

**Consultation Response from KC,  
Highways Development Management**

**2022/91789 Land south of railway line, Scar Lane, Milnsbridge, Huddersfield, HD3 4PN**

**Erection of 4 industrial units for E(g)(iii) (light industry) use with associated parking and turning facilities with 10 storage units (within a Conservation Area).**

**Date Responded: 26-7-2022**

**Responding Officer: Mark Berry**

**Responding Ref: 2-18SW-17**

This application seeks approval to the erection of 4 industrial units for E(g)(iii) (light industry) use with associated parking and turning facilities with 10 storage units at Land south of railway line, Scar Lane, Milnsbridge, Huddersfield.

This application is supported by a Transport statement prepared by Via Solutions.

This is summarised as follows:

*A previous outline application (ref 2019 / 90373) for a similar development proposal was approved on 24th October 2019. This was for circa 1,370sqm gross of employment uses within 4 units.*

*This applicant seeks planning permission for the development of a commercial / employment use on the site. This is to take the form of six units in four blocks amounting to a total of 680sqm gross plus a total of 10 containers on two levels amounting to a total of 218sqm gross. Parking and turning areas are to be provided within the site.*

*It is assumed the upper level of containers would be for office use whilst the lower level and the other six units would be for small industrial and warehousing uses. This would result in 109sqm of offices (gross) and 789sqm of industrial / warehousing uses and total gross development area of 898sqm gross.*

*Vehicular access will be taken from the proposed site access onto Scar Lane.*

*Given the limited visibility to the west of site a speed survey was undertaken on 27th August 2018 for the previous approval to determine the required visibility to the west of site. The survey results showed that the 85th percentile wet weather speed of vehicles was 28.56mph which required a visibility splay of 2.4m X 40m visibility splay to the west.*

*This visibility splay can be achieved with the proposed alterations to Scar Lane to enhance visibility. These would narrow the effective carriageway on Scar Lane to provide the required visibility to the west.*

*At the proposed site access the overall carriageway width would reduce from 7.8m to 7.0m. The proposed gates will be set 16.5m into the site measured from the new edge of carriageway. The proposed site layout, road alterations and visibility splays are all as previously approved by the outline permission.*

*The internal layout will accommodate service refuse vehicles and emergency vehicles and all vehicles will be able to enter and leave the site in forward gear. A swept path analysis has been undertaken on the internal site layout based on the vehicles that will likely be utilised on site. This includes a 12m rigid vehicle turning around in the service yard and an 8.0m box van turning into the proposed upper-level car park.*

*In terms of traffic generation, the same TRICs data has been used to calculate the level of traffic the proposed industrial development will generate. The traffic generations for the development will generate a total of 8 two-way vehicle trips within either of the peak hours.*

*The previously approved proposals on the site were for a slightly larger development and it was predicted that would generate a total of 13 two-way vehicle trips within either of the peak hours.*

**Highways Development Management (HDM) Comments:**

Given the that the gross floor area and therefore the traffic generation is reduced when compared to the previous approval and the layout and access improvements from Scar Lane are as the previous approval HDM have no objection to these proposals.

The highways conditions required by the outline approval should be repeated for this application.

Prior to development commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site and construction workers parking facilities. Unless otherwise agreed in writing by the Local Planning Authority, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Reason: Due to the restrictive nature of the site, so as to ensure adequate arrangements are agreed which allow heavy vehicles to safely access the site, in the interest of the safe and efficient operation of the Highway in accordance with Policy LP21 of the Kirklees Local Plan. This is a pre-commencement condition given the need to secure appropriate arrangements prior to construction vehicles attending the site.

Prior to development commencing, a Stage 1 Safety Audit and Designer's Response for the proposed site access and associated alterations covering all aspects of work including those on Scar Lane, shall be submitted to, and approved in writing by, the Local Planning Authority. Before any of the hereby approved buildings are brought into use, the alterations identified within the approved stage 1 safety audit and designer's response shall be implemented and retained thereafter.

Reason: To ensure that suitable access arrangements are implemented for the development, in the interest of the safe and efficient use of the Highway, in accordance with Policy LP21 of the Kirklees Local Plan.

Prior to the hereby approved development being brought into use, all areas indicated to be used for parking on the listed plans shall be marked and laid out. The parking spaces as so implemented shall thereafter be retained.

Reason: To ensure adequate parking provision for the development is provided, in the interests of highway safety and efficiency, in accordance with Policy LP21 of the Kirklees Local Plan.

**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) regarding 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.