressure regarding journey planning, for example identifying details of the available public transport service, the most direct local walking and cycling routes to key destinations.

Measure 4
Bi-Annual Newsletter

A bi-annual newsletter will be prepared and distributed to residents to keep them informed of their travel options and local and national sustainable events.

Measure 5
Trial Public Transport Ticket

Given the fantastic location of the site in proximity to local public transport facilities, trial public transport tickets will be made available via the residents travel packs. Residents will be offered a trial public transport ticket which is most appropriate for their journey to work. This can demonstrate how easy it is to utilise public transport for work and leisure journeys for free.

Measure 6
Advice on personal safety

Perceptions of safety can be a deterrent for people considering walking as a method of travel. Walking is an important mode of sustainable travel, not only as a discrete journey but as part of other journeys. By providing advice on personal safety this can help relieve some of these concerns. Details of this incentive will be outlined in the resident travel pack and highlighted in the letter. If residents do have personal safety concerns they could be discussed in detail during personalised journey planning or by contacting the TPC via the contact details provided in the travel pack and within the letter sent directly to each resident.

Measure 7
Promote West Yorkshire Car Share

Liftshare (<https://liftshare.com/uk>) provides a free car sharing service for any future residents who may be interested in car sharing. The service allows users to find other people who undertake a similar journey and allows them to link up and car share. Car sharing is a great way to reduce pollution and congestion on the roads.

Enterprise Car Club (<https://www.enterprisecarclub.co.uk/gb/en/home.html>) have a number of cars and locations in Huddersfield, Dewsbury and the local area. Membership is available on both a corporate and personal basis.

Measure 8
Reducing the Need to Travel

The TPC will promote, through the travel guide, the advantages that internet use and home delivery services can provide in terms of convenience and cost. For example the TPC will promote the use of home deliveries and the numbers of local taxi companies.

Measure 9
Investigate Car Club Space and Membership

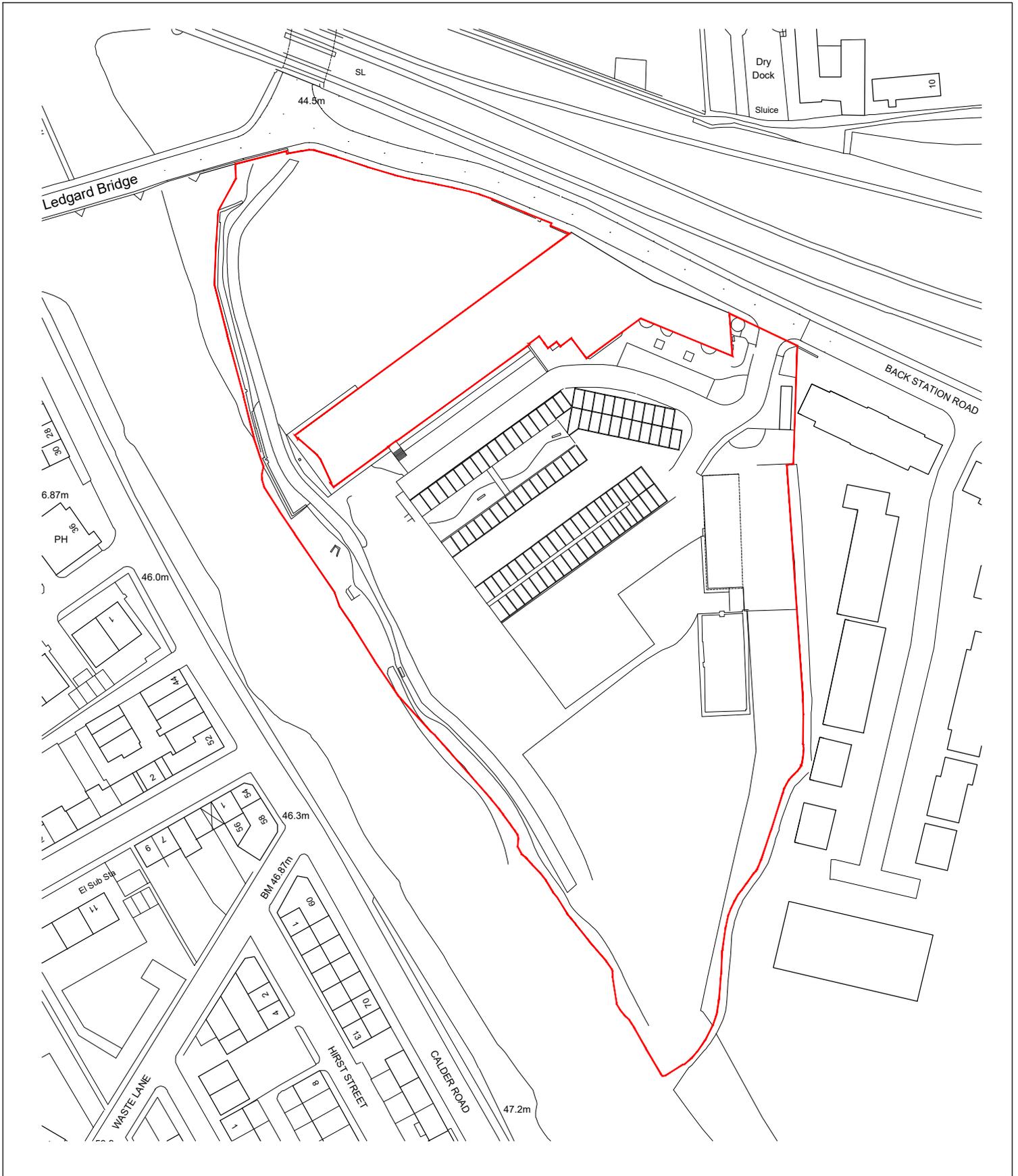
The TPC will investigate the possibility of providing a car club space within the car park, for future and existing residents on the site to take advantage of. Car Club membership will also be promoted to all residents along with its advantages.

- 6.3 The TPC has developed an Action Plan based upon this TP and this will be reviewed annually. The Action Plan sets out the programme of measures and tasks involved, person responsible and a date by which this will be achieved. The aim of the approved TP, prior to first occupation, is to implement the measures and opportunities for sustainable travel as identified within the timeframes of this TP.
- 6.4 It will be the responsibility of the TPC to manage the Action Plan between annual reviews and ensure that the tasks are being carried out in accordance with the programme. At every anniversary following first occupation, the TP will be reviewed in conjunction with Kirklees Council and the annual Action Plan updated and agreed where particular measures, monitoring and initiatives can be amended, added and removed.

Action Plan

Action	Date	Responsibility
Appoint TPC	Prior to first occupation	Developer
Allocation of parking spaces	Construction	Developer
Provision of cycle storage	Construction	Developer
Liaison with Kirklees Council and WYCA regarding bus, train and tram posters, leaflets and timetable information	Prior to first occupation	TPC
Produce Travel Welcome Packs	Prior to first occupation	TPC
Trial Public Transport Tickets for residents	Upon first occupation	TPC
Provide Advice on personal safety	Upon first occupation	TPC
Carry out Travel Surveys	Within 3 months of 50% occupation	TPC
Arrange visit to offer Personal Travel Planning	Following first occupation	TPC
Review TP and Action Plan in conjunction with Kirklees Council	One year after first occupation	TPC and Kirklees Council

APPENDIX TP 1



Drawings based on Ordnance Survey
(Streetwise License No 100047474)



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Project Proposed residential scheme at Ledgard Bridge, Mirfield

Client Binks Vertical, Blakeridge Mill, Batley

Dwg Title (17001)01_Location Plan

A

Scale 1:1250 @ A4

Date Nov 22

A_ Red line amended

Nov 22

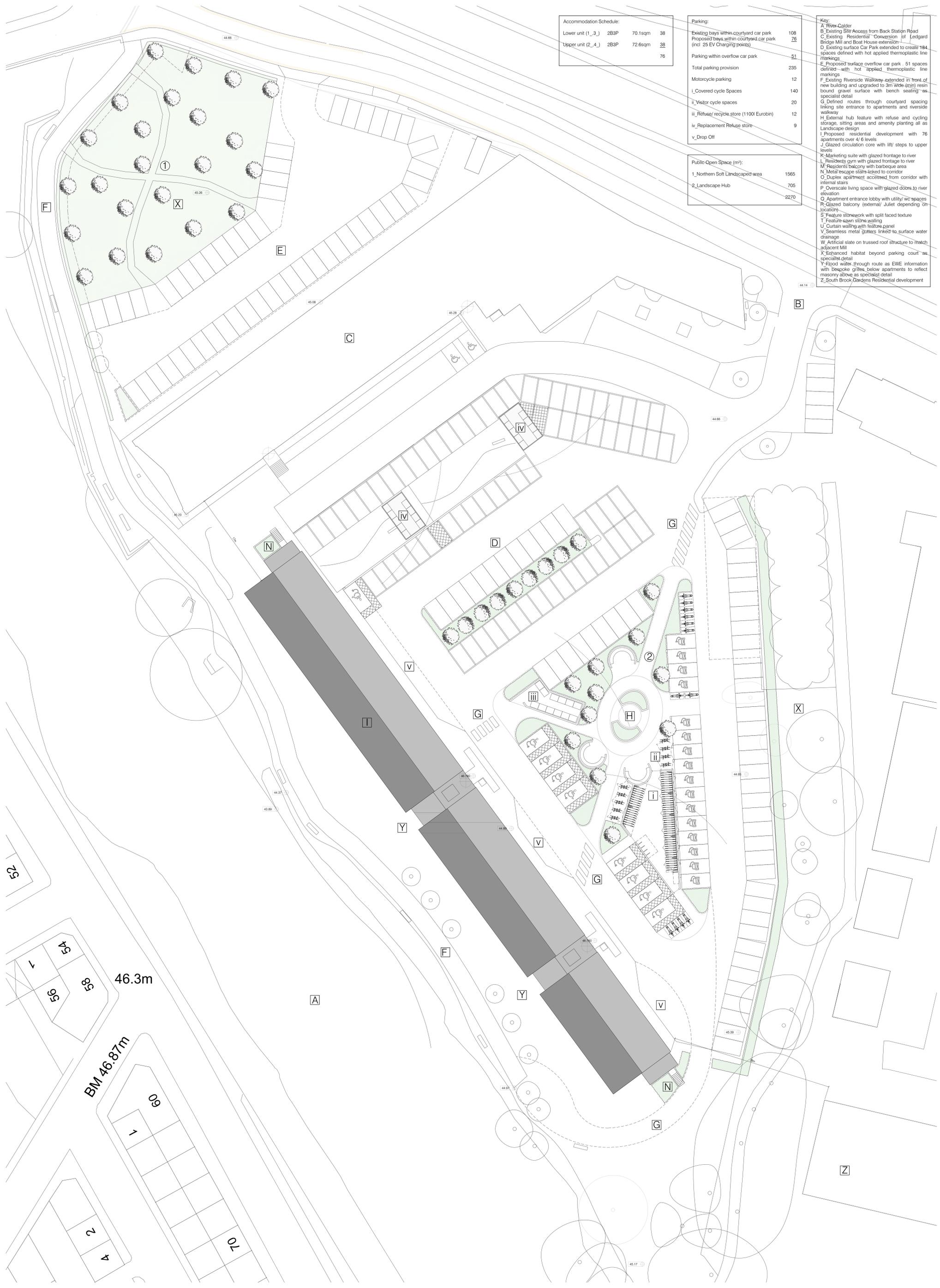
APPENDIX TP 2

Accommodation Schedule:			
Lower unit (1_3)	2B3P	70.1sqm	38
Proposed bays within courtyard car park (incl 25 EV Charging points)			76
Upper unit (2_4)	2B3P	72.6sqm	38
			76

Parking:	
Existing bays within courtyard car park	108
Proposed bays within courtyard car park (incl 25 EV Charging points)	76
Parking within overflow car park	51
Total parking provision	235
Motorcycle parking	12
i_Covered cycle Spaces	140
ii_Visitor cycle spaces	20
iii_Refuse/recycle store (1100 Eurobin)	12
iv_Replacement Refuse store	9
v_Drop Off	

Public Open Space (m²):	
1_Northern Soft Landscaped area	1565
2_Landscape Hub	705
	2270

- Key:**
- A River Calder
 - B Existing Site Access from Back Station Road
 - C Existing Residential Conversion of Ledgard Bridge Mill and Boat House extension
 - D Existing surface Car Park extended to create 184 spaces defined with hot applied thermoplastic line markings
 - E Proposed surface overflow car park 51 spaces defined with hot applied thermoplastic line markings
 - F Existing Riverside Walkway extended in front of new building and upgraded to 3m wide (min) resin bound gravel surface with bench seating as specialist detail
 - G Defined routes through courtyard spacing linking site entrance to apartments and riverside walkway
 - H External hub feature with refuse and cycling storage, sitting areas and amenity planting all as Landscape design
 - I Proposed residential development with 76 apartments over 4/6 levels
 - J Glazed circulation core with lift/ steps to upper levels
 - K Marketing suite with glazed frontage to river
 - L Residents gym with glazed frontage to river
 - M Residents balcony with barbeque area
 - N Message stairs linked to corridor
 - O Duplex apartment accessed from corridor with internal stairs
 - P Overscale living space with glazed doors to river elevation
 - Q Apartment entrance lobby with utility/wc spaces
 - R Glazed balcony (external/ Juliet depending on location)
 - S Feature stonework with split faced texture
 - T Feature sawn stone walling
 - U Curtain walling with feature panel
 - V Seamless metal gutters linked to surface water drainage
 - W Artificial slate on trussed roof structure to match adjacent Mill
 - X Enhanced habitat beyond parking court as specialist detail
 - Y Flood water through route as EWE information with bespoke grilles below apartments to reflect masonry above as specialist detail
 - Z South Brook Gardens Residential development



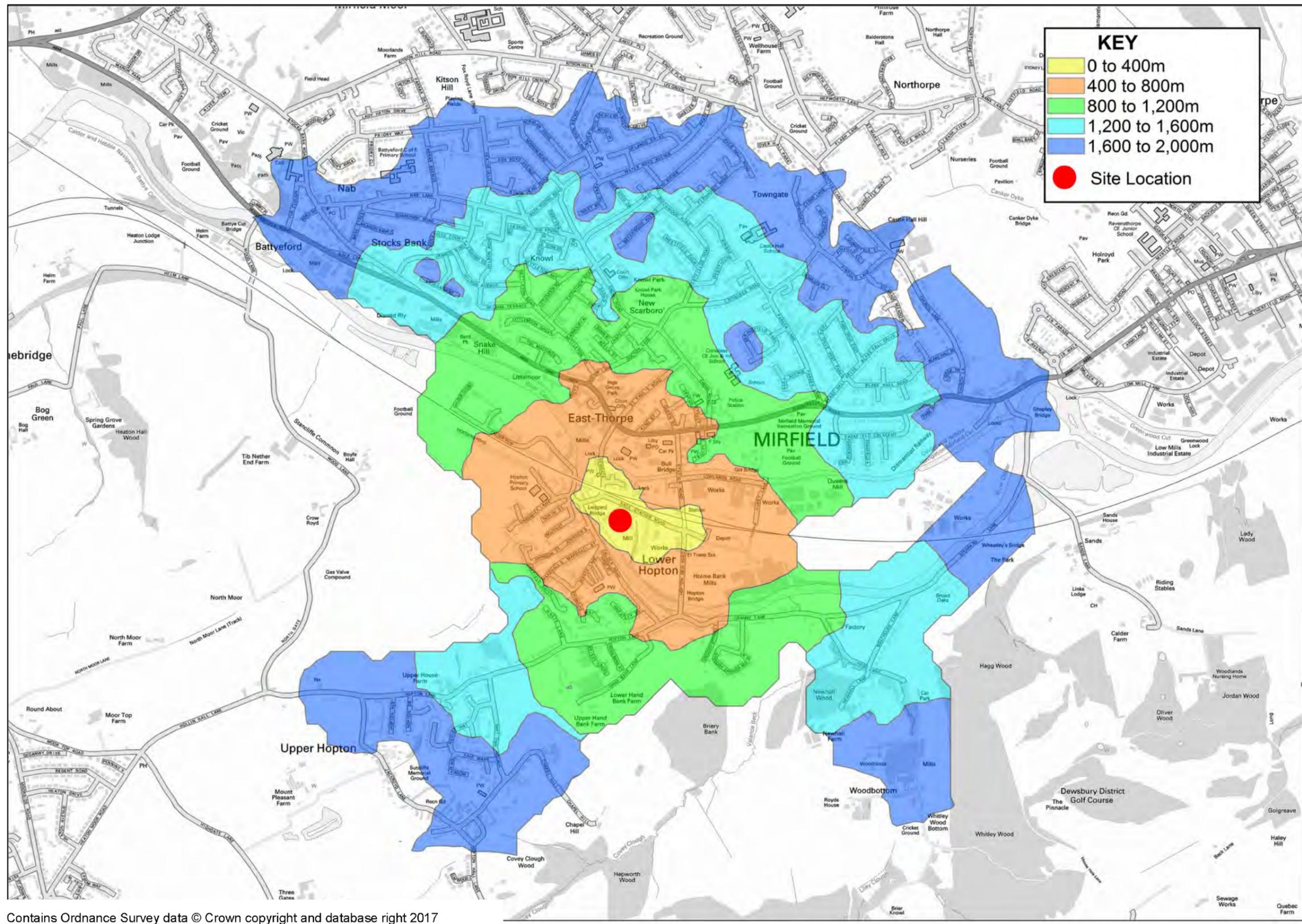
H	Planning amendments	June 24
G	Planning amendments	Apr 24
F	Accommodation schedule added	Dec 23
E	Planning Application	Nov 23
D	Landscape updated	Nov 23
C	Parking numbers corrected	Sept 23
B	Additional bin stores added	Sept 23
A	Amended as Pre-app response	Sept 23
Rev. Des.		Date

Project Proposed residential scheme at Ledgard Bridge, Mirfield
 Client Birks Executive Homes Ltd, Cawthorne, Bamsley S75 4EJ
 Dwg Title 170012_Site Plan
 Scale 1:200 @ A0
 Date Jan 22

Scale 1:200
 0 2 4 6 8 10m

jgb
 JAMES GIBSON BUILDING DESIGN

APPENDIX TP 3



Client:

BINKS VERTICAL LIMITED

Project:

LEDGARD BRIDGE MILLS, MIRFIELD

BRYAN G HALL

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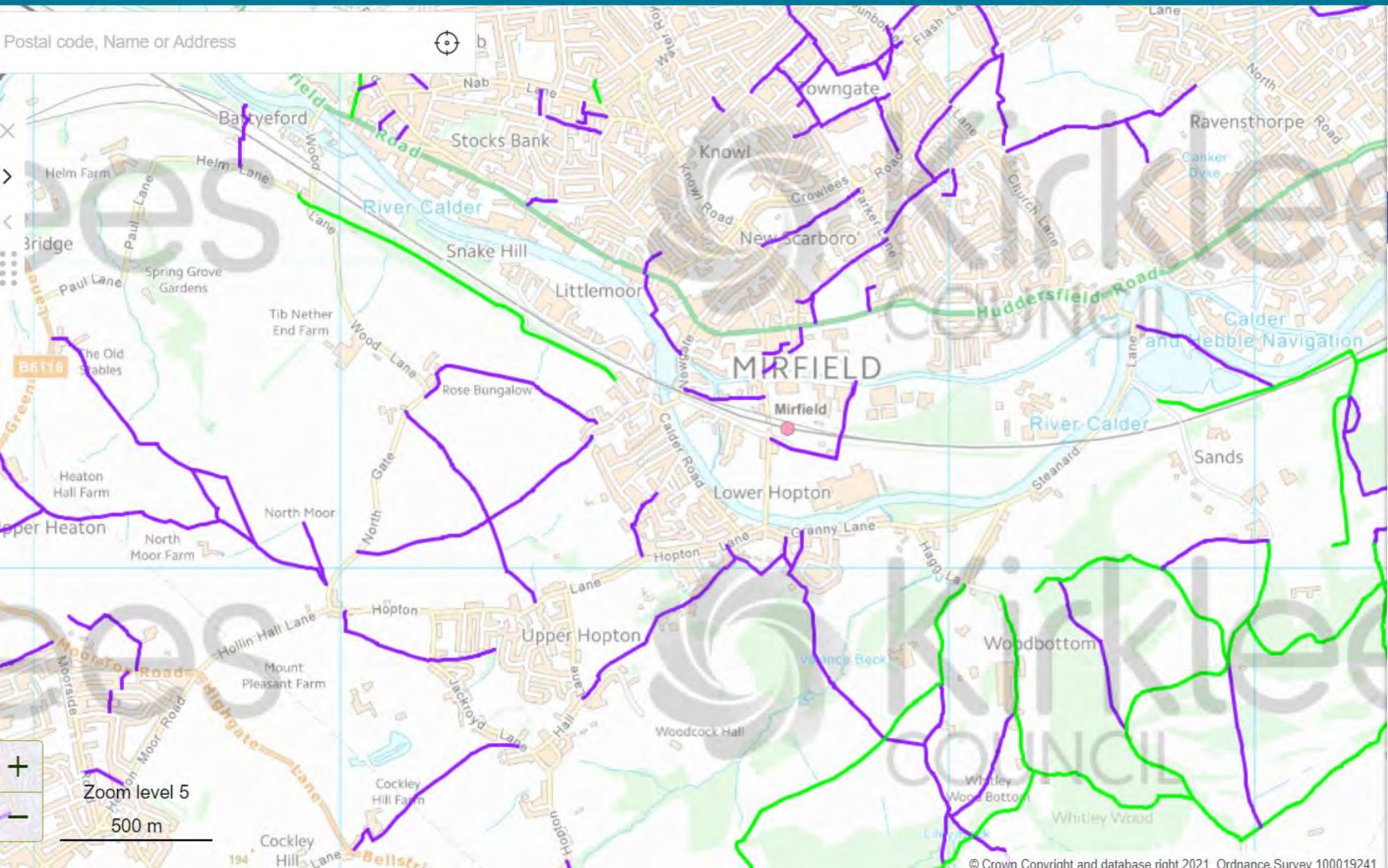
Title

WALKING ACCESSIBILITY PLAN, 2KM

Rev:	Amendment:	Drn:	Chk:	Date:
Job No:	17-321	Drawn:	JT	Checked:
Scale:	Not to Scale	Drawing No:	17/321/ACC/001	Revision:
	A3 - 420 x 297			01.11.17

APPENDIX TP 4

Postal code, Name or Address



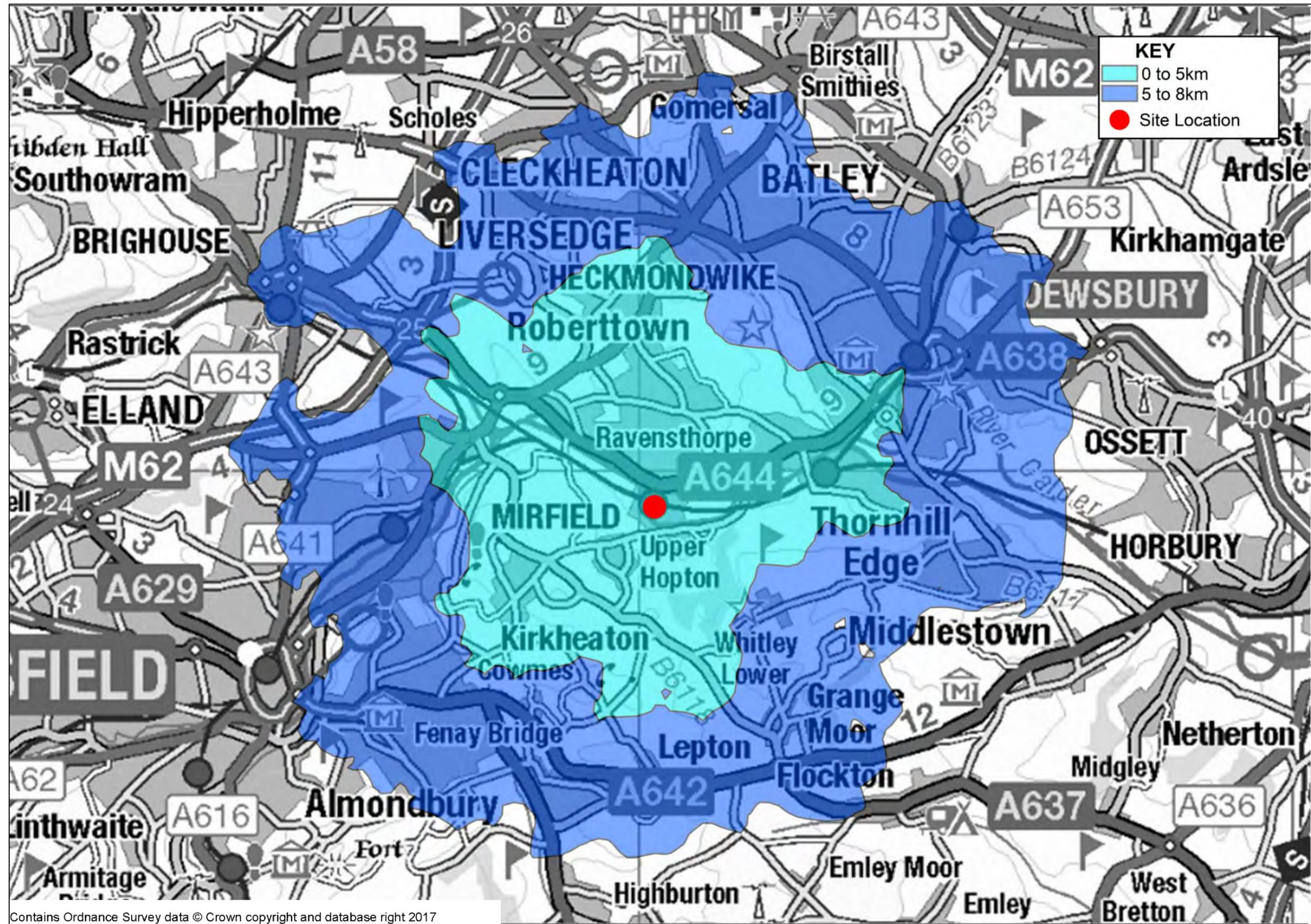
Base maps OS Premium Stack Colour

Map layers

- PROW - Public
- (+) Diversion/Extinguishment
- (+) DMMO Claimed
- (-) PROW
 - Bridleway
 - Byway
 - Footpath

Zoom level 5
500 m

APPENDIX TP 5



Client: BINKS VERTICAL LIMITED

Project: LEDGARD BRIDGE MILLS, MIRFIELD

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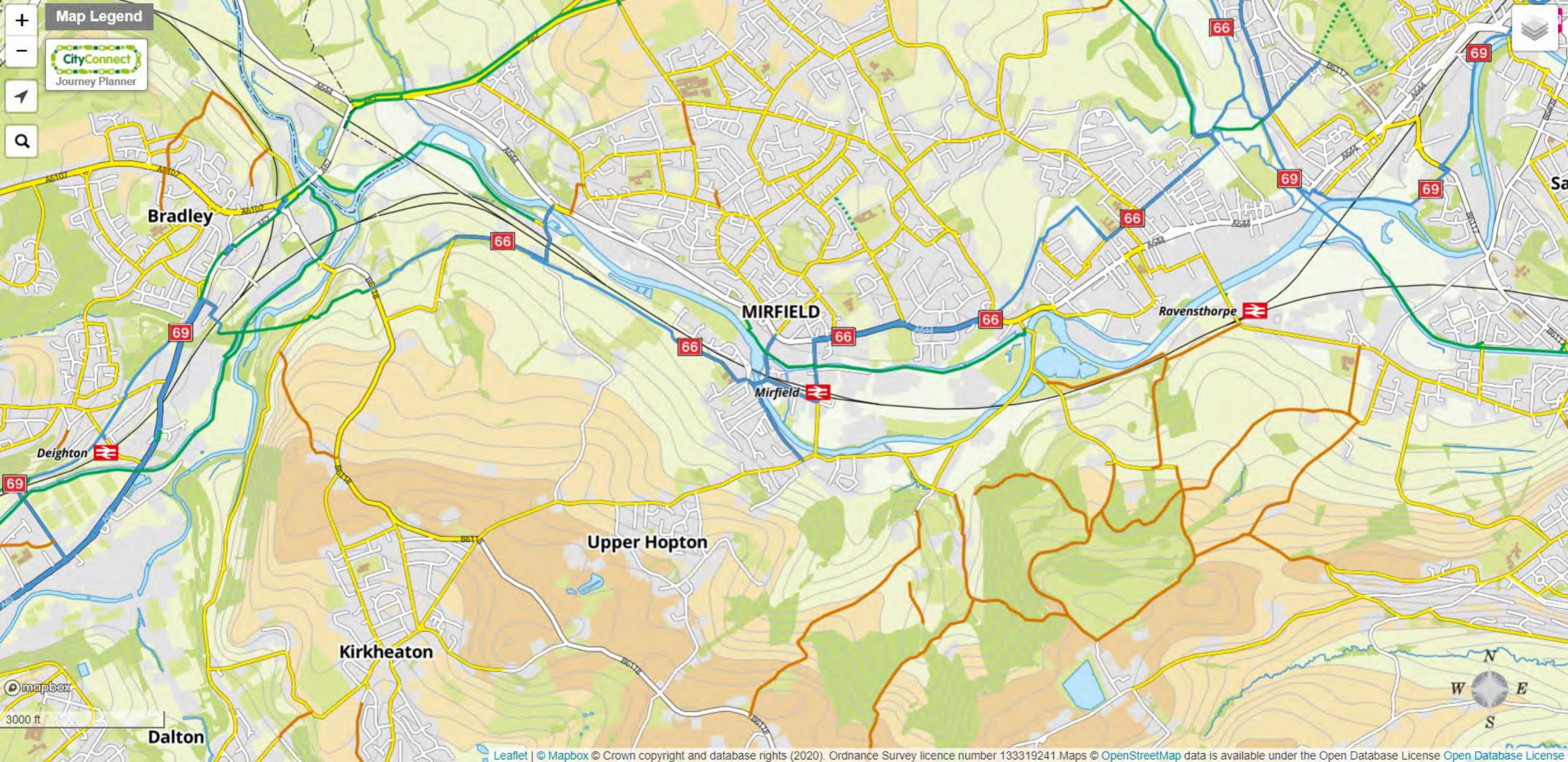
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Title: CYCLING ACCESSIBILITY PLAN, 8KM

Rev:	Amendment:	Drm:	Chk:	Date:			
Job No:	17-321	Drawn:	JT	Checked:	RG	Date:	01.11.2017
Scale:	Not to Scale	Drawing No:	17/321/ACC/002			Revision:	
A3 - 420 x 297							

APPENDIX TP 6



Map Legend

CityConnect
Journey Planner

Bradley

MIRFIELD

Ravensthorpe

Upper Hopton

Kirkheaton

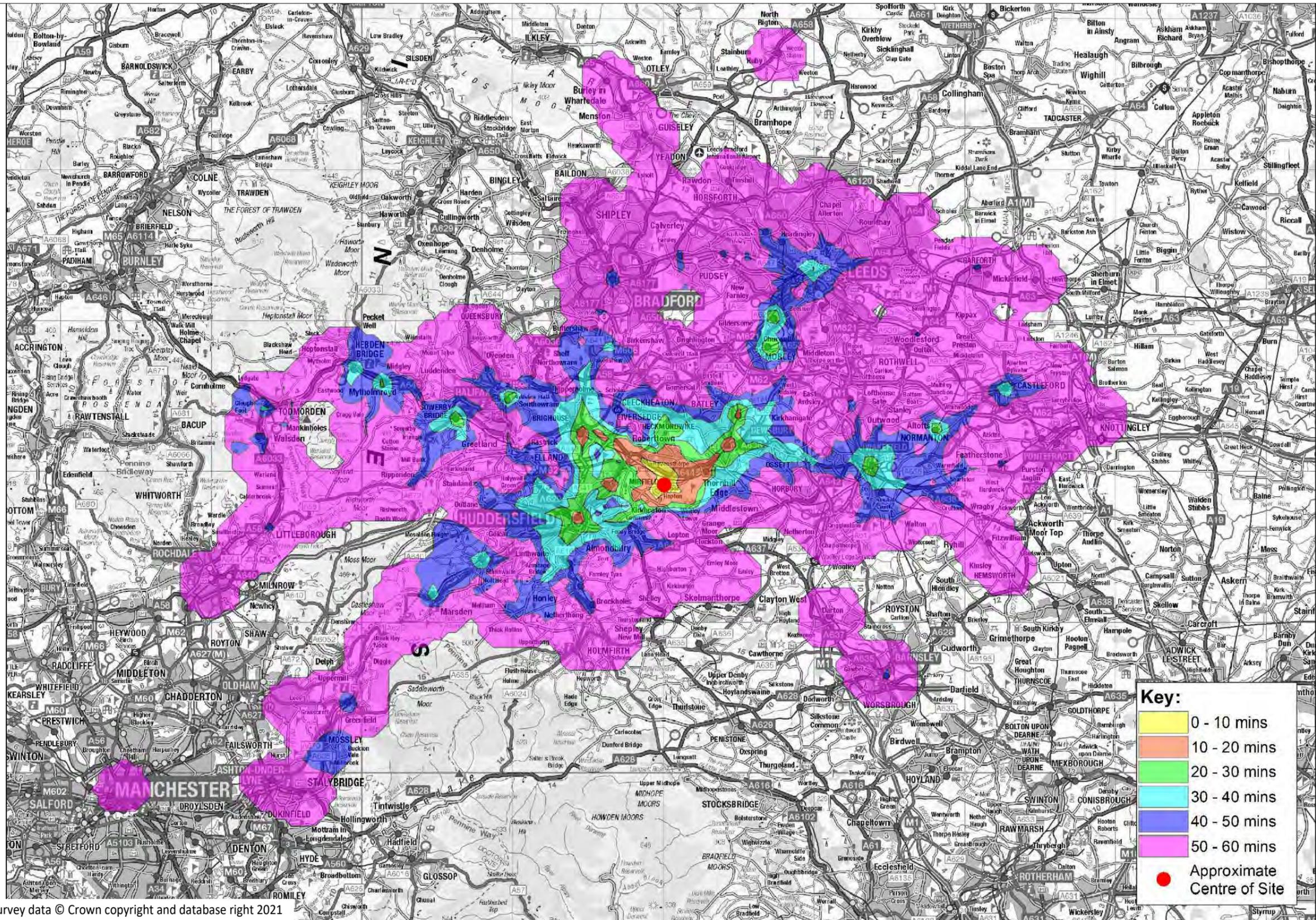
Dalton

mapbox

3000 ft

APPENDIX TP 7

APPENDIX TP 8



Key:

- 0 - 10 mins
- 10 - 20 mins
- 20 - 30 mins
- 30 - 40 mins
- 40 - 50 mins
- 50 - 60 mins
- Approximate Centre of Site

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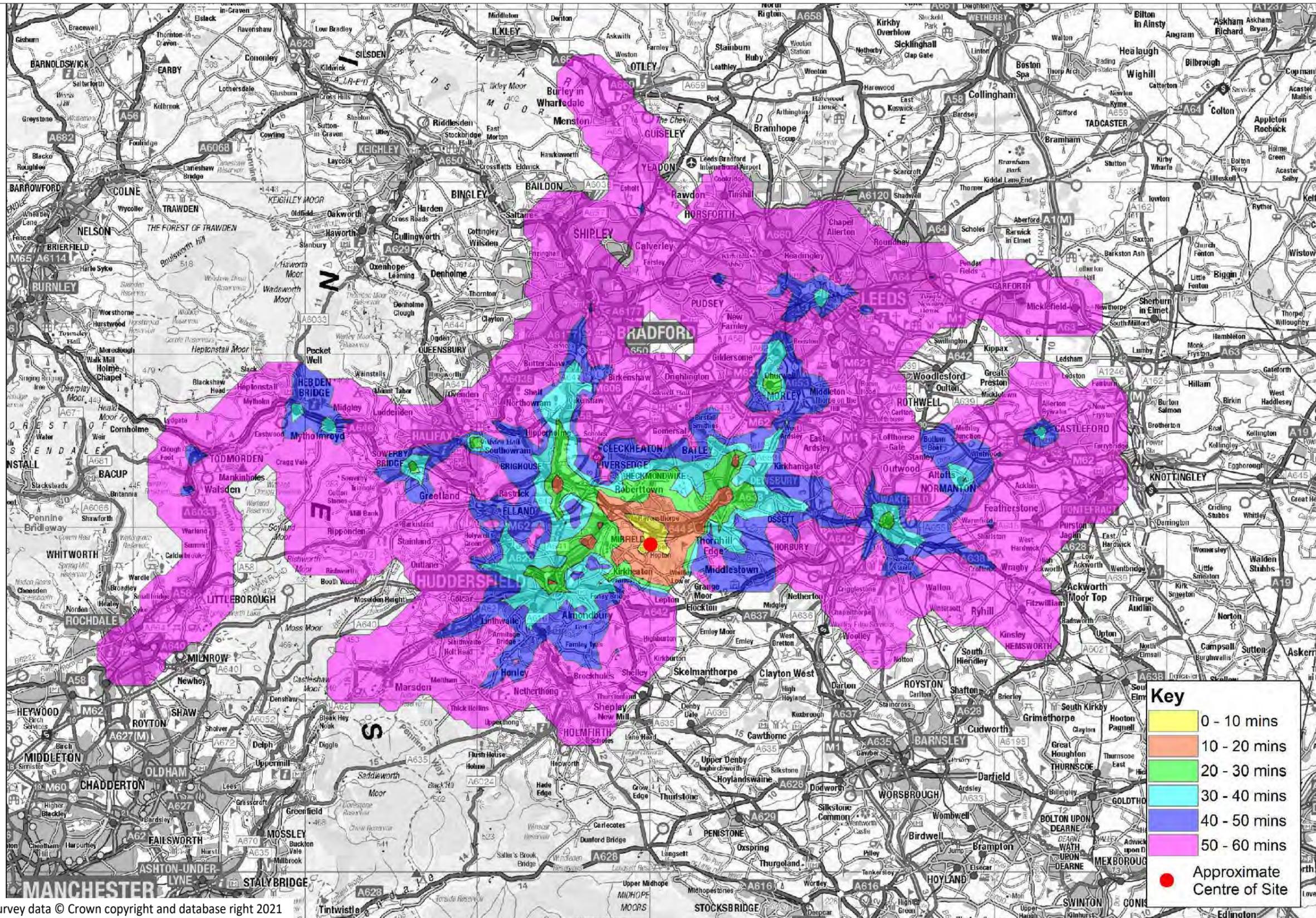
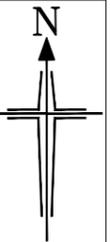
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Title: TRACC PUBLIC TRANSPORT ACCESSIBILITY PLAN - AM PEAK PERIOD
Status: PLANNING
Scale: NTS
Size: A3 - 420 x 297
Drawn: DG
Chkd: NC
Appvd: -

Rev:	Date:	Amendment:	DRN	CHK	APR
Client:	BINKS VERTICAL LIMITED				
Project:	LEDGARD BRIDGE MILLS, MIRFIELD				
Drawing No:	17/321/ACC/005				
Revision:	-				
Job No:	17-321				
Date:	18.03.2021				



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Title: TRACC PUBLIC TRANSPORT ACCESSIBILITY PLAN - PM PEAK PERIOD
Status: PLANNING
Scale: NTS
Size: A3 - 420 x 297
Drawn: DG
Chkd: NC
Appvd: -

Rev:	Date:	Amendment:	DRN	CHK	APR
Client:	BINKS VERTICAL LIMITED				
Project:	LEDGARD BIRDGE MILLS, MIRFIELD				
Drawing No:	17/321/ACC/006		Revision: -		
Job No:	17-321		Date: 18.03.2021		

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