

**KIRKLEES COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT MANAGEMENT**

PLANNING REF 2017/60/90207/W0/MW
CATEGORY Small Major

PROPOSAL OUTLINE APPLICATION FOR
ERECTION OF B1 LIGHT INDUSTRY

LOCATION THONGSBRIDGE MILLS
MIRY LANE
THONGSBRIDGE
HOLMFIRTH
HD9 7RW

APPLICANT ROBERT HALSTEAD CHARTERED
SURVEYOR

HDC Ref. No. K3-47/15
Highway Officer Mark Berry
O. S. Ref. 147 097
Date Received 10/02/2017
Target Date 03/03/2017
Date Returned 31/05/2017
Decision
Route No. C576
Road Name MIRY LANE
Adopted Yes
Footpath No
Highway scheme No

Checked by / date Sam Lewis 10/02/2017

This proposal is to provide a commercial development of B1 (light industrial units) on land off Huddersfield Road, Thongsbridge. 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 B1 light industrial units (planning application reference 2005/90017), although the units have not been constructed. Reserved matters approvals were granted for units 1 to 3 in 2007 (2007/91716) and unit 4 in 2006 (2006/92328).

The application site and the adjacent B1 light industrial site will be served from the existing industrial service road off Huddersfield Road (A6024).

At this location Huddersfield Road is a two way single carriageway road with footways provided on both sides. Within the vicinity of the site access the width of the carriageway ranges between 9.2m and 9.3m and contains a right turn lane/ ghost island arrangement serving the site.

The internal road joins Huddersfield Road via a priority junction complete with kerbed radii on both sides and give way markings. Visibility at the access meets 2.4m x 70m which is required by the Design Manual for Roads and Bridges for roads with 30mph traffic speeds.

The internal access road is around 7.4m in width with 1.8m wide footways provided on both sides. The internal access road contains an existing spur which will be used to access the site, which contain kerbed radii.

Highways Development Management raised concerns with these proposals as follows:

- 1) Access for a 16.5 metre articulated vehicle
- 2) Consideration being given to the approved development to the east of the application site for 4 B1 units of some 2100sqm
- 3) Car parking provision.

The applicants Transport Consultant Paragon Highways has now provided an addendum to the

Transport Assessment to deal with highways concerns and amended proposals:

1)The layout drawing has been"tracked" using a 16.5m long articulated vehicle. The tracking has been undertaken and has identified that the Huddersfield Road junction and the junction off the spine road leading into the proposed development required alteration to allow the articulated vehicle to access the proposed development without overrunning the kerb line and footway. Increased radii into the site from Huddersfield Road and into the proposed development site are needed together with minor widening to the Huddersfield Road carriageway.

2)The combined approved and proposed B1 light industrial units have the capacity to generate 80 trips in the morning peak and some 63 trips in the evening peak hour. The current application site for 25 dwellings would have had the capacity to generate some 18 peak hour trips. The proposed development of 2400sqm of B1 light industrial units has the potential to generate 43 and 34 am and pm peak hour trips respectively. Taking this into account the proposed development is anticipated to generate 25 and 16 additional trips above that previously approved.

3)Recommended parking standards require the provision of 1 parking space for every 50sqm for developments located in medium accessibility locations for B1 Light Industry together with one parking space per 500sqm for a service vehicle and cycle parking provision at the same rate of 1 per 500sqm. Based on the above, overall the development would require 48 car parking spaces, 5 HGV spaces and 5 cycle spaces for the 3 units. The applicant's revised proposals demonstrate that acceptable levels of parking can be provided within the development site.

The applicants revised plan number 1212-101 rev B (articulated vehicle tracking) which shows that a 16.5 metre articulated vehicle can undertake all movements satisfactorily. Whilst this plan is considered acceptable Highways have concerns regarding the increased width of the access onto Huddersfield Road and the implications for pedestrian. A pedestrian traffic island is therefore considered necessary to assist pedestrian movements across the proposed widened access.

These proposals are considered acceptable from a highways point and we have no wish to resist the granting of planning permission.

If planning is minded to approve this application the following conditions should be attached to the Decision Notice

Access Arrangements

With reference to plan no 1212-101 rev B, the development shall not commence until a scheme detailing the provision of a widened and improved site access from Huddersfield Road including the provision of a pedestrian island, visibility splays, construction specification, surfacing, drainage, white lining and signing and kerbing and associated highway works together with independent Safety Audits covering all aspects of the work has been submitted and approved in writing by the Local Planning Authority. The development shall not be brought into use until the approved scheme has been implemented and thereafter retained throughout the lifetime of the development.

Retaining Walls

No development shall take place until details of the siting, design, structural calculations and material to be used in the construction of retaining walls/ structures near or abutting highway have been approved in writing by the Highways Structures. Thereafter the development shall not be brought into use until the approved works have been constructed. The said works shall be maintained throughout the life time of the development.

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Reason: To ensure that any new retaining structures do not compromise the stability of the highway

Method of storage/access for waste

Prior to the development being brought into use, details of storage and access for collection of wastes from the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Reason In the interests of amenity and highway safety

Footnote;

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

Footnote; - Adoption under Section 38 of the Highways Act:

It is brought to the Applicants' notice that the Highway Development, Investment & Regeneration, Civic Centre 3, Market Street, Huddersfield HD1 2JR (Kirklees Street Care: 0800 7318765 or 'Highways.Section38@kirklees.gov.uk') must be contacted to discuss road adoption arrangements under Section 38 of the Highways Act 1980.
