

Kirklees Metropolitan Council
Planning and Regeneration Department
Civic Centre 3
Market Street
Huddersfield

27 February 2018

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By Email only

Our ref : 9590-004

**For the attention of Adam Walker
Planning Case Officer**

Dear Adam

KMC ref: 2017/94336 - Full Application for residential, private gymnasium, workshop, car storage, and associated ancillary facilities including café, shop and office space.

I refer to the above planning application and to the revised scheme which now retains Unit D of Washpit Mills and reduces the number of proposed new dwellings by two, as indicated on layout plan reference 3068(0)200Rev' L, which was provided to you last week by 1/17 Architects.

This correspondence provides a basic indication of the changes in traffic which would be brought about by this revision and supplements the Transport Assessment provided with the planning application, the findings of which have been accepted by the Council's highway officer.

Although Unit D of this mill is four original storeys in height the previous reconfiguring of the internal floors indicates that two storey voids missing and thus at present only 1100m² of floor space exists in the building. Using the TRICS trip rates for industrial development previously agreed with the Council in the Transport Assessment, the resulting trip generations are identified in the following table:

Current industrial floor space of 1100 sqm – rate per 100 sqm					
	Arrivals	Departures	Arrivals	Departures	Total
AM	0.494	0.259	5	3	8
PM	0.145	0.428	2	5	7

In relation to the I K Classics operation; the Transport Assessment indicates that peak hour traffic movements attributed to it are as follows:

	Workshop Staff Arrivals	Workshop Staff Departures	Café Staff Arrivals	Café Staff Departures	Total
AM	10	0	4	0	14
PM	0	10	0	0 *	10

* NB Café closes at 4.00pm with staff normally departing before 5.00pm

Combining the traffic flows from the IK Classics operation and that predicted for Unit D indicates the following for AM and PM peaks respectively:

AM Peak 14 (IKC) + 8(UD) = 22 two movements
 PM Peak 10 (IKC) + 7(UD) = 17 two movements

As will be appreciated the movements associated with the lawful use of Unit D could already be on the network and are therefore not “new”. Given that there are a number of routes to and from the site, and that movements could be in either direction on Dunford Road, the 5 arrivals and 3 departures would not have a noticeable impact in the morning peak hour in the direction of Holmfirth.

It is my understanding that Unit D is to form additional vehicle storage facilities to IK Classics, and given the low traffic associated by their current operation it is likely that in practice the predictions given above are very unlikely to occur and should therefore be treated as a “worse case”.

In relation to the reduction in the residential element (51 down to 49 units), the revised trip predictions using “Council agreed trip rates” for the morning and evening peak hours are as set in the table below.

Vehicle Trip Generation	Trip Rates				Vehicle Trip Generation					
	AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
	Arr	Dep	Arr	Dep	Arr	Dep	2-Way	Arr	Dep	2-Way
49 Houses	0.203	0.543	0.495	0.355	10	27	37	24	17	41

This result of the reduction by two dwellings is a reduction of between 1 and 2 vehicle movements in each peak hour. Netting these off against those of Unit D further reduces the material impact of retaining Unit D for its lawful purpose.

Given these changes are very light and it has been demonstrated and already accepted by the highway officer that the original scheme would not impact on the Holmfirth centre, it is suggested that there is no meaningful requirement to review that impact again.

Finally, I would comment with respect to the points raised by the highway officer regarding the following:

“it is noted that measures such as a matrix warning sign on Dunford Road on the approach to Choppards Bank Road and measures to improve pedestrian safety in Holmfirth town centre have not been presented”.

Neither of these matters have been raised directly to this consultancy, and it is therefore with some surprise that reference is made in the consultation. However, I would be grateful if the

highway officer would provide more detail as to the intention of the sign – is it related to a “safety warning” or to discourage the use of Choppards Bank Road?

With regard to improving pedestrian safety in Holmfirth town centre it is not considered that the level of pedestrian movements generated by the development are such that a material adverse impact on Holmfirth town centre would arise.

I have provided a copy of this correspondence direct to Mr Firth and Mr Sampson of your Highways Department, to assist in their response to you.

Yours sincerely



Robert Greenwood I Eng FIHE
Associate Director

CC: Peter Firth/Steve Sampson, KMC Highways.