

From: Matthew Woodward
Sent: 10 April 2017 13:44
To: DCAdmin
Subject: FW: 2017/90207 Huddersfield Road Thongsbridge

From: Mark Berry
Sent: 10 April 2017 13:39
To: Matthew Woodward
Cc: Highways DevelopmentControl; Steven Sampson
Subject: 2017/90207 Huddersfield Road Thongsbridge

Hi Matthew

The proposed access is a concern

Highways initial comments are as follows:

Regards

Mark

This is an outline planning application with access the only matter to be considered.

Site History

This site gained planning approval in 2006 for a residential development of 25 dwellings (2006/92394)

To the southeast of the site is an area of land that benefits from an existing planning approval for approximately 2100 square metres B1 light industrial units (2005/90017), although the units have not been constructed. This permission included 4 separate industrial units

Reserved matters approval were granted for unit 4 in 2006 (2006/92328) and units 1 to 3 in 2007 (2007/91716)

Parking

In terms of parking provision the Transport Assessment states that based on the site having good public transport accessibility (4 buses per hour from the nearest stops, and two railway stations within cycling distance of the site) the site would provide parking at a minimum operational requirement. It is intended to provide a level of car parking which can easily cater for demands at the site.

No parking numbers are provided and the layout is considered to be indicative. Without further assessment/justification highways consider that parking in accordance with recommended standards should be provided.

Layout

Access to the site will be via the existing access arrangements off Huddersfield Road, which has previously been considered appropriate to serve an adjacent B1 light industrial site (planning approval 2005/90017).

The internal access road contains an existing spur which will be used to access the site.

This spur was originally designed for the proposed residential use and the width and kerb radii are inadequate for industrial use. Widening this road and increasing the kerb radii moves this road closer to Huddersfield Road.

The applicants should be asked to demonstrate by means of swept paths that a 16.5 metre articulated vehicle can enter the site from Huddersfield Road in both directions and turn into and out of the proposed development site without over running adjacent carriageway.

Traffic generation

The traffic generation figures deal only with the proposed site and don't include the 2005 application site to the south east.