

**Consultation Response from KC,  
Highways Development Management****2023/92129 Pennine Autos, Wakefield Road, Grange Moor, Huddersfield, WF4 4DS****Erection of single storey extension to rear of existing building****Date Responded: 08/05/24****Responding Officer: CNB****Responding Ref: K16-1/2**

This application is for the erection of an extension to an existing car garage with an access on to A642 Wakefield Road, a 50mph two-way single carriageway main distributor road of approximately 9.3m width with a hatched central reserve with right turn lanes to both sides and pedestrian refuge islands. There is a footway on the side of the site with a grass verge opposite that turns to a footway to the east of the site and street lighting present.

There are bus stops on a medium frequency route within 175m of the site and the closest convenience store is approximately 640m from the site.

No trip generation details were provided with the application, however as the site was previously used as a car showroom there would have been some existing trip generation at the site. An analysis of the national TRICS database indicates that there is the possibility for an increase in trips of approximately 36 trips in the morning peak and 39 trips in the PM peak compared to what would be expected without the proposals in place. We do not consider that this level of increase in trips would have a severe impact on the operation or efficiency of the local highway network.

The application form suggests that there will be approximately 34 full time employees, and this would seem reasonable for the trip rates assessed above.

A check on collisions data indicates that there are no collisions recorded in the vicinity of the access in the last 5 years and so we must assume that it has been operating safely and we do not consider that the proposals will alter this even though there will be an intensification of use of the access.

The access into the site is existing and is currently set up as a one-way circulatory system with the eastern access marked as the entrance and the western access marked as the exit, although it is noted that there are right turn lane markings in to both accesses. It is noted that on drawing No (100) 07 (3D Massing as Proposed) indicates that the one-way system is to be reversed, however no other layout drawings have been provided to show this layout.

The application form suggested that there would be 60 parking spaces for the development, although this doesn't say if these will all be for staff/customer parking or if they will also include some vehicles sales/display spaces. The TRICS trip rate analysis indicates that there will only be one hour during an average day that the 60 car parking spaces will be insufficient, and capacity will reach 117%, however as this is between 10am and 11am this may be down to deliveries of parts and so the parking demand may not be as high as expected, however sufficient delivery/servicing space should be provided.

There are no drawings submitted with the application that clearly show the layout of the revised access and the parking layout, this would need providing prior to commencement of the development and can be conditioned as we feel there is sufficient space within the site to provide for the parking and revised access.

The main highways concern that we would have would be related to deliveries and servicing. Due to

the high-speed road to the front of the development we would not wish to see any vehicle deliveries made from on-street and so we would like to see details of full off-street deliveries and loading, including swept path analysis to show that large delivery vehicles can enter and exit the site in forward gear for highway safety reasons. We would also consider asking the applicant to fund work on measures to manage parking outside the site along A642 Wakefield Road, ideally with the introduction of a no waiting at any time/no loading TRO along the frontage of the site. This would be supported by the Kirklees Highways Safety Team and would cost approximately £10,000 for the TRO order and the on-street lining works. This can be conditioned as a pre-commencement condition.

With this we consider the application is acceptable in principle on highways grounds with the following conditions.

#### Conditions

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout of parking and deliveries have been submitted to and approved in writing by the Local Planning Authority. Before any building is occupied the development shall be completed in accordance with the details shown on the approved plans and retained thereafter.

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

Prior to the development being brought into use the areas to be used by vehicles and/or pedestrians have been surfaced 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**

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for service and delivery vehicle access, consisting of a swept path analysis, has been submitted to and approved in writing by the Local Planning Authority.

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

Before the development is brought into use the ingress and egress shall be signed and lined 'IN' and 'Out' (or 'Entrance' and 'Exit') in accordance with with details that have been approved in writing by the Local Planning Authority. The signs and lining approved shall thereafter be retained.

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

The development shall not commence until a scheme detailing measures to manage parking on A642 Wakefield Road in the vicinity of the proposal site and all associated works, together with appropriate Safety Audits has been submitted to and approved in writing by The Local Planning Authority. Unless otherwise agreed in writing no part of the scheme shall be brought into use until the approve scheme has been implemented.

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