

Dewsbury Market Proposal

Kirklees

Transport Statement

240812/SK22085/TS01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22085	TS	00	First Draft – Text Only Issue	L Speers	LGS	02/08/2024
SK22085	TS	01	Submission	L Speers	LGS	12/08/2024

1 Introduction

- 1.1 SK has been appointed to prepare a Transport Statement (TS) that examines the impact of redevelopment of Dewsbury Market.
- 1.2 The TS has been prepared in line with standard appraisal methods and acknowledges the requirements of the Local Highway Authority, Kirklees Council (KC) provided during pre-application discussions.

2 Existing Market Operation

Site Location

- 2.1 Figure 2.1 shows the location of Dewsbury Market. The Market is located to the north of the town centre and sits within the Dewsbury Town Centre Conservation Area.
- 2.2 The site is bounded by Corporation Street, Crackenedge Lane, Foundry Street and Whitehall Way. Cloth Hall Street runs through the Market.

Existing Market Operation

- 2.3 The red line is shown on the plan in Appendix A. The site for purposes of the planning application comprises of the Market Hall, the semi-covered market and an outdoor market that currently accommodates circa 400 market stalls. The Market includes a two-storey/office block, a terrace of five former fish units and a toilet block.
- 2.4 The red line also includes the existing waste compound that serves the Market and is part of the Whitehall Way car park.
- 2.5 Vehicle access to the site is provided from a number of gated vehicle accesses with low kerb crossover facilities to allow vehicles to penetrate the Market site. These are located on Whitehall Way (N), Whitehall Way and Foundry Street (S). An on-site route (Cloth Hall Street) is provided for vehicles.
- 2.6 The plan in Appendix B shows that loading bays are provided on Whitehall Way (S), Foundry Street and Crackenedge Lane. The loading bays on Whitehall Way (S) and Foundry Street are restricted for use between 9am and 4pm (including the loading bays that are shared with Blue Badge holders). The 'pull in' loading bay on the corner of Crackenedge Lane/Whitehall Way (S) is restricted for use between 4.30pm and 9.30am. The loading bays on Crackenedge Lane are restricted to use between 8am and 6.30pm.
- 2.7 Currently vehicle access to the Market is provided to the open area only, to allow goods to be unloaded/loaded outside trading hours. Loading and unloading for the covered areas or during operation of the Market is provided in the loading bays fronting the site on Foundry Street, Crackenedge Lane and Whitehall Way subject to the loading controls outlined above.

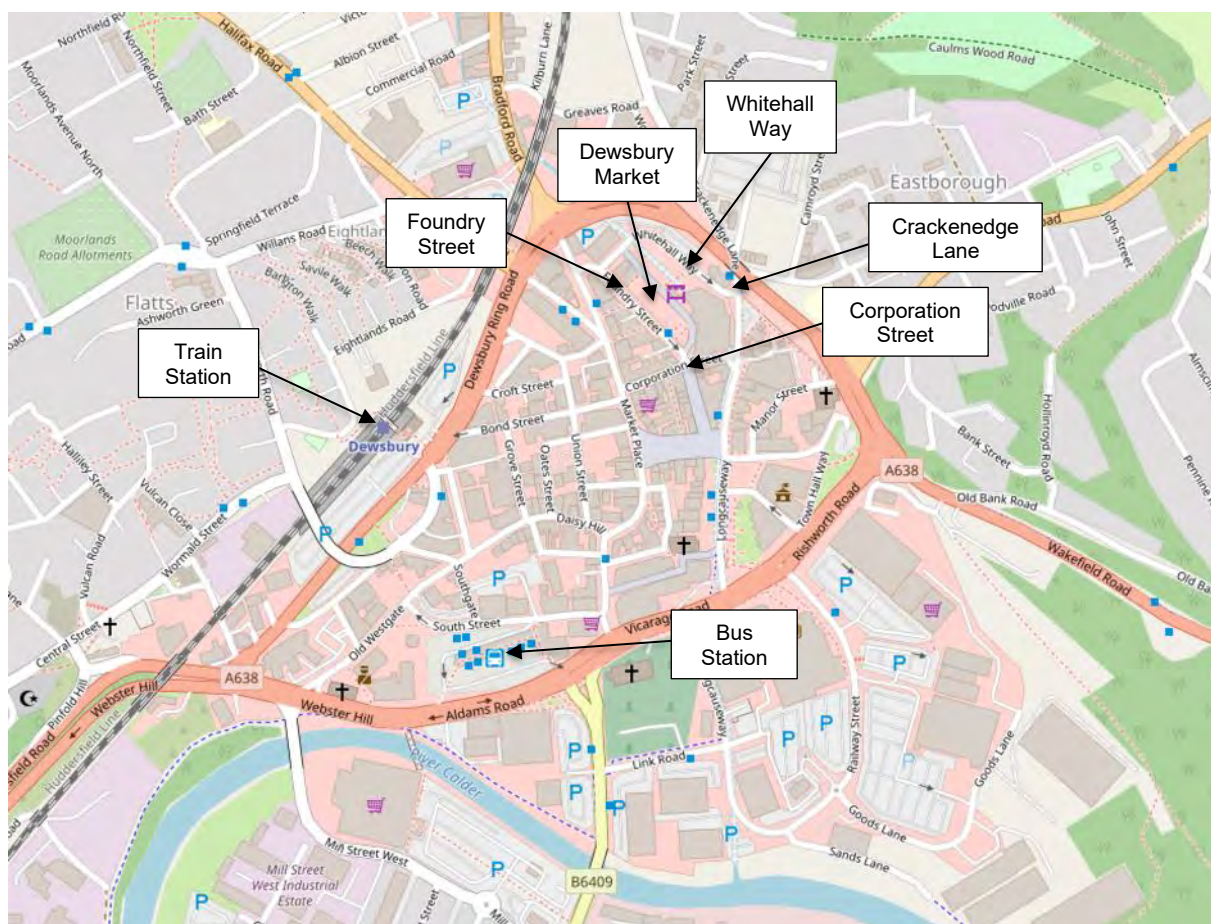


Figure 2.1: Site Location
[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Baseline Market Operation

- 2.8 In 2021 a planning application was submitted for the redevelopment of the Market with the addition of a mezzanine floor (ref: 2021/48/93368/E). Planning permission was granted in February 2022.
- 2.9 The consented scheme retained the original structure of the Market Hall and the semi-covered market. The existing stalls and lock-up units forming the outdoor market would be replaced with new stalls, a café pavilion and open space. The new stalls in the semi-covered market would predominantly comprise food and beverage stalls set around a flexible seating area which would provide flexible space that can also be used as an entertainment venue. The mezzanine floor would provide a meeting room, office, staff room and CCTV room. The waste compound was to be expanded. A landscaped pocket park area was created in the northern part of the site.
- 2.10 The consented scheme included improvements to the bounding footways to enhance linkages to other town centre destinations and create an improved sense of arrival. The footway modifications and pocket park required the removal of two existing lengths of parking bay on the Foundry Street frontage (four disabled bays and a taxi bay). The proposed arrangements are shown on the plan in Appendix C.
- 2.11 The plan in Appendix C also shows that minor modifications were proposed to the existing loading bays and disabled parking bays on Whitehall Street.
- 2.12 The increase in size of the waste enclosure required the removal of six spaces from the Whitehall Way car park and two spaces from street.
- 2.13 Vehicle access to the site was retained from the existing location on Whitehall Way, with a central spine route leading to two separate exit routes to the eastern side of Whitehall Way.
- 2.14 A TS was prepared by SK in 2021 to support the planning application. This document states that:

“...while an increase in footfall can be expected the increase in trips, given the retail and leisure use of the Market, the increase in trips would be spread throughout the day and will not be significant in the AM and PM network periods.”

- 2.15 The TS concluded that the development would not cause an impact on highway operation or road safety. When considering the planning application KC concluded that:

“The site is within a highly sustainable location within the heart of the town centre and is well served by public transport...”

Given the town centre location and given that access and servicing are largely unchanged, Highways Development Management (HDM) have no objections to these proposals...

Overall, it is considered that the proposed development would not result in any significant harm to highway safety and the application accords with Policy LP21 of the Local Plan.”

- 2.16 The consented scheme is the baseline against which the new development proposal is assessed in this TS.

3 Local Transport Network

Traffic Circulation

- 3.1 As noted earlier, a number of vehicle accesses with low kerb cross-over facilities are available to allow vehicles to penetrate the Market site. These are located on Whitehall Way (N), Whitehall Way (E) and Foundry Street (S). An on-site route (Cloth Hall Street) is provided for vehicles that connects the access points at Whitehall Way (N) and Foundry Street, gated at either end, the Whitehall Way (E) access connects with Cloth Hall Street. The route is shown on the plan in Appendix B.
- 3.2 In other locations bollards are in place to prevent vehicle access.
- 3.3 As shown on the plan in Appendix B, the roads surrounding the site are subject to the town centre one-way traffic controls, which operate from north to south around the Market. Access to the Market is provided from the Bradford Road/Whitehall Way/Foundry Street junction to the north-west corner of the site. Traffic then travels southbound either using Whitehall Way or Foundry Street.
- 3.4 On the southern boundary of the site Crackenedge Lane is a two-way route that allows drivers to travel east under the Ring Road or travel west towards the rest of the town centre. Corporation Street is one-way westbound.

Street Parking

- 3.5 Parking on the streets in the town centre are controlled by Traffic Regulation Orders that include double yellow lines and Pay & Display parking spaces. There are 162 street parking spaces serving the town centre. The street parking areas provide short-stay parking with a typical limit on duration of stay of 90 minutes, rising to three hours in more peripheral areas.
- 3.6 In terms of the street bays next to the site, Blue Badge/disabled parking is provided in bays on Whitehall Way (N), Whitehall Way (S) and Foundry Street bounding the site. Circa 15 spaces are provided in these locations. The Blue Badge parking is limited to three hour parking duration. The spaces on Whitehall Way (S) and Foundry Street are limited for Blue Badge use between 9am and 4pm, outside these times the bays are for use by loading vehicles.
- 3.7 A taxi rank and bus bay are provided on the Foundry Street site frontage. The bus bay is currently out of use with no scheduled buses using it.

- 3.8 The remainder of the parking bays in the area are located on Whitehall Way (N), Foundry Street (W) and Whitehall Way (E). These bays are subject to Pay & Display charges with a limited parking duration of 90 minutes.
- 3.9 Loading bays are provided on Whitehall Way (S), Foundry Street and Crackenedge Lane. The loading bays on Whitehall Way (S) and Foundry Street are restricted to use between 9am and 4pm (including the loading bays that are shared with Blue Badge holders). The 'pull in' loading bay on the corner of Crackenedge Lane / Whitehall Way (S) is restricted for use between 4.30pm and 9.30am. The loading bays on Crackenedge Lane are restricted to use between 8am and 6.30pm.
- 3.10 Loading restrictions (kerb blips) are in place on the double yellow lines on the southern and western side of the Market.

Public Car Parks

- 3.11 Table 3.1 and the plan in Appendix B show the locations of the car parks, the number of spaces and the charging arrangements.

Ref	Name	Spaces	Disabled	Max. Duration of Stay	Pricing
1	Whitehall Way	38	4	Two hours	80p for 1 hour. No charges on Sundays.
2	Crackenedge Lane	15	-	Two hours	80p for 1 hours. No charges on Sundays.
3	Camroyd Street	45	2	Long stay	£1.60 for 4 hours, £3.50 for 10 hours. No charges on Sundays.
4	Cliffe Street	415	6	Long stay	£1.60 for up to 4 hours, £3.50 for up to 10 hours. No charges on Sundays.
5	Wakefield Old Road	23	-	Four hours	80p for 1 hour. No charges on Sundays.
6	Wellington Road Station	292	9	Long stay	80p for up to 1 hour, 2 hours for £2.40 for up to 3 hours, £3.30 for up to 5 hours, £6.50 for up to 10 hours. No charges on Sundays.
7	Wellington Road West	56	3	Long stay	80p for up to 1 hour, 2 hours for £2.40 for up to 3 hours, £3.30 for up to 5 hours, £6.50 for up to 10 hours. No charges on Sundays.
8	Commercial Road	39	2	Long stay	30p for up to 1 hour, £1.60 for up to 4 hours, £3.30 for up to 10 hours. No charges on Sundays.
9	Dewsbury Railway Street	220	16	Long stay	40p for 1 hour, 90p for 2 hours, £1.60 for 3 hours, £2.50 for 4 hours, £5 for 10 hours. No charges on Sundays. No charge.
10	Sports Centre	71	7	Long stay	£2.00 for 5 hours, £4.00 all day. No charges on Sundays.
11	South Street	23	1	Long stay	70p for up to 1 hour, £1.60 for up to 3 hours, £6.50 for up to 10 hours. No charges on Sundays.
Total		1237	50		

Table 3.1: Town Centre Off-Street Car Parks
[source: Kirklees Council]

- 3.12 There are a total of 1,237 parking spaces in off-street locations serving the town centre. Table 3.2 shows the walk times to the car parks, based on an average walk speed of 80m/min. This shows that all of the off-street car parks are less than a 10 minute walk from the site. The nearest car parks to the Market are located at Whitehall Way (less than a minute), Crackenedge Lane (less

than a minute), Cliffe Street (three minutes), Camroyd Street (four minutes) and Wakefield Old Road (four minutes). These car parks provide a total of 536 spaces.

Ref	Name	Walk Time (mins)
1	Whitehall Way	<1
2	Crackenedge Lane	<1
3	Camroyd Street	4
4	Cliffe Street	3
5	Wakefield Old Road	4
6	Wellington Road Station	6
7	Wellington Road West	6
8	Commercial Road	5
9	Dewsbury Railway Street	7
10	Sports Centre	5
11	South Street	6

Table 3.2: Car Park Walk Times

Sustainable Connectivity

- 3.13 Generous width footways are provided on Foundry Street, Whitehall Way and Crackenedge Lane. Build outs are provided on Foundry Street to narrow the carriageway and reduce crossing distance.
- 3.14 Controlled (signal) crossings are provided at the Foundry Street/Corporation Street junction and Corporation Street/Northgate junctions to support connections with the rest of the town centre.
- 3.15 Access to areas north-east of the Market is provided from the route under the Ring Road on Crackenedge Lane.
- 3.16 Access can be gained to areas to the north of the Market by travelling north on Foundry Street and using the controlled (signal) crossing at the junction of the Northgate/Ring Road. Further controlled crossings are provided at the junction of Halifax Road/Ring Road and outside the railway station.
- 3.17 The plan in Appendix B shows that the site is within a five minute walk of all of the town centre and bus and train stations.
- 3.18 The cycle routes serving the Market are shown on the plan in Appendix B.
- 3.19 Corporation Street and Crackenedge Lane are identified as routes on the cycle network. These connect to the west with other defined cycle route streets in the town centre and to the east with the defined cycle route streets on Battye Street and Crackenedge Lane (N).
- 3.20 To the south of the Market access can be gained to Route 69 of the National Cycle Network. This includes toucan crossing facilities on Longcauseway and the Ring Road.
- 3.21 The Market relates well to existing bus routes, with the nearest stops located on Northgate and Crackenedge Lane.
- 3.22 Access can be gained to the bus station and railway station in a 10-minute walk of the site.
- 3.23 The site is shown to occupy a highly sustainable location that is well served by public transport links.

Road Safety Patterns

- 3.24 Department for Transport (DfT) Open-Source Data ([Crashmap](https://www.crashmap.co.uk)) database has been used to establish collision patterns over the most recent five-year period available.¹

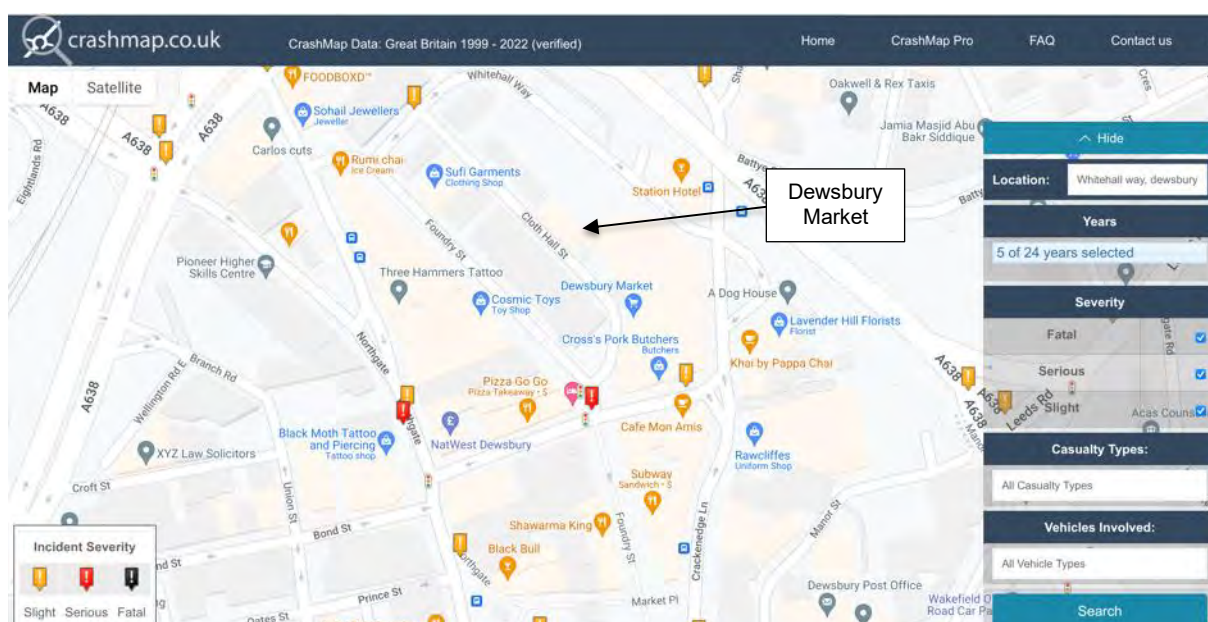


Figure 3.1: Accident Patterns
[source: Crashmap]

- 3.25 There has been a single collision on Corporation Street outside the Market. The collision was classified as slight and involved a pedestrian.
- 3.26 There has been a single collision at the junction of Foundry Street/Corporation Street. The collision was classified as serious and involved a pedestrian.
- 3.27 There has been a single collision on Whitehall Way. The collision was classified as slight and involved a pedestrian.
- 3.28 While all accidents are regrettable, the collisions all occurred in different locations and this, coupled with the frequency of collisions (circa less than one per year), does not indicate a significant road safety issue.

4 Proposed Development

- 4.1 The proposed layout is attached as Appendix D.
- 4.2 As with the consented scheme, the proposed development seeks to revitalise the Market by providing an enhanced visitor experience and opportunities for new leisure and retail uses. Flexible outdoor market space is provided and new stalls for the semi covered market and market hall. Extensive public realm improvements are included in the proposal to create public amenity space, including a new Town Park and Play Space. Improvements are proposed to the footways bounding the market to enhance conditions for pedestrians.
- 4.3 13 cycle parking stands are provided near to the building and the play space.
- 4.4 Vehicle access to the Market is retained from existing locations at the centre of Whitehall Way and Foundry Street (S). The vehicle access from Whitehall Way (N) is removed and pedestrian access only permitted.
- 4.5 Vehicles associated with the Market and maintenance vehicles will access via Whitehall Way and egress via Foundry Street. This access route will be subject to weight restriction and swept path

¹ <https://www.crashmap.co.uk>

analysis has been undertaken for the largest type of vehicle expected to use the site access routes (a long wheelbase transit van) and these are attached as Appendix E.

- 4.6 Vehicles associated with event set up and fire tenders will access the scheme via Foundry Street and turn in the site so that they egress using the same location. A swept path of an articulated vehicle and fire tender has been undertaken and is attached as Appendix E.
- 4.7 Unlike the consented scheme, the development proposal will not require any changes to the bounding parking/loading bays.
- 4.8 Modifications to the waste enclosure will reduce the number of parking spaces in the Whitehall Way car park by four car parking spaces and will require the removal of one street parking space. This is broadly the same as the consented scheme, which reduced the Whitehall Way car park by six spaces and street parking spaces by two spaces.

5 Development Impact

- 5.1 The development will revitalise the Market and by providing new amenity uses (Town Park and Play Space) and offering new opportunities for access to leisure events, it can be expected that these improvements will make the site it more attractive to visitors. However, while an increase in footfall can be expected, and of course desired, the increase in trips will be spread across the day rather than being concentrated in the network AM and PM peak periods. Further, it can be expected that a proportion of these movements will be comprised of non-primary trips that are linked with other existing activity in the town centre.
- 5.2 The development will also enhance the public realm in this area of the town centre and will enhance bounding footways.
- 5.3 Vehicle access to the site is retained as existing and swept path analysis shows that larger vehicles requiring access to the site can be accommodated appropriately.
- 5.4 The development will not require any modifications to parking/loading bays bounding the Market.
- 5.5 Modifications to the waste enclosure will reduce the number of parking spaces in the Whitehall Way car park by four car parking spaces and will require the removal of one street parking space. This is broadly the same as the consented scheme, which reduced the Whitehall Way car park by six spaces and street parking spaces by two spaces

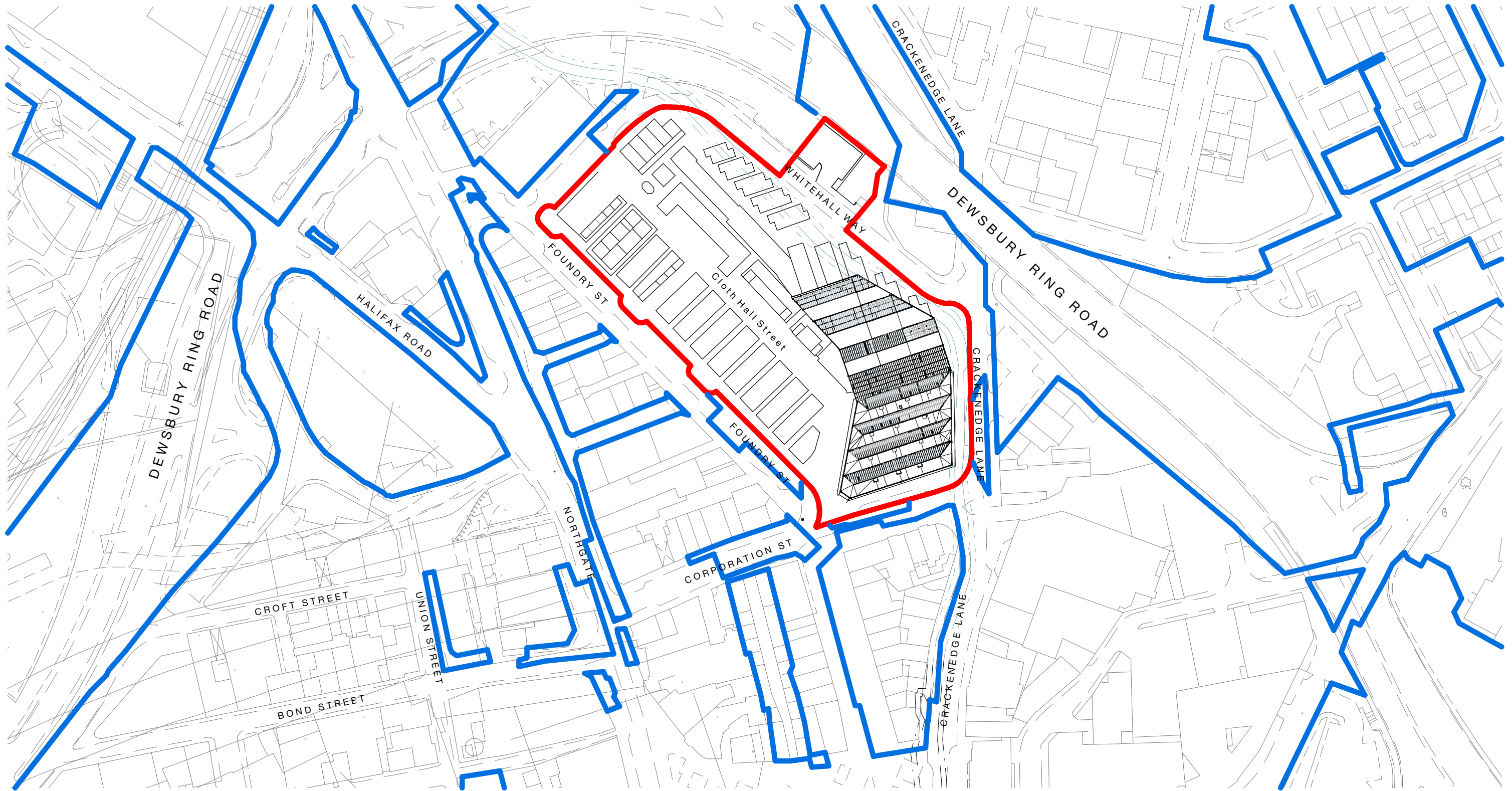
6 Conclusions

- 6.1 SK has been appointed to prepare a TS that examines the impact of the redevelopment of Dewsbury Market. The TS has been prepared in line with standard appraisal methods and using the same method as the TS submitted with the Market redevelopment proposal granted planning consent in 2022.
- 6.2 The assessment shows that the Market occupies a sustainable location to the north of the town centre with opportunities for access by non-car modes. The development offers the opportunity to enhance the footways bounding the site and also to deliver complementary town centre amenity space in the form of a Town Park and Play Space. Cycle parking is provided by the development.
- 6.3 Vehicle access to the site remains broadly as existing and will be achieved from existing locations on Whitehall Way and Foundry Street (S). Swept path analysis has been undertaken showing that larger vehicles can enter and leave the site in a forward gear. The development will not require any modifications to bounding parking/loading bays. The modifications to the waste enclosure will reduce the parking in the Whitehall Way car park by four spaces and loss of one street parking space, which is broadly comparable to the consented scheme.
- 5.6 The development will revitalise the Market and by providing new amenity uses (Town Park and Play Space) and offering new opportunities for access to leisure events, it can be expected that these improvements will make the site it more attractive to visitors. However, while an increase in footfall can be expected, and of course desired, the increase in trips will be spread across the day rather than being concentrated in the network AM and PM peak periods. Further, it can be

expected that a proportion of these movements will be comprised of non-primary trips that are linked with other existing activity in the town centre.

- 5.7 Given the town centre location and as access and servicing arrangements are largely unchanged, the development will not have an impact on highway operation. This is in line with the conclusions drawn in relation to the 2022 planning consented by SK and KC.
- 5.8 The TS concludes that overall the development will not result in any significant harm to highway safety.

Appendix A



Key

Application Site

Other land owned by the applicant

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- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

NOTES

P02	Draft Planning Submission	TB	RG	26/07/24
P01	Draft Issue for Pre-app Meeting	TB	RG	23/01/24
REVISION	DESCRIPTION	DRAWN	CHECKED	DATE

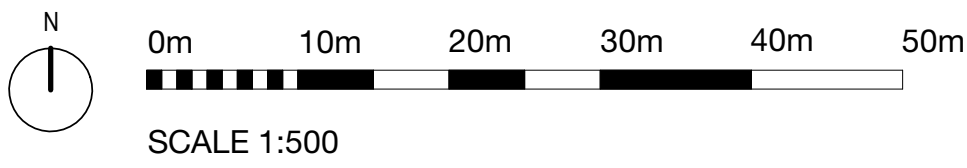
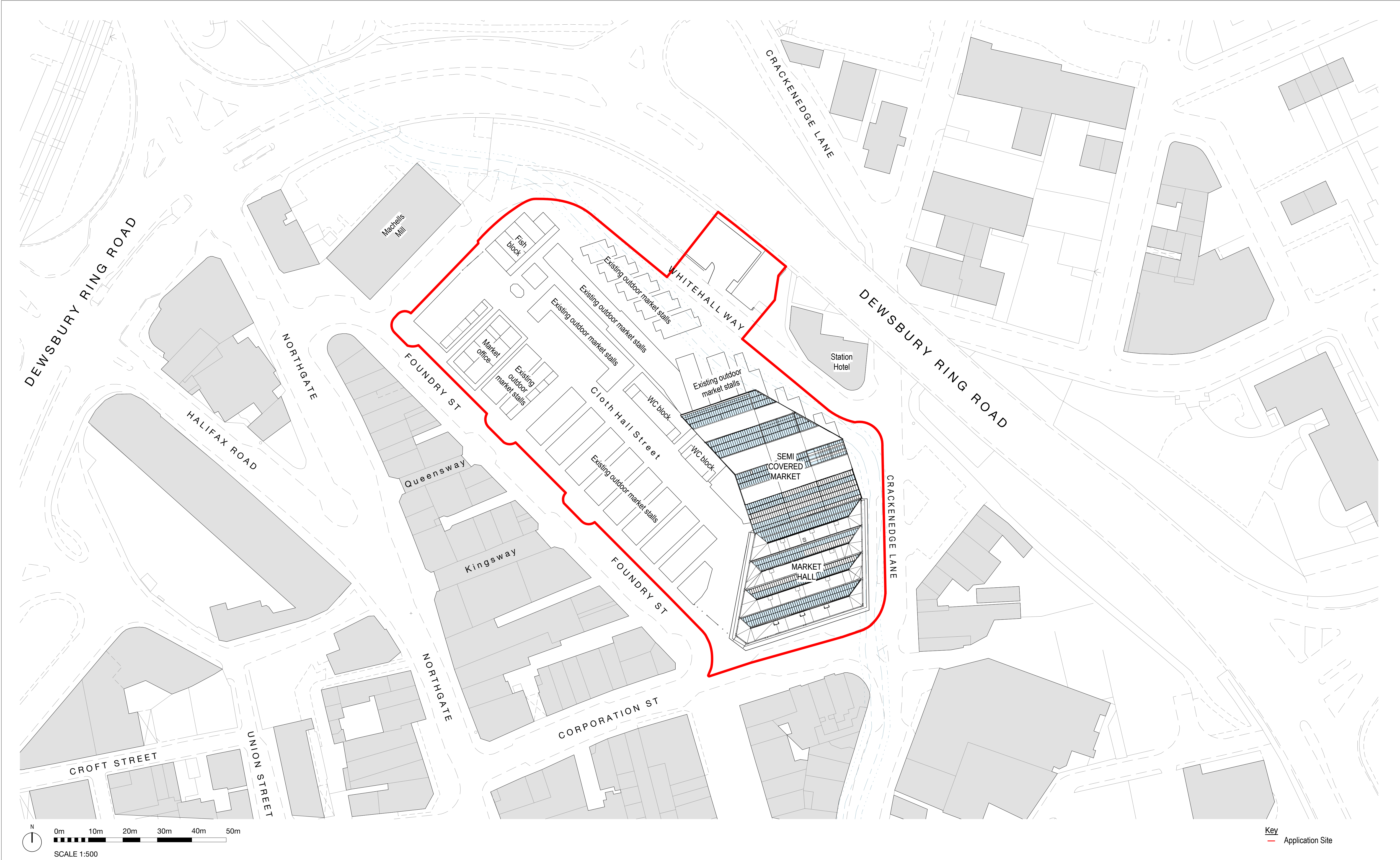


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BDP.

PROJECT TITLE Dewsbury Market			
BDP JOB NUMBER P3001350	SUITABILITY S0 - WIP	SCALE As @ A3 indicated	
DRAWING TITLE Site Location Plan		DATE FIRST ISSUED 23/01/24	
DRAWING NO. DMTP-BDP-00-SL-PL-A-20001		REVISION P02	



Key
— Application Site

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NOTES

P03	Draft Planning Submission	TB	RG	26/07/24
P02	Stage 2 Issue	TB	RG	16/02/24
P01	Draft Issue for Pre-app Meeting	TB	RG	23/01/24

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
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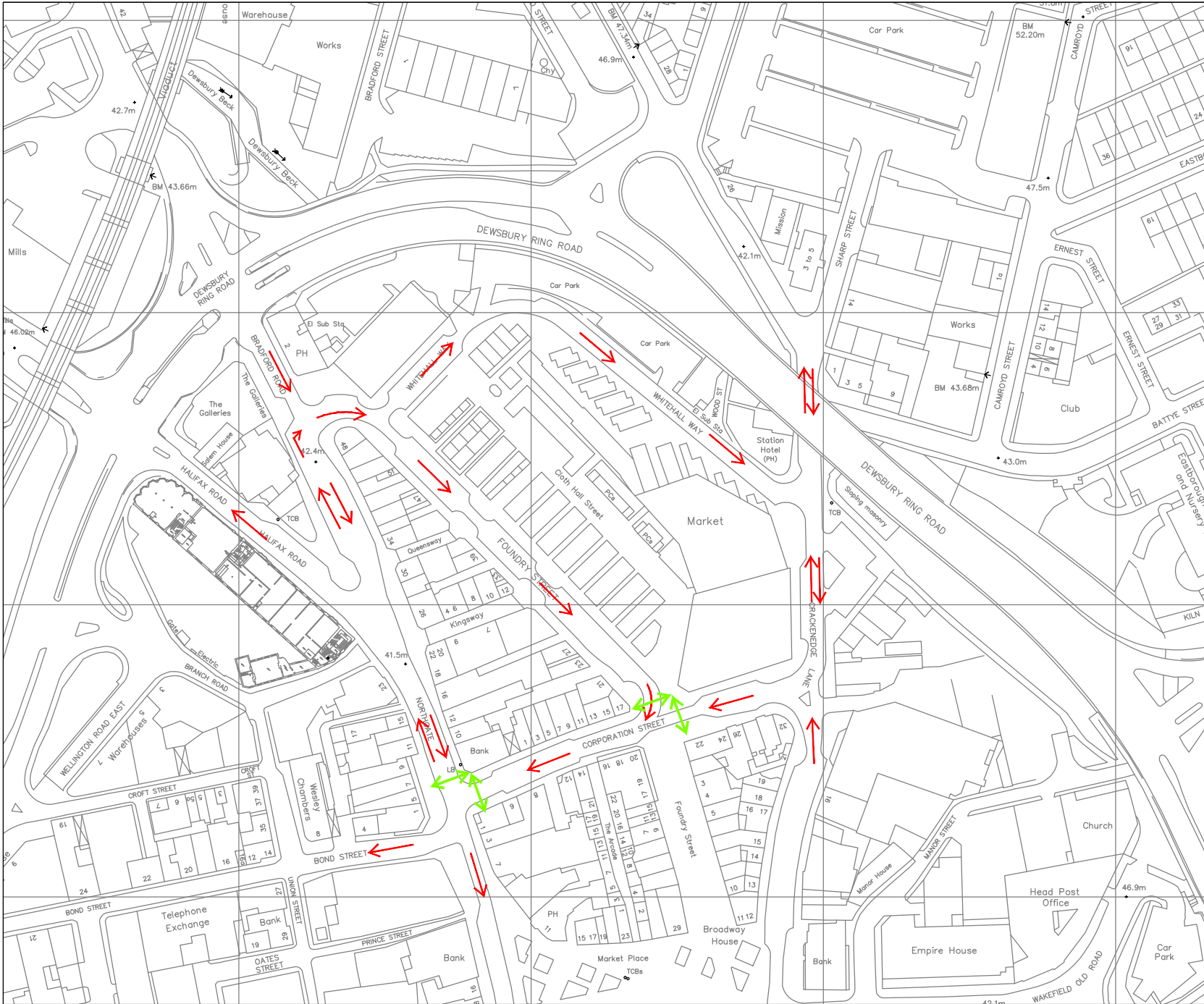
3 St Paul's Place
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PROJECT TITLE
Dewsbury Market

REF: APP NUMBER P3001350	SUBMITTY S0 - WIP
DRAWING TITLE Existing Site Plan	
SCALE As indicated	DATE PREPARED 23/01/24
DRAWING NO. DMTP-BDP-00-SL-PL-A-20002	REVISION P03

Appendix B



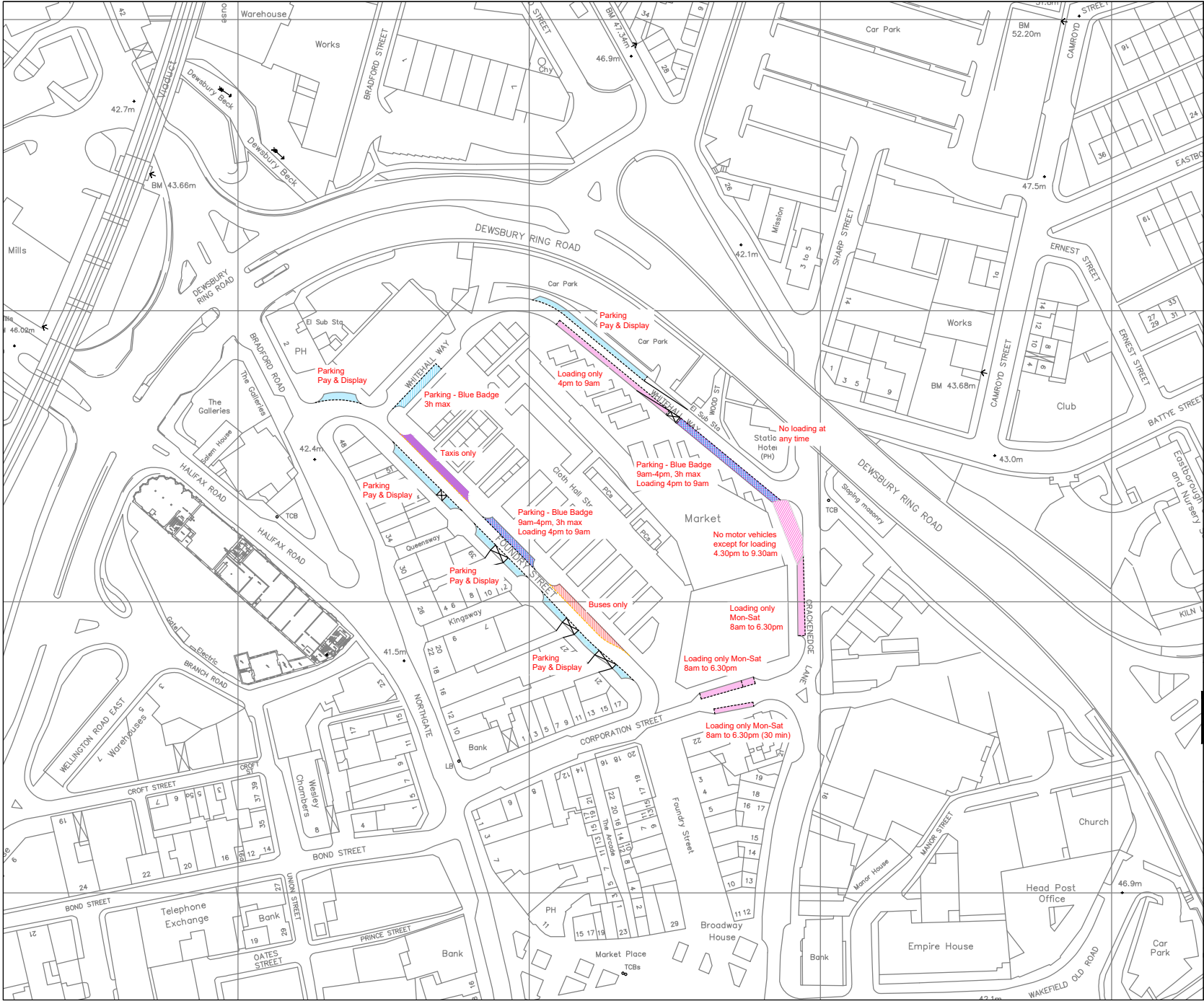
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NOTES

→ Direction of traffic flow

↔ Signal crossing point

Revision Details	By	Date	Suffix
	Check		
Drawing Number			
SK22085-PL04			
Dewsbury Market			
Drawing Title			
Traffic circulation and signal crossings in vicinity of market			
Scale at A3			
1:1250			
Drawn	JAT	Approved	LGS
Check	LGS	Date	31.07.24
 SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509			



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NOTES

-  Loading areas
-  Parking - Pay & Display
-  Parking - blue badge
-  Taxis
-  Bus stops

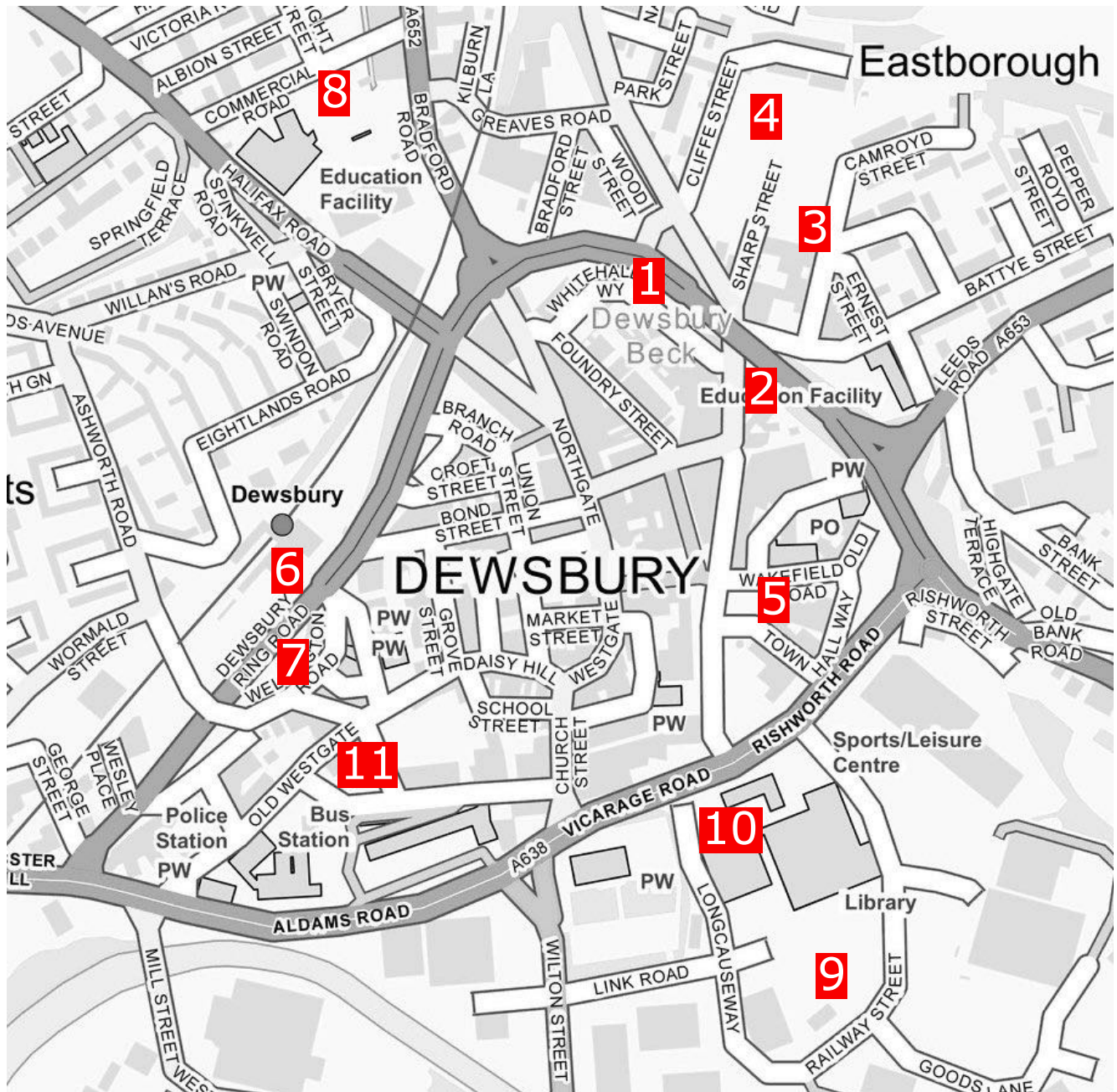
Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22085-PL03

Dewsbury Market
Drawing Title
On-street parking & loading areas adjacent to market
Scale at A3
1:1250

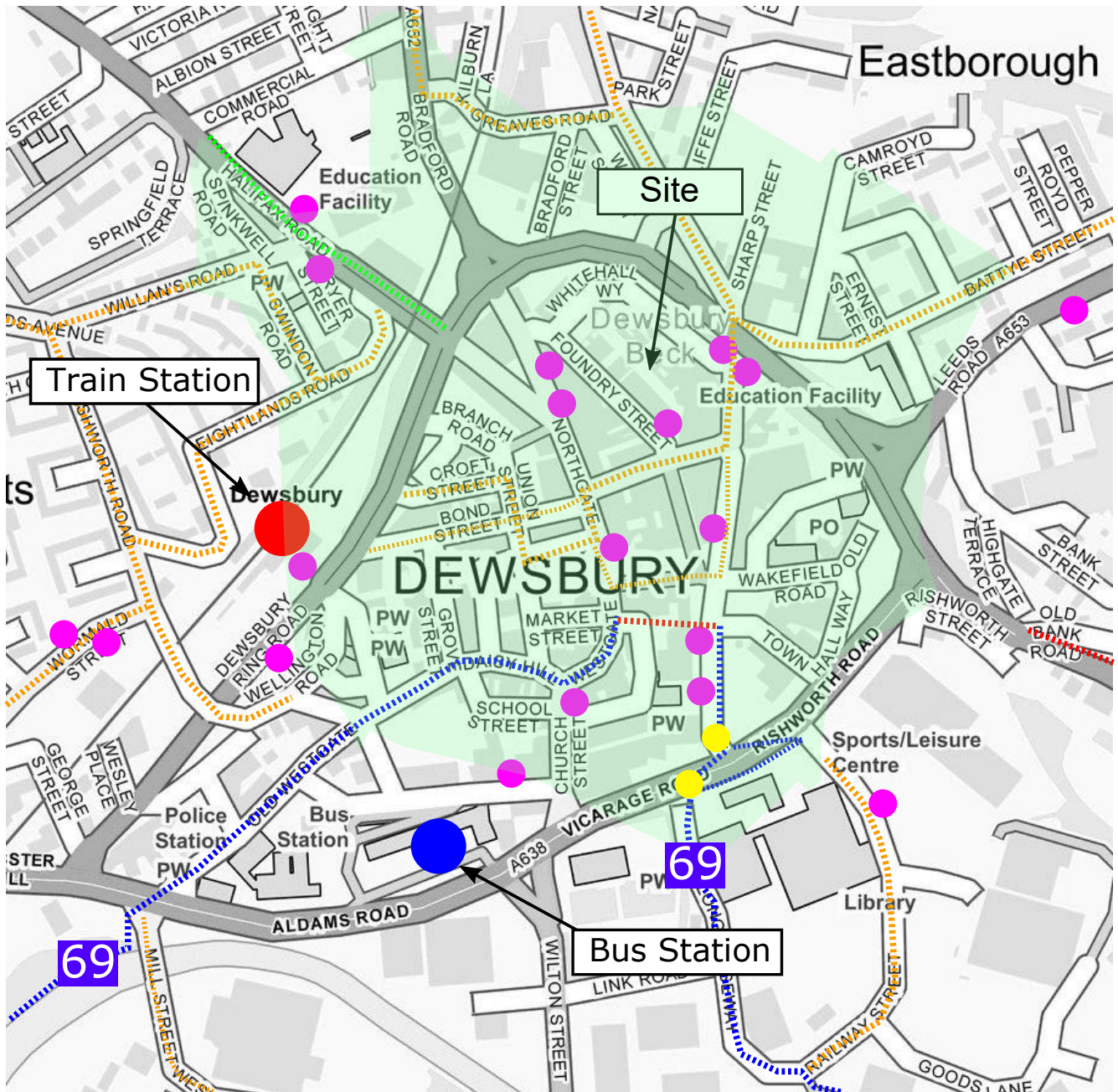
Drawn	Approved
JAT	LGS
Check	Date
LGS	31.07.24

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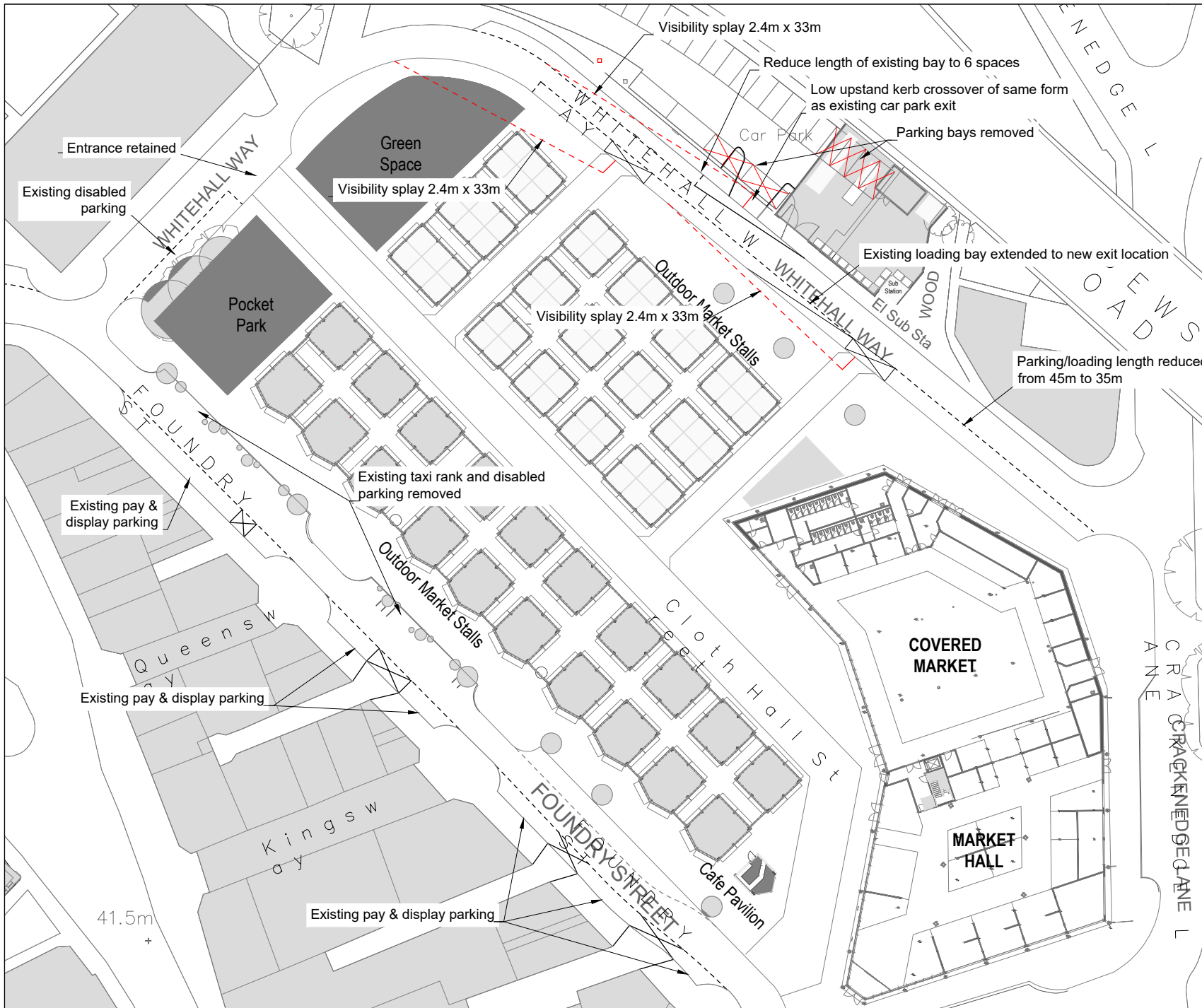
SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

Ref.	SK22085-PL01	Project	Dewsbury Market	Rev.	0
Scale	NTC	Date	31 July 24	Drawn	KT
Title	Town Centre Car Parks				
				Check	LS



- Bus Station
- Bus Stops
- Train Station
- 5 Minute Walk Isochrone
- - - Advisory Cycle Route
- - - Traffic Free Cycle Route
- - - Route 69 National Cycle Network
- Toucan Crossing

Appendix C



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NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22085-PL06

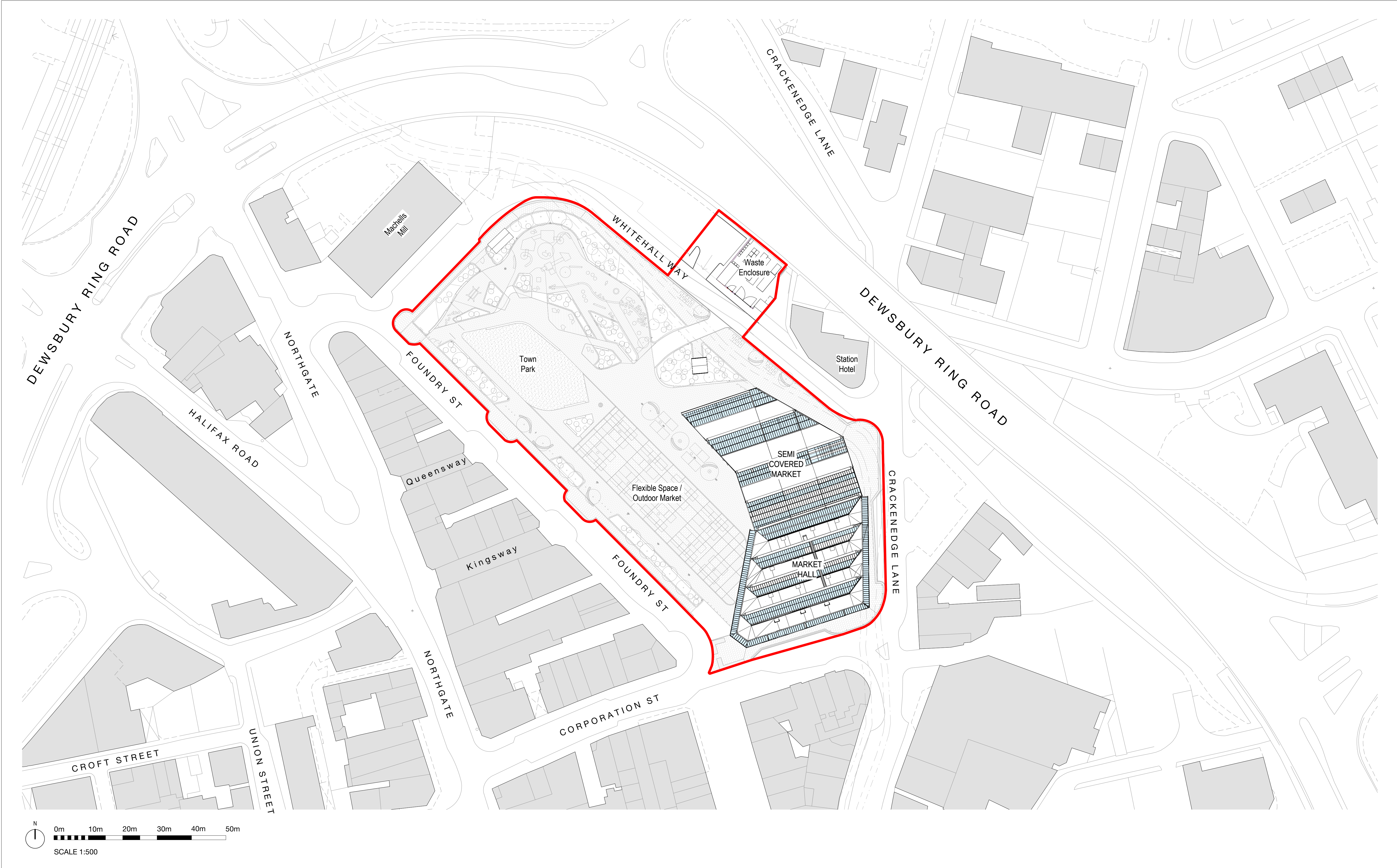
Drawing Title
Dewsbury Market
Proposed Access Locations & Changes to Parking and Loading

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	19.08.21

Appendix D



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NOTES

Key

- Application Site
- Alignment of below ground culverted watercourse and buffer zone

P03	Planning Submission	TB	RG	12/08/24
REVISION	DESCRIPTION	DRAWN	CHECKED	DATE

RETURN

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BDP.

PROJECT TITLE
Dewsbury Market

REF: 000 NUMBER
P3001350

DRAWING TITLE
Proposed Site Plan

ISSUED BY
DMTP-BDP-00-SL-PL-A-20004

QUALITY
S4 - Stage Approval

SCALE
As indicated

DATE PREPARED
16/02/24

REVISION
P03



- KEY**
- SITE BOUNDARY
 - ALL PAVING HATCHES REPRESENT YORKSTONE DIAMOND SAWN PAVING IN VARIOUS LAYING PATTERNS AND DIMENSIONS
 - GRANITE FEATURE PAVING IN THREE VARYING BUFF TONES IN VARIOUS LAYING PATTERNS AND DIMENSIONS.
 - HAZARD WARNING TACTILE AND BLISTER PAVING TO ADOPTABLE HIGHWAY STANDARD
 - PROPOSED GRANITE NATURAL STONE EDGE
 - PROPOSED GRANITE NATURAL STONE PAVING BAND
 - PROPOSED METAL EDGE
 - EXISTING LOW STONE WALL REFURBISHED
 - PROPOSED LOW STONE WALL
 - PROPOSED RETRACTABLE & STATIC BOLLARDS
 - PROPOSED 450mm HIGH 200mm WIDTH RAISED PLANTER WITH NATURAL STONE FINISH
 - PROPOSED STONE BENCH WITH TIMBER SEAT AND BACK AND ARM RESTS
 - PROPOSED SMALLER POWER SOURCE (FOR MARKET STALLS)
 - PROPOSED LARGER POWER SOURCE (FOR EVENTS)
 - PROPOSED LIGHT COLUMN
 - EXISTING TREES RETAINED
 - PROPOSED TREES
 - PROPOSED SPECIMEN SHRUBS
 - PROPOSED MIXED PLANTING
 - PROPOSED LAWN
 - PROPOSED WATER FEATURE
 - INDICATIVE CULVERT EXTENT AND EASEMENT EXTENT (DASHED LINE)
 - PLAY SPACE AND WATER FEATURE INDICATIVE AREA - SEE NOTES SECTION FOR DETAILS
 - PROPOSED SCULPTURE TO ARTISTS DETAIL

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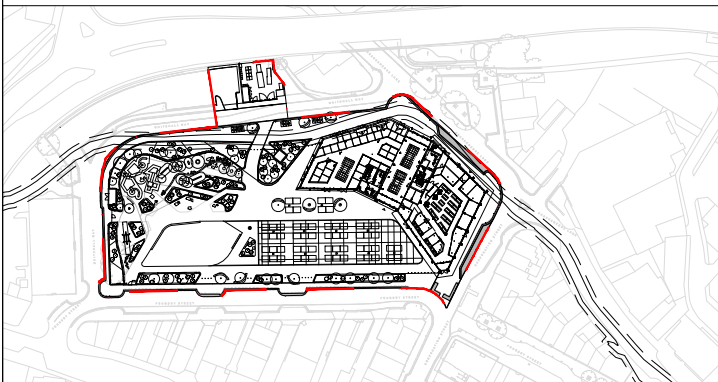
NOTES

- THIS PLAY SPACE SHOWN ON THIS GENERAL ARRANGEMENT PLAN IS ILLUSTRATIVE AND WILL BE FULLY RESOLVED POST PLANNING, VIA CONDITION. THE LAYOUT SHOWN, WHILST ILLUSTRATIVE, HAS BEEN DEVELOPED IN COLLABORATION WITH A PLAY SPECIALIST AND SETS THE EXPECTATIONS FOR THE ANTICIPATED PLAY VALUE. THE SPACE WILL PROVIDE, AS SUCH, ALL ELEMENTS WITHIN THE SPACE ARE TESTED AND APPROVED PIECES OR EQUIPMENT, WITH THEIR LOCATIONS COORDINATED ACCORDING TO THE REQUIRED STANDARDS.

- FOR LIGHTING DETAILS REFER TO THE LIGHTING ENGINEERS SECTION OF THE DESIGN AND ACCESS STATEMENT REPORT AND PLANS.

P05	DRAFT PLANNING ISSUE	EG	ND	26.07.24
P04	UPDATE TO HIGHWAYS	AV	ND	07.06.24
P03	UPDATE TO HIGHWAYS	EG	ND	07.05.24
P02	STAGE 2 ISSUE	EG	ND	06.02.24
P01	UPDATED DRAWING NUMBER PREVIOUSLY 1350-BDP-OM-SL-PL-L-9103, FOR COSTING_P03	ND	MC	01.11.23

REVISION/DESCRIPTION	DRAWN	CHECKED	DATE
KEY PLAN			



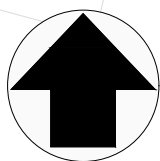
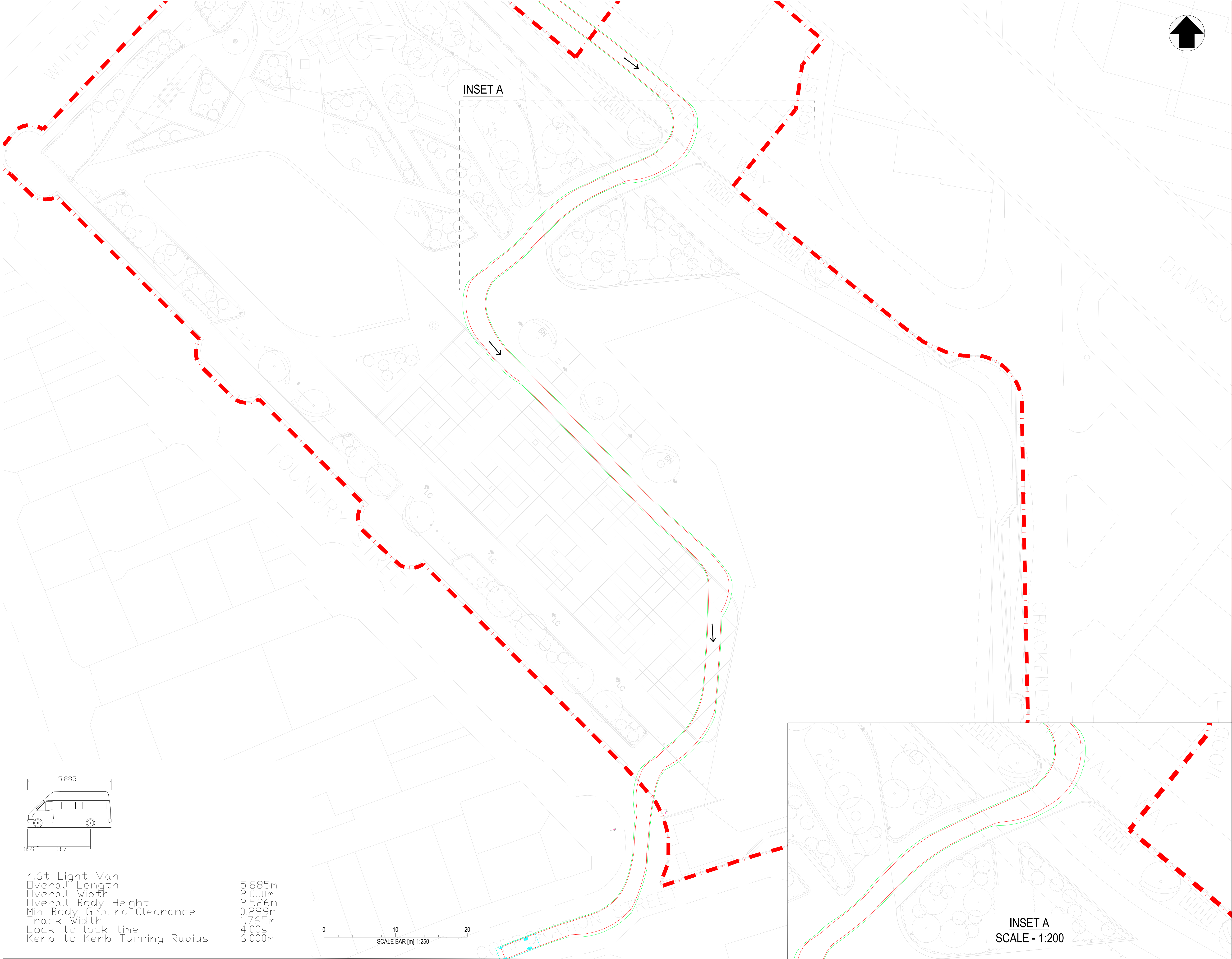
Kirklees Council
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11 Ducie Street
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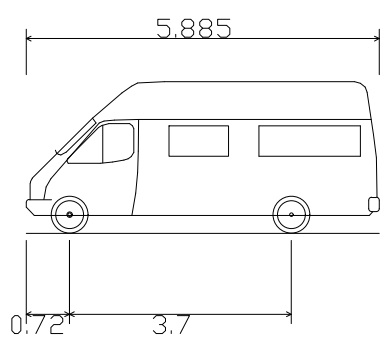
PROJECT TITLE	Dewsbury Market
PROJECT NUMBER	P3001350
DRAWING TITLE	Landscape General Arrangement
SCALE	1:250 @A1
DATE	NOV 2023
DRAWING NO.	DMTP-BDP-TP-SL-PL-L-90101
REVISION	P05

Appendix E



INSET A

INSET A
SCALE - 1:200



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

0 10 20
SCALE BAR (m) 1:250

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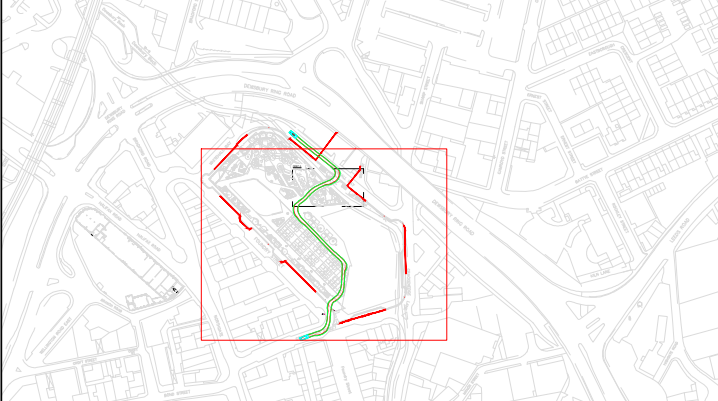
NOTES

- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.
- DRAWING TO BE READ IN CONJUNCTION WITH HIGHWAY GENERAL ARRANGEMENT : DMTP-BDP-00-XX-DR-C-98001 LANDSCAPE LAYOUT : DMTP-BDP-TP-SL-PL-L-90101

P01 FOR INFORMATION JB EH 08/08/24

REVISION DESCRIPTION DRAWN CHECKED DATE

XYZ PLAN



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PROJECT TITLE

DEWSBURY MARKET

DRAWING NUMBER P3001350 NO OTHER CLASSIFICATION COMMERCIAL IN CONFIDENCE

DRAWING TITLE LIGHT GOODS VAN VEHICLE TRACKING SCALE 1:250 @ A1

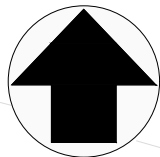
DATE 08/08/2024

DRAWING NO. DMTP-BDP-00-XX-DR-C-950001 REVISION P01

P:\1_BDP\001350\PICTURE\BIM\DMTP-BDP-00-XX-DR-C-950001_0001_VEHICLE_TRACKING.DWG

LEGEND

- ← VEHICLE DRIVING FORWARDS
← VEHICLE REVERSING



ENCROACHING 1.75m
INTO SOFT
LANDSCAPING

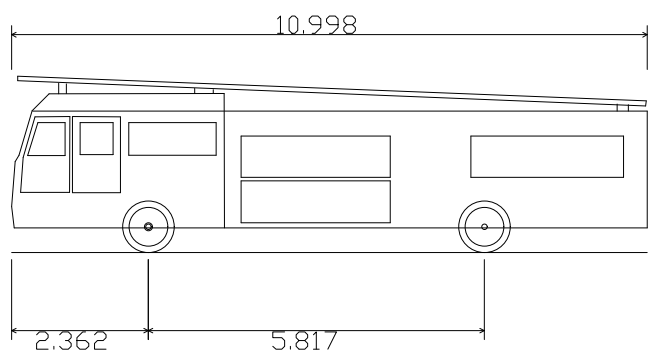
50mm CLEARANCE
BETWEEN VEHICLE
AND TREE PIT

10mm CLEARANCE
BETWEEN VEHICLE
AND MARKET STALL

CLASH BETWEEN
MARKET STALL AND
VEHICLE

400mm CLEARANCE
BETWEEN VEHICLE
AND MARKET CANOPY

Call Point: No Wait-in Place Order



Fire Tender
Overall Length 10,998m
Overall Width 2,540m
Overall Body Height 2,048m
Min Body Ground Clearance 542.5m
Track Width 3,540m
Lock to lock time 6,00s
Max Wheel Angle 45.00°

0 10 20
SCALE BAR [m] 1:250

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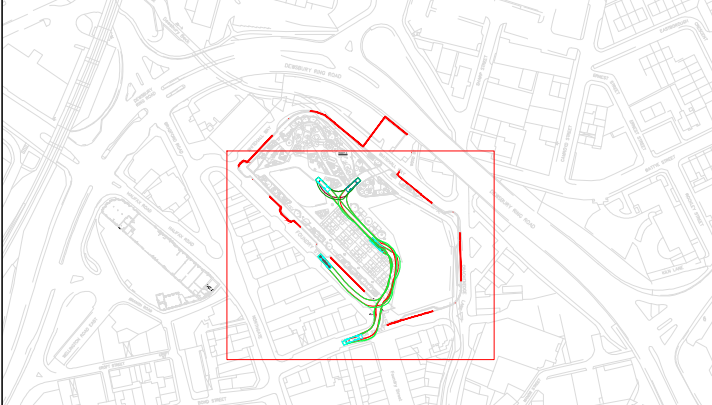
NOTES

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2. DRAWING TO BE READ IN CONJUNCTION WITH HIGHWAY GENERAL ARRANGEMENT : DMTP-BDP-00-XX-DR-C-98001 LANDSCAPE LAYOUT : DMTP-BDP-TP-SL-PL-L-90101

P01 FOR INFORMATION JB EH 08/08/24

REVISION DESCRIPTION DRAWN CHECKED DATE

NOT PLAN



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PROJECT TITLE

DEWSBURY MARKET

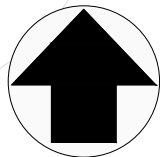
BDP JOB NUMBER P3001350 BDP JOB CLASSIFICATION COMMERCIAL IN CONFIDENCE

DRAWING TITLE FIRE TENDER VEHICLE TRACKING SCALE 1:250 @ A1

DATE 08/08/2024

DRAWING NO. DMTP-BDP-00-XX-DR-C-950002 REVISION P01

P:\BDP\001350\PICTURE\DRAWING\DMTP-BDP-00-XX-DR-C-950002_0001 VEHICLE TRACKING.dwg



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LANDSCAPE LAYOUT : DMTP-BDP-TP-SL-PL-L-90101

P01

