

**Consultation Response from KC,
Highways Development Management****2024/92553 Wappy Springs Inn, Lindley Moor Road, Lindley Moor, Huddersfield, HD3 3TD****Erection of mixed industrial development (Use Classes E(g)(ii, iii), B2 and B8); including demolition of existing structures, new yard, parking, landscaping, drainage features and ancillary structures.****Date Responded: 27/03/2025****Responding Officer: Ryan Kinder****Responding Ref: K2-13/7****Recommendation:** No objection subject to conditions.**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 27/08/2024.
- Proposed site Plan – ref 2278 rev D dated 04/02/2025.
- stage 1 safety audit – ref 2025-01 Lindley Moor RSA1- Rev 0 dated 20 Jan 2025.
- stage 1 audit designers response – ref 2025-01 Lindley Moor RSA1- Rev 0 dated Jan 2025.

Further to previous HDM comments (dated 15/02/2024 for application ref 2023/93031 which was refused) and are detailed below, comments are as follows:

A revised site access has been provided which indicates access for HGV vehicles can enter the site unhindered and be free from conflict with vehicles making turning manoeuvres internally. It should be noted that further information/changes may be required at detailed design stage should be these be required by the Councils section 278 team. A suitable condition to this effect will be suggested accordingly.

A stage 1 safety audit and designers response has been carried out in accordance with GG119 and considered acceptable.

Overall the proposal is considered acceptable, please include the following conditions:

Vehicle and Pedestrian Spaces to be Laid Out - Condition

No building shall be occupied within each development phase, until all areas and associated features shown within each development phase on the approved plans to be used by vehicles and pedestrians, including streets, footpaths, cycle tracks, loading, servicing and parking areas have been laid out, surfaced and drained, such that loose materials and surface water does not discharge or transfer onto the adjacent highway, and shall thereafter be retained and maintained for the lifetime of the development.

Reason:- To ensure the free and safe use of the highway, in the interest of highway safety.

Visibility Splays to be provided

Before development commences, any obstruction shall be set back to the rear of the proposed visibility splays as shown on approved plan number 2102510 dated Aug 2024 and shall be cleared of all obstructions to visibility and tarmac surfaced to current standards in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason: To ensure adequate visibility in the interests of highway safety.

Right turn lane

Notwithstanding the details shown on the approved plan 2102511 dated Nov 24, prior to the development being brought into use, a detailed scheme for the provision of a right turn lane from A642 Lindley Moor Road into the site with associated signing and white lining shall be submitted to and approved in writing by the LPA. The scheme shall include construction specifications, white lining, signing, surface finishes together with an independent Safety Audit covering all aspects of the work. Unless otherwise agreed in writing by the LPA, all of the agreed works shall be implemented before any part of the development is first brought into use.

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

Approved Access - Informative

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Local Highway Authority is required.

You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the site access(es).

This process will involve entering into a Section 38 or 278 agreement of the Highways Act 1980 or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay occupation of the development.

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.

=====

Previous comments dated 15/02/2024.

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/Serviceing/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