

2026-90232 – New Mills, Marsden - Off-site highway works drawings
Comments on Off-site Highway Works drawings by HDM (AD) on 16/09/2026

These comments are made following receipt of VIA drawings 23112-400 Rev F (Mill Road) and 23112-100 Rev E (Brougham Road).

Brougham Road west

A revised sketch has been prepared by HDM showing suggested amendments to the proposed alignment along Brougham Road west. The sketch is entitled 'Brougham Road West_HDM Sketch_16-09-26' and is provided in PDF/DWG format.

Key design points for consideration are as follows:

- Contra-flow cycle lane to be removed. This is not practical for safety reasons (e.g. due to sub-standard visibility at Peel Street / Brougham Road junction).
- 50m long (10x5m long spaces e.g. Lambeth method length) parking bay markings at 2m wide to be provided. Kerbed build-outs (with 45 degree tapers) shown at either end, to provide additional 1m transfer zone adjacent to the parking bay markings, to allow safe alighting/loading and to enable pedestrian visibility for the adjacent pedestrian crossing point to the east. To be marked with edge of carriageway marking (dia. 1010) between built-outs.
- Peel Street/Brougham Road junction alignment to be amended to suit proposed kerb build-out, and amended southern kerbline. To be checked with swept path analysis for all inbound movements (Design Refuse Vehicle), and amended if necessary.
- Footway widened along south side to maximum width, whilst still providing 3.2m carriageway for one-way section. Associated street furniture to be amended, including relocation of pedestrian guard-railing to front of school (off-set 450mm from new kerbline, to improve clear footway width).
- School Keep Clear markings may need to be replaced with DYL (and possibly loading restrictions), to ensure no parking on full length of one-way section. Note to be added to reflect this (plus DYL for remaining sections of one-way street).
- Pedestrian crossing point at chicane section relocated to avoid conflict with school access, and to achieve pedestrian visibility splays of 1x25m (to be demonstrated on plans, and as shown in blue on sketch).
- Swept path analysis required to confirm that vehicles (appropriate size TBC) can continue to reverse into school and garage accesses.
- Chicane section carriageway width reduced to 3.2m wide to match remainder of one-way street. Additional 0.5m wide over-run strip (shown with green hatch) may be required to accommodate HGV movements and vehicles reversing into school and garage accesses. Overrun strip may be omitted, if swept path analysis permits (probably required to ensure adequate clearance to avoid kerb overrun).
- 2 no. one-way signs to be provided on entry to Brougham Road from Peel Street. Additional 'Ahead Only' text and arrow marking to be provided in vicinity of school and garage access to re-enforce one-way (additional signage may also be required – see TSRGD and TSM).

- 2 no. No Entry signs to be provided at eastern end of one-way section. Two-way road ahead sign to be provided on reverse.
- DYL markings to be provided for full extent of one-way section, except within parking bays markings. DYL markings to be shown in colour, as not currently conspicuous with black lining.

Brougham Road Site Access and Turning Head

- No Entry road markings to be moved to one-way section (width factor needs to be corrected, to enable this).
- Add centre line marking to Brougham Road from one-way section to past the site access junction radius to the east, to help re-enforce transition between one-way and two-way.
- Ideally, turning head and site access would be directly opposite to form crossroads, to avoid minor stagger. Some improvement appears achievable.
- Swept path analysis required for site access to confirm suitability. Vehicle size to be determined by proposed servicing strategy. However, as I envisage that with only single off-peak large rigid HGV movement to retail units, and max. 7.5T vans for light industrial units (e.g. for general operation/fleet vehicles), with only occasional larger HGV movement for bulky delivery and waste collection, junction needs to accommodate simultaneous turning for 7.5T box vans only (but still needs checking for larger vehicles operating independently in each direction).
- Swept paths to confirm HGV turning at turning head (e.g. Kirklees design refuse vehicle).
- Dropped crossing to be provided across Brougham Road on east side of proposed site access and turning head (required as southern footway terminates to east, with restricted visibility at the end). 1x25m pedestrian visibility splays to be demonstrated at the crossing point (may need to be measured to 0.5m offset to nearside wheel track on southeast side due to boundary walls adjacent to the carriageway).
- Visibility splay at turning head to be corrected to centre of junction.
- In-line dropped crossings of site access and turning head require 3 full rows of tactile paving. However, this could be left at 2 rows if changed to inset crossings (e.g. nearside edge of crossing to be in line with back of footway line).
- Highway boundary along side access would typically be to radius tangent (e.g. inset further to suit western kerb radius tangent). Highway boundary to be marked by channel block in carriageway and edging kerbs in footways.
- DYL markings to be shown in colour, as not currently conspicuous with black lining. DYL missing from end of two-way section on Brougham Road.

Derby Terrace

- DYL to be provided along north side for full extents.
- DYL also to be added to east end to enable light vehicles to turn. Additional carriageway to be provided to assist light vehicle turning. Swept path analysis required to demonstrate this.

- East end of Derby Terrace immediately adjacent to Mill is not all adopted highway (adopted highway extends just beyond carriageway, to include kerbed margin only). To ensure east end of Derby Terrace ties into the pedestrian entrances to the scheme, works are required in this area and should form part of highway adoption, including pedestrian route through to Brougham Road (also to be upgraded). As these areas are beyond current redline and highway boundary, they need incorporating into site redline.
- Further consideration is required of access to ramp from Derby Terrace, as there is restricted visibility due to the adjacent bin store. This could be addressed by forcing pedestrians to enter Derby Terrace further east from the end of the access ramp, where visibility would be improved. This could be achieved with extended footway and pedestrian guard railing. However, it is noted that adjacent residents have objected to the potential loss of their garden areas in the verge (I understand this land is in the applicants ownership?).
- Access ramp should be widened to 3m to allow cyclists to wheel bikes past pedestrians. Cycle dismount signs would be required at the site boundary to address pedestrian/cycle conflict concerns.

Mill Road

- Contra-flow cycle lane to be removed. This is due to safety concerns on southern section on approach to Brougham Road (steep uphill gradient and restricted visibility), and due to local concerns regarding pedestrian/cycle conflict on internal paths within the site. However, northern section of Mill Road (e.g. over the bridge) should include min. 4.1m carriageway width, which would enable a contra-flow cycle lane to be retro-fitted later, should this be desirable in future (e.g. as part of the wider Blueprint access Strategy), or to allow a car to pass a waiting car (or to pass an oncoming cyclist that may choose to contravene the one-way restriction).
- Existing footway on east side of Mill Road (e.g. over the bridge) should not be reduced in width. This appears achievable, whilst still providing min. 4.1m wide carriageway and 2m wide (or just under) footway on the west side.
- Riverside path route to still be provided at 3m wide. This will enable cyclists to dismount and use this route to access the wider scheme (and/or enable future upgrade to shared use), and to provide seating and other street furniture along the route. Cycle route warning paving to be removed. Cyclists dismount sign to be provided as the route starts at Mill Road.
- 1x25m pedestrian visibility splays to be shown at dropped crossing on Mill Road at riverside path access.
- 2 no. one-way signs to be provided on entry to Mill Road from Brougham Road. Additional 'Ahead Only' text and arrow marking to be provided in vicinity of office access to re-enforce one-way (additional signage may also be required – see TSRGD and TSM).
- 2 no. No Entry signs to be provided at north end of one-way section, with no entry text. Give-way markings and signage provided on entry to turning head.
- Swept path analysis to be provided to demonstrate 7.5T van reversing into office access for servicing. If waste collection access proposed for office from Mill Road, it

needs to be demonstrated that level gradients available to/from rear of refuse vehicle, and that cars can pass stationary refuse vehicle.

- Swept path analysis to confirm what size vehicles can turn left/right into Mill Road from Brougham Road. TRO may be needed to prevent large vehicle accessing Mill Road once maximum vehicle size is determined.
- Swept path analysis is required to confirm that turning head at Lakeside area can accommodate the Kirklees Design Refuse vehicle. This turning head should also not be raised, as this is unlikely to be permitted in such close proximity to the bridge (See road hump regulations).
- It is recommended that redline is extended well beyond the turning head (and covering all the highway works to Mill Road), as additional accommodation works are likely to be required to ensure suitable tie-in arrangements.
- DYL reference to be added to drawing key.
- The 'minimal' encroachment to the 'Tenterhooks verge' needs to be avoided, with the 3.2m wide carriageway achieved without impacting the existing kerblines. This may require the adjacent footway to be reduced slightly below 1.5m, but this can be accepted by DfT document 'Inclusive Mobility' if the pinch point is a minimum of 1m for no more than 6m. However, it appears feasible to widen the footway in this location in any case, due to the location of the river walls being offset at this point.
- Swept path analysis is required to demonstrate the priority working arrangements are workable.
- The priority working signage locations need to be reviewed (e.g. sign locations need to be identified for both approaches, and located so as not to create unacceptable pinch-points).
- No through road signs are required at Mill Road / Warehouse Hill Road junction.

Brougham Road east and junction with Manchester Road

- DYL proposals to be added to composite plan showing all highway works, including the required lining at the Manchester Road junction.
- Swept path analysis required to confirm that the passing places that are being created by the DYL are effective. They will need to accommodate the Kirklees design refuse vehicle, although some footway overhang may be accepted (but to be avoided if possible, and to be reviewed by RSA1).
- Further comments on DYL proposal to be provided once further detail provided. However, the DYL should include the junction opposite Mill Road (also known as Mill Road, but understood to be unadopted).

Other works

- In addition to the works currently identified, it will be necessary to amend various directional signage around Marsden to account for the changes resulting from the one-way proposals. These works can be secured by condition, but should be noted on the composite plan.
- Further detailed work, including AIP's will be required to consider new highway retaining wall requirement for Mill Road, as well as VRS and parapet requirements. Whilst these matters can be secured by condition (conditions already recommended

by highways structures), it should be expected that all walls will need to be upgrade and then adopted by the highway authority. This is likely to require additional land take, which needs to be taken into account within the redline boundary (although Highways Act powers may cover this too). The applicants viability assessment should also take into account a robust commuted sum cost (for 120 years in-line with ADEPT guidance) for these highway structures.

50m long (10x5m long spaces e.g. Lambeth method length) parking bay markings at 2m wide. Kerbed build-outs (with 45 degree tapers) at either end, to provide additional 1m transfer zone adjacent to parking bay markings, to allow safe alighting/loading and to enable pedestrian visibility for the adjacent pedestrian crossing point to the east. To be marked with edge of carriageway marking (dia. 1010) between built-outs.

DERBY TERRACE

Chicane section reduced to 3.2m wide to match remainder of one-way street. Additional 0.5m wide over-run strip (shown with green hatch) may be required to accommodate HGV movements and vehicles reversing into school and garage accesses. Overrun strip may be omitted, if swept path analysis permits (note adequate clearance is required to avoid kerb overrun).

Swept path analysis required to confirm that vehicles (appropriate size TBC) can continue to reverse into school and garage accesses.

Pedestrian crossing point located to avoid conflict with school access, and to achieve pedestrian visibility splays of 1x25m (to be demonstrated on plans, and as shown in blue).

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