This application seeks approval to the erection of two industrial units at Units 5 and 9, Brookside Works, Brick Street, Cleckheaton.

The Highways Development Management (HDM) consultation response dated 19th December was as follows:

The Kirklees Highway Design guide recommends a 10m forecourt depth for industrial units of this size. No forecourt is shown to be provided and vehicles will be unable to stand in front of the proposed industrial unit's doors to load and un-load.

No details of servicing vehicle turning arrangements are provided. The construction of the proposed units will remove parking and turning spaces for the existing unit and the applicants have not demonstrated that sufficient turning and parking is to be retained.

Brick Street is sub-standard in terms of its construction, drainage, lighting, gradient, width, junction radii and lack of pedestrian facilities. Visibility at the Brick Street/ A643 Moorside/Westgate junction is poor in both directions. Brick Street is narrow with no junction radii which will result in difficult turning and manoeuvre for larger vehicles from Westgate.

The conclusion was that HDM would be unable to support the application without significant improvement to Brick Street and the Brick Street/ A643 Moorside/Westgate junction and this application should therefore be refused on highway safety grounds.

The applicants have now provided a Highways Statement prepared by Sanderson Associates. This is summarised as follows:

1, Brick Street has recently been resurfaced and this improvement is a benefit to all users of the access road which provides a betterment over the previous situation.

2, The site layout is amended to include a 10m forecourt depth as recommended.

3, Visibility at the Brick Street/ A643 Moorside/Westgate junction was measured on site, and it has been confirmed that vehicles could be seen approaching at more than 43m at a setback of 2.4m in either direction. This level of visibility is considered acceptable based on the plated speed limit of 30mph.

4, Overall, the proposals would only result in a minimal increase in vehicle movements which would be negligible and only equates to one vehicle every 20 minutes during the typical AM and PM network peak hours.

5, Swept paths provided in the report demonstrate the largest anticipated delivery vehicle can access, turn within the site and egress the site in a forward gear.

HDM revised views as follows

Whilst the surfacing works undertaken to Brick Street are acknowledged as an improvement which will benefit all users, there is still no kerbing, footways, street lighting or surface water drainage and the works are not therefore to adoptable standards. The improvements are however considered to be sufficient to accommodate the small amount of additional traffic associated with 2 small 100sqm industrial units. Given the above Highways Development Management have no objections to these proposals.