Consultation Response from KC,
Highways Development Management

2023/93031 Wappy Springs Inn, Lindley Moor Road, Lindley Moor, Huddersfield, HD3 3TD

Erection of mixed industrial development (Use Classes E(g)(i, ii, iii), B2 and B8); including demolition of existing structures, new yard, parking, landscaping, drainage features and ancillary structures

Date Responded: 15/02/2024
Responding Officer: Ryan Kinder
Responding Ref: K2-13/7

RECOMMENDATION: Further information is required regarding the following issues, which are detailed in the main body of the report:

Amended site access in accordance with CD123 required, cycle facilities in accordance with LTN 120 required.

Various amendments to the site layout and parking provision are required to accommodate HGV movements to and from the site safely, with amended plans including construction details, vertical alignment/gradient details, junction/forward visibility details and additional Swept Path Analysis (SPA) etc. Once agreed in principle, the layout must be subject to a Stage 1 Road Safety Audit (RSA Brief and Team to be agreed with HDM).

Commited developments in the vicinity of the site (2022/91477 Lindley Moor Road), should be incorporated into the Transport Statement with appropriate base flows and assignment and distribution indicated accordingly.

Development Overview:
The site takes access off Lindley Moor Road with the nearest Village being Lindley. The site is located in between the junctions of Old Lindley Road and Haigh House Hill. The application seeks erection of mixed industrial development (Use Classes E(g)(i, ii, iii), B2 and B8); including demolition of existing structures, new yard, parking, landscaping, drainage features and ancillary structures.

Reference to Plans/Documents:
- Transport Statement – ref 21025 Lindley Moor Rd TS dated 05/06/2023
- Proposed site Plan – ref 2278 dated Dec 22.

Adoption Issues:
The internal layout shall be built to adoptable standards, as set out in the Kirklees Highway Design Guide SPD and Highways Guidance Note – Section 38 Agreements for Highway Adoptions March 2019 (version 1) and associated documents. It is currently unclear if the internal arrangement is to be adopted but given the nature of commercial use as a minimum the junction arrangement should be built to adoptable standard and therefore amended as required.

Accessibility:
The site is allocated in the Local Plan for Greenbelt. No further assessment of the site has been carried out in the Local Plan process.

Cycling:
Improved cycle links into the site could be provided in the vicinity of site and should be designed in accordance with LTN120.

Vehicular Access:
It is proposed to access the site via one singular point of access off the A642 Lindley Moor Road, given the posted speed limit of 40 mph and observed driven speeds along Lindley Moor Road it is imperative that the junction and deceleration lane into the proposed development are designed to DMRB standards in accordance with CD123, in addition given the site will facilitate a large quantity of HGV's the proposed site access should have 10m corner radii. Confirmation that this has been carried out should be clarified and detailed on plans accordingly. In addition the current layout may not extend far enough back into the site to avoid conflicts between long vehicles turning in and other traffic moving in the site (crossing east-west / vice versa). This could lead to long vehicle's stopping early, and their trailers overhanging the carriageway, with obvious consequences. Problems could also occur if multiple smaller vehicles arrived at the same time whilst others were exiting. It would be better if the units were located along the front of the site facing north, with the access carried towards the rear of the site, before any 'side-road' junctions were taken from it.
There is no splay to prevent trailer overrun of the footway by longer vehicles turning left out, the alternative being them swinging out and overrunning the oncoming central right turn lane, which would be unsafe. To summarise it is therefore recommended that the site be reconfigured with the units fronting Lindley Moor Road, with parking and access road to the rear.

Traffic Impact/Network Assessment:
The TRICS database has been used to estimate development related trips, below is the AM and PM peak period trips associated with the whole development as detailed in table 7 of the submitted Transport assessment.

Traffic Generations

	Arrivals	Departures	Two-Way
AM peak	11	4	15
PM peak	4	10	14

Whilst this is considered acceptable there is no information on the assignment and distribution of traffic or base flows including nearby committed developments taken into account for the development. This information should be provided to enable an informed assessment and ensure the level of traffic can be accommodated at Lindley Moor roundabout during the peak periods.

Junction Assessment:
The Councils UTC section have been consulted regarding this application in terms of junction assessments, in particular the modelling of Ainley Top roundabout. Given the request to include the assignment and distribution and committed development into the assessment this information can be reassessed by the UTC team.

Internal Layout/Servicing/Bins:
The internal layout should be designed in accordance with the Councils SPD Highway Design Guide for industrial /commercial developments, further information on this can be found in table 2 on page 32 of this document. Further clarification is sought regarding the intended adoption of the internal arrangement.

The proposed parking provision needs to be carefully considered with the correct provision and sizing of parking bays, enough disabled provision swept paths of vehicles manoeuvring in and out of bays where space appears tight in some instances.

A stage 1 safety audit and designers response required on the proposal with a brief to be agreed prior to any undertaking.

A comprehensive response by the Waste Strategy team has been provided see other comments regarding waste storage/collection arrangements.

Planning Conditions/Section 106: To be advised

Conclusion:

Further information required, see recommendation.