

<b>Consultation Response from KC, Highways Development Management</b>
<b>2024/90548 Former Riverside Works, Honley, Holmfirth, HD9 6PW</b>
<b>Erection of veterinary surgery (Use Class E) and associated works including the formation car parking and landscaping</b>
<b>Date Responded: 15/11/24 Responding Officer: CNB Responding Ref: K3-49/2</b>

This application is for the erection of a veterinary surgery (user class E) including car parking and a new access on to A6024 Woodhead Road, a 30mph two-way single carriageway main distributor road of approximately 9m width with footways on both sides and street lighting present. There is an advisory cycle lane on the side of the site that starts part way along the site frontage.

The A6024 hosts a medium frequency bus route and there are stops within 130m of the proposed access to the site.

The application was accompanied by a Travel Statement and Travel Plan.

The proposals are for a veterinary surgery with 10 consultation rooms and a formal car park of 50 spaces with a new kerbed access on to A6024 Woodhead Road.

#### Trip Generation

A trip generation was provided for the proposals with figures taken from the national TRICs database and these generation figures are acceptable, although a traffic count at the Donaldson's veterinary hospital at Almondbury may have provided suitable local trip rates.

The proposals are expected to produce approximately 49 trips in the AM peak (08:00 – 09:00) and approximately 56 trips in the PM peak (17:00 – 18:00) and we do not consider that this number of additional trips would have a severe impact on the operation or efficiency of the local highway network especially as there would be a discount for trips generated by the previous use as a plant hire business.

#### External Works

The Transport Statement indicates that the pedestrian footway to the north-west of the proposed access will be improved to 2m width for approximately 45m, this is shown on drawing No 2403001 as a preliminary drawing. Detailed designs will be required and this work should be done within a s278 agreement with the LHA. The works on the highway will need to be included within a stage 1 Road Safety Audit, details of RSA requirements are provided below.

#### Access

There is currently a dropped kerb crossing access in to the site and this was used by the previous occupants of the site for their plant hire business. The proposals are to add a new standard kerbed access to the south east and the Transport Statement states that the existing dropped kerb will be removed with a new kerbed footway provided. This can be conditioned.

The proposals to the new access will need a detailed design and should have a minimum radius of 6m. The access is shown at 6.5m width on drawing No 104 Rev 2 and this would allow two cars to easily pass. There will be a 2m footway extending in to the site on either side of the access

We would like to see a swept path analysis that shows the access can be safely used by a refuse vehicle of 11.85m length and this analysis should also be used to inform the required radius of the access for detailed design.

Drawing No 104 Rev 2 shows a visibility splay of 2.4m x 45m at the access and this would be suitable for an 85<sup>th</sup> percentile speed of 30mph, however there are concerns that the speeds along this section of A6024 may exceed the posted speed and so we would like to see a speed survey carried out to each side of the proposed new access in order to obtain an observed 85<sup>th</sup> percentile speed in order to produce a

visibility splay Y-length that represents this speed. The brief for the speed survey should be agreed with the LPA prior to commencement.

The Transport Statement indicates that the wall along the frontage of the site would be lowered to 1m to allow for the visibility splay to the left.

The new access would need to be constructed within a s278 agreement with the local highway authority (LHA) and would require an independent stage1 Road Safety Audit (RSA) and prior to this being carried out the detailed design of the new access should be agreed by the LPA. An RSA brief and audit team CVs should be submitted to and approved by the LPA/LHA prior to the audit being carried out.

#### Internal Lay-out

The internal layout will need to indicate the location of waste bin storage and how collection is expected to occur, including a bin collection presentation point and a swept path indicating that an 11.85m refuse truck can safely access the collection point and turn on site so that the vehicle can enter and exit the site in forward gear.

#### Parking Provision

A car parking layout is shown in drawing No 104 Rev 2 and this consists of 50 car parking spaces. These are shown as being 2.4m x 4.8m and are acceptable at this size. There are two accessible spaces shown and three/four EV parking spaces. The access roads through the car park have a headway of 6m and this should allow easy and safe access to the parking spaces. It is noted that spaces No 1 and 43 may have a higher level of difficulty to access/egress and may be viewed as less desirable by visitors. However it is noted that the headway opposite space No 43 is 6.5m which may make manoeuvring slightly easier.

The number of parking spaces was viewed as a concern due to issues that have arisen at a veterinarian surgery in Huddersfield, where a large number of parking spaces were provided but there were still issues concerning inappropriate on-street parking in nearby residential areas and because of this we would like to see the car parking provision suitable for the site.

The application form proposes 30 full time equivalent staff, and this would take up 30 spaces if all staff arrived individually by car, there are also 10 consulting rooms which may generate 20 spaces of parking demand, 10 in consultancy and 10 waiting. This would take up all 50 car parking spaces and would leave no spaces for staff visiting the site from other practices for meetings etc. It is acknowledged that this is a worst-case scenario.

A car parking analysis was carried out using the trip generation figures submitted by the applicant and this indicated that, for a development of 944sqm GFA and 50 car parking spaces, the maximum occupancy was 84% with most of the day being at or around 70% occupancy. This level of car park occupancy would be acceptable, and the staff use of the car park can be managed using the Travel Plan to ensure sufficient spaces for customers can be retained.

There has been a residential parking demand observed on the opposite side of A6024 Woodhead Road and we wouldn't like to see any development that promotes on-street parking in this area. The frontage of the site currently has no parking constraints, although as it was mostly occupied by a dropped kerb access, no formal controls were required. An Advisory cycle lane occupies part of the adopted highway to the south east of the existing dropped kerb crossing and we wouldn't like to see on-street parking

causing an obstruction of this. Any on-street parking along the frontage of the site would also obstruct the visibility splays from the proposed new access and may cause a highway safety concern. In order to avoid this we would request that the applicant funds TRO parking controls along the frontage of the site. This has been supported by the Kirklees Highway Safety Team and they have estimated that a scheme in this location would cost approximately £10,000 including processing of the orders and installation. The exact scheme would be determined during the TRO consultation but would primarily consist of a No Waiting At Any Time TRO. This could be conditioned for measures to manage parking.

Cycle Parking is shown on Drawing No 104 Rev 2 as a covered/secure shelter for approximately 10 cycles located within the car park. We do not consider that this is a suitable location for cycle storage as it is away from main pedestrian movements and is not overlooked. We consider that it would be better to move the cycle parking shelter to a more prominent position adjacent to the main entrance. This would increase visibility of the cycle parking which would increase security and promote sustainable and active travel.

As the cycle parking is expected to be predominantly used by staff, the number of cycle parking spaces is acceptable, however we would like to see details of the style and types of racks and shelter housing, and this can be conditioned.

#### Travel Plan

The Travel Plan (TP) as submitted is suitable as an interim travel plan, however within 3 months of the proposed premises being occupied this should be updated to a full travel plan with baseline travel surveys carried out by the appointed travel plan co-ordinator. This should be conditioned.

The Initial Travel Plan proposes a reduction in solo car use by 5%, this is acceptable but quite cautious and we would prefer to see a figure that is challenging but achievable, however we do appreciate that this figure may change when the initial travel survey is carried out and a base situation is observed.

The proposals for appointment date and role responsibilities of the Travel Plan Co-ordinator (TPC) are acceptable, as are the key points for staff involvement that would be within the remit of the TPC.

The timescale proposed for the initial travel plan (within 3 months of first occupation) is acceptable.

The measures and action plan proposed are acceptable as part of an initial TP, however we expect these to change with the initial TP survey results when individual mode targets can be identified and promotion of these can be specifically arranged where required.

We would suggest that the TPC considers joining the West Yorkshire Combined Authority Travel Plan Network in order to obtain their assistance in sustainable travel mode promotion. This may be a suitable option for the applicant's organisation covering all their veterinary practices throughout West Yorkshire.

The annual monitoring is appreciated, however the proposal site is below the land use size for a monitoring fee to be charged and so the level of involvement from the LPA with annual monitoring will be at a minimum.

With this we cannot currently support the application due to a shortage of information to allow us to fully assess the impacts of the proposals on the operation and efficiency of the local highway network

and road safety.

In order to allow us to fully assess the proposals we would need to see details relating to the works to be carried out on the highway including details of the proposed changes to the footway and the new access to the site, including swept path analysis details for an 11.85m refuse vehicle and speed survey details to inform the required length of the visibility splays from the proposed new access. When the designs and visibility splays are agreed with the LPA a stage 1 RSA brief and audit team CVs will need to be submitted for approval.