

Consultation Response from Mark Berry KC, Highways Development Management
2023/93059 Land off, Staincliffe Road, Dewsbury Moor, Dewsbury, WF13 4RD
Erection of light industrial units
Date Responded: 7-3-2024. Responding Officer: Mark Berry. Responding Ref: 14-6NE-25.
This application seeks approval to the erection of 3 small light industrial units at land off, Staincliffe Road, Dewsbury Moor, Dewsbury. The site comprises of an area of land situated on the southern side of Bronte Close which is a residential cul-de-sac with footways to both sides and a small turning head. A PROW runs along the northern boundary of the site boundary of the site leading through to Dewsbury Hospital. There are double yellow lines to both sides of Bronte Close from the Junction with Staincliffe Road and past the site frontage (presumably because of people parking for the hospital). The application is supported by a Highways Statement prepared by Paragon Highways. This considers such matters as access, sustainability, car parking, accident data and servicing. The traffic impact associated with the current development proposals is also presented. This is summarised as follows: <i>“The site will be accessed via an improved arrangement off the Bronte Close leading to a yard area and off-street parking facilities.</i> <i>The access will be sufficiently wide to accommodate two-way flow at the entrance.</i> <i>The development will provide around 14 off-street parking spaces within the site.</i> <i>Pedestrian access will be via the proposed new vehicular access from Bronte Close.</i> <i>Secure cycle parking facilities will be provided within a communal covered cycle shelter.</i> <i>The servicing of the site will be undertaken from the Bronte Close.</i> <i>The Highways Statement concludes that the development is considered acceptable, and there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted”.</i> Highways Development Management have concerns regarding the location of this site and the introduction of an industrial use in a predominantly residential area and have doubts that this site can be serviced safely. This site would be better suited to residential use. Whilst it is accepted that given the size of the units the site is likely to be serviced by smaller vehicles there is still the potential for the occasional larger service vehicle to need to access the site. It would

be unacceptable for a larger vehicle such as a 16.5m articulated lorry or a larger rigid vehicle to need to reverse back out of the Staincliffe Road junction and the Bronte Close turning head is unlikely to be suitable at approximately 12 metres in width.

No information is provided regarding the servicing arrangements. Vehicle swept paths should be provided showing how this site can be safely serviced including:

A, 16.5m articulated lorry and a larger rigid vehicle on Bronte Close presumably using the site entrance.

B, the largest vehicle anticipated to regularly enter and exit the proposed development.