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PROPOSED 12 DETACHED DWELLINGS AT

HOYLE MILL, THURLSTONE.

SUPPORTING HIGHWAY STATEMENT.

A. The Proposal.

1. This application is for a development of 12 detached dwellings on the site of the former Hoyle Mill at Thurlstone.
2. The site currently has the benefit of Outline consent (2005/2142), and Reserved Matters approval (2009/0059), for a development of 24 apartments. The 12 dwellings proposed in this application would be likely to generate a similar number of vehicle movements to that of the approved 24 apartments. As such, the current application results in no material detriment to highway interests.
3. As per the previous application:
 - The existing accesses to the former Mill – both vehicular and pedestrian – would be retained; the vehicular access route would be improved by the provision of a passing place.
 - The access would not be offered for adoption.
 - On-site turning provision is made for large vehicles.
4. A total of 12 parking spaces are shown [1 per dwelling]. Visitor parking would take place on the carriageway.

B. Hoyle Mill: Size, Location and Access.

Size.

5. Hoyle Mill comprises:

Offices:	2132 sq.m.
Sales Area:	1180 sq.m.
Manufacturing Area:	14859 sq.m.
TOTAL GFA:	18171 sq.m.

Location.

6. The site is located on the north bank of the river Don to the east of Thurlstone and about 1km west of Penistone.

Access.

7. Vehicular access to the site is from Thurlstone Road (A628) at Thurlstone Bridge by way of a 220m long private road. Seven dwellings – located close to Thurlstone Bridge – also take access from this road.
8. There is a footbridge at the east of the site which provides direct access to Thurlstone Road.

C. Vehicle Generation.

Generation from the proposed 12 dwellings.

9. The Trics datcard suggests that private dwellings generate 8 (average) and 11 (85th percentile) trips per dwelling per day. An interrogation of the database for all 'Houses Privately Owned' found the median generation rate to be 6.58 trips/day. The generation rates in the Barnsley area are generally less than the Trics rates.
10. Nevertheless, the Trics database for 'Houses Privately Owned' would suggest that the proposed development would generate a total of 78 vehicle movements per day (IN: 39; OUT: 39). In the evening peak hour (5-6 p.m.) there would be 7 movements (IN: 4; OUT: 3).

Generation from the approved 24 apartments.

11. Trics suggests that apartments generate 3 (average) and 4 (85th percentile) trips per apartment per day. This suggests that the approved development would generate 72 vehicle movements per day (IN: 36; OUT: 36). In the evening peak there would be 7 movements (IN: 4; OUT: 3).

Generation from the use of the Mill premises for the sales, manufacturing and installation of window products.

12. Hoyle Mill is currently under-utilised and generates substantially less vehicular movements than would normally be expected from 18,171 sq.m. of industrial/commercial premises.
13. The site is currently used for sales, manufacturing and installation of windows and similar products. For the 2005 application I concluded (in 2004) that the Mill site generated about **100 vehicle movements per day** [In: 50; Out: 50] and stated that, on most days, articulated lorries made deliveries to the site. However, a count (2005) undertaken by the Council found that generation was less than this. The explanation of this discrepancy was a decrease in trade which had been accompanied by a reduction in the number of employees.
14. The Trics database gives guidance on the level of traffic generation which normally could be expected (i.e. average generation) from Hoyle Mill if it was used to its potential.

	GFA sq.m.	Trips/day /100 sq.m.GFA	Trips/day
Offices:	2132	15	320
Manufacture	14859	4	594
Sales	1180	Not given: Assume 4	46
Total	18171		960

15. Alternatively, assuming the whole 18171 sq.m. was given over to manufacturing, the average generation would be:

Manufacture 18171sq.m. 4 trips/100 sq.m. GFA **720 trips/day.**

Conclusions regarding generation.

16. The development of 12 dwellings would probably result in some 6 more movements per day than for the 24 apartments – there would be no extra movements in the evening peak period. This change is small; it is insignificant in the context of the possible use of the Mill premises for commercial activities.
17. It must be concluded that the change from the approved 24 apartments to 12 houses would have no material impact on the operation or safety of the road network.

D. The Road Network.

The Junction with Thurlstone Road.

18. In the vicinity of Thurlstone Bridge, Thurlstone Road is marked with a double white line system. The road is subject to a 30 mph speed limit and there is street lighting.
19. A vehicle speed survey was carried out on 2nd November 2004. The road was wet. The survey found the 85th percentile speed to be:

To Penistone:	33 mph.
To Thurlstone:	30 mph.
20. Visibility to the west (right) along Thurlstone Road from the access road leading to Hoyle Mill is satisfactory being about 90m. To the east (left) visibility is restricted by the river bridge to about 40m.

The Access road leading to Hoyle Mill.

21. The first 50m of the access is about 6m wide. There are no footways and the carriageway is flanked by a stone garden wall (north) and parking spaces (south). The width allows two cars to pass easily – large vehicles must be driven with care.
22. The width of the carriageway reduces to about 4m. beyond the dwellings and continues at this width to the Mill.
23. A passing place is shown on the layout plan. The passing place is 6m wide and is located such that the maximum length of single-track road between passing opportunities would be no more than about 60m.
24. The access road would be lit. It would be maintained by a Management Company that would be set up to maintain the development.
25. The layout plan shows that a suitable access route can be provided for residential development.

Parking and Turning.

26. The layout plan shows 12 off-street parking spaces. This amount of parking meets the Council's standards.
27. The layout plan shows a turning area of sufficient size for use by Refuse Vehicles. Part of the turning area is shown under an arch – the minimum height of the arch is 4.2 m. which, according to WYCC Design Guide (fig 50), is sufficient clearance for the largest service vehicles.

E. Conclusions.

28. The layout shows that the site can be developed successfully for a residential development of 12 houses.
29. The change from the approved 24 apartments to a development of 12 houses would have no material impact on the operation or safety of the road network.
30. I therefore consider that there are no highway related reasons for the planning application to be rejected.

L E Lammas