

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

PLANNING REF 2017/62/90481/E0/ET
CATEGORY Minor

PROPOSAL	CHANGE OF USE OF UNITS 2 & 3 TO A1 & A3 USES,EXTERNAL ALTERATIONS TO UNITS 2 & 3,REVISED ACCESS,PARKING AND LANDSCAPING,LAYOUT OF SUBSTATION	HDC Ref. No.	K10-12SW/3
LOCATION	FOUNTAIN COURT HUDDERSFIELD ROAD ROBERTTOWN LIVERSEDGE WF15 7QQ	Highway Officer	Mark Berry
APPLICANT	ROBERT HALSTEAD CHARTERED SURVEYOR	O. S. Ref.	200 222
		Date Received	23/03/2017
		Target Date	13/04/2017
		Date Returned	04/05/2017
		Decision	
		Route No.	A62
		Road Name	HUDDERSFIELD ROAD
		Adopted	Yes
		Footpath	No
		Highway scheme	No

Checked by / date Sam Lewis 23/03/2017

This application seeks approval to the change of use of units 2 and 3 to A1 and A3 uses, external alterations to units 2 and 3, revised access, parking and landscaping layout and erection of substation at Fountain Court, Huddersfield Road, Roberttown, Liversedge

The site benefits from a previous planning approval to provide a convenience store (A1 use) and B1c light industrial uses at the site (planning reference 2012/91320) approved in April 2013. Whilst the convenience store is operational, the B1c element has only been partially built (2 units). It is proposed to change the use of these units to provide A1 and A3 use classes, and as part of the development provide additional car parking, cycle parking, and improvements to the access junction with Huddersfield Road.

The site has a frontage on to Huddersfield Road which is an A classified (A62), two way road running from Huddersfield to Leeds and is located approximately 200 metres to the south west of the Child Lane/Sunny Bank Road signalised junction

Huddersfield Road is a wide single carriageway (approx. 9.4m in the vicinity of the site) with footways ranging between 2-2.5m wide, and has street lighting to an acceptable standard. It is subject to a 40 mph speed limit. In addition to the site access, Huddersfield Road provides direct access to residential properties; there is also a cul-de-sac on the opposite side of the road (Rydal Grove) that serves around a 28 residential properties

As part of the original proposals, a new site access was created in the form of a priority junction complete with give way markings. A right turn lane arrangement with a pedestrian refuge island located to the southwest of the right turn lane, and line marking improvements were also provided on Huddersfield Road up to the signalised junction to the southwest of the site access. The site access contains visibility splays of 2.4m x 120m in both directions which is appropriate for a 40mph speed limit.

The applicants have provided a Transport Assessment by Paragon Highways which includes the following assessment of the impact of the proposed development.

THE PROPOSAL

The proposals are to change the intended use of the 2 newly constructed B1c light

industrial units at the site (planning reference 2012/91320), to provide 297sqm A1 use and 300sqm of A3 use. Additional parking areas are proposed on the north side of the site, which will replace the 2 B1 © light industrial units yet to be constructed as part of the previous planning permission.

ACCESS

It is intended to use the existing access arrangements off Huddersfield Road to access the site, which will be improved as part of the works. The existing access is around 6m in width, which the applicants consider to be narrow for vehicles turning into the site if another vehicle is waiting to turn right out of the access junction. It is therefore proposed to widen the site access junction so that an additional lane for vehicles turning left out of the junction can be provided. The proposed junction will allow for a 3.5m wide entry lane, with two 3m wide exit lanes. Footways will return into the site initially as per the current situation.

PARKING and SERVICING

The existing use as a 372sqm convenience store and the proposed A1 use would require 1 space per 12sqm for customers and 1 per 100sqm for staff, equating to a provision of 55 spaces for customers and 6 spaces for staff. The proposed 300sqm of A3 use requires 1 space per 4sqm for customers and 1 space per 3 staff (based on 50% public floor area) Based on these standards the A3 use would require 37 spaces for customers and 2 parking spaces for staff. Therefore, the total required number of car parking spaces at the site is 92 spaces for customers, and 8 spaces for staff.

The proposed car park generally accords with this Council's car parking requirements with 89 parking spaces provided for customers and 11 spaces for staff and the level of parking proposed is considered appropriate for the size of development.

The proposed units will be serviced via a separate existing access onto Huddersfield Road to a service yard to the rear of the proposed units in accordance with the 2012 approval.

TRAFFIC IMPACT

To determine traffic volumes at the site access junction with the A62 Huddersfield Road a classified traffic survey was carried out on the 17th January 2017 between 0730 - 0930 hours and 16:30 - 18:30 hours. From this survey the busiest peak hours were identified as being 07:45 to 08:45 and 17:15 to 18:15.

The survey revealed that the A62 Huddersfield Road was subject to an am peak hour two way flow of 1891 vehicles, and 1761 two way vehicle flows during the pm peak hour. The survey also revealed that the site access junction was subject to 69 two way vehicle movements during the am peak hour and 94 two way vehicle movements during the pm peak hour, which are associated with the existing partial use of the site as a convenience store.

The development proposals are to provide 297sqm of A1 use, and 300sqm of A3 use in addition to the established 372sqm convenience store use at the site. The TRICS database has been interrogated to obtain the peak time trip rates for the development of A1 and A3 uses.

This assessment shows that the proposed development could generate between 94 and 119 two way vehicle movements per hour during the peak periods.

The A62 Huddersfield Road/ Site Access junction has been assessed for the future year 2022 using the PICADY capacity analysis program. The analysis showed that the junction will operate within

normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) in the future design year of 2022 in all flow scenarios.

In conclusion these proposals are considered to be generally acceptable from a highways point of view in terms of traffic generation, parking provisions and servicing.

Highways would agree with the applicants that the existing access is narrow for vehicles turning into the site if another vehicle is waiting to turn right. However the proposed widening of the existing access is a concern in that the existing access only has a single lane exit, whereas this proposal will provide two. If two cars are waiting alongside each other, will they obstruct each other's sight lines. The increase in width of the access may also be a problem for pedestrians on Huddersfield Road crossing the proposed access.

Highways consider that the applicants should amend their proposal access designs.

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

Layout and parking

Notwithstanding the details shown on the approved plan 10/K16/5991/03e, a scheme detailing arrangements and specification for layout of the proposed site access shall be submitted to 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.

Reason: To ensure a suitable access and layout in the interests of highway safety

Areas to be surfaced and drained

The buildings shall not be occupied until the proposed car park hereby approved shall be laid out surfaced, marked out into bays and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to achieve a satisfactory layout

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.

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