

**Consultation Response from KC,  
Highways Development Management**

**2024/93326 Bradley Nursery, Bradley Junction Industrial Estate, Leeds Road, Bradley,  
Huddersfield, HD2 1UR**

**Provision of a temporary compound as part of the Transpennine Route Upgrade Programme**

**Date Responded:** 27<sup>th</sup> March 2025

**Responding Officer:** C Dows

**Responding Ref:** K4-15SW/3

## **Recommendation – Further Information Required**

### **Introduction:**

The application seeks permission for the creation of a temporary site compound, required as part of the Transpennine Route Upgrade Programme. The site will incorporate cabins providing office and welfare facilities, staff parking, materials storage, and bridge deck assembly areas. The proposed site, which is currently vacant was previously occupied by Bradley Nurseries a commercial horticultural nursery. The compound will be accessed from A62 Leeds Road via the Bradley Junction Industrial Estate junction and internal access roads. It is envisaged that the compound will be required until December 2027.

### **Plans & Documents:**

Dwg. No. 151667-TSA-W3-MVL3-DRG-C-CV-000431 Rev. P02 – Site General Arrangement

Dwg. No. 151667-TSA-W3-MVL3-DRG-C-CV-000432 Rev. P02 – Site Surface Finishes

Dwg. No. 151667-TSA-W3-MVL3-DRG-C-CV-000459 Rev. P02 – Site Proposed Cross Sections

Travel Plan - Document Ref: 151667-TSA-00-TRU-REP-W-EN-001644, November 2024

Transport Statement - Document Ref: 151667-TSA-00-TRU-REP-W-EN-001643, November 2024

### **Assessment:**

#### **Access:**

Bradley Junction Industrial Estate is accessed from A62 Leeds Road via a priority crossroads with a staggered ghost island. In addition to providing access to the industrial estate the crossroads provides one-way access to the west to Brooklands. The Bradley Junction Industrial Estate internal access roads are built to industrial estate road standard, with 7.4m wide carriageway, 2.0m footways to both sides and street lighting. The access roads, which are adopted, are designed to accommodate commercial traffic and are considered suitable to serve the proposed compound. A review of collision data shows that there have been no reported collisions at the Bradley Junction Industrial Estate / A62 Leeds Road junction in the last five years, which suggests that junction operates safely and does not have any inherent safety issues.

Access to the compound is from the existing, private access road, which extends from the northeastern end of the industrial estate access road. The access road is private and in addition to serving the proposed compound also provides access to Extract Technology Ltd. Beyond the entrance to Extract Technology the access road narrows to around 3.8m wide between steel palisade boundary fencing and can only accommodate one-way vehicle movement, with no provision for pedestrians.

The application acknowledges that there is no footway into the site and that the constraints of the access in terms of width gives rise to potential conflict between pedestrians and vehicles, particularly HGVs accessing the site. The application states that this will be managed by using a shuttle bus to ferry pedestrians and cyclists in and out of the compound from a designated pick-up point close to the compound entrance. Whilst this could address concerns regarding potential conflict between

pedestrians and vehicles accessing the site, it would require rigorous management controls and it is considered that in practice such an arrangement is likely to be impractical to enforce, the temptation being for pedestrians and cyclists to walk/cycle along the access rather than waiting for a shuttle bus. The view of HDM is that a dedicated pedestrian/cycle route should be provided, probably from either Leeds Road or Station Road.

The submission indicates that the compound is to be used as a temporary strategic construction compound and a bridge storage and assembly area. This suggests that there will be a need for large plant and equipment, and possibly abnormal loads, to access the compound, given the constraints of the access the application should demonstrate using vehicle swept paths that the largest vehicles expected to need to access the compound can safely negotiate the access.

**Accessibility:**

The site is within convenient walking distance of bus stops on Leeds Road, these stops are served by a number of services, which combined provide a frequent service between Huddersfield and Leeds. It is considered the site is in a sustainable location and has the potential to encourage staff and visitors to travel by public transport and other active travel modes.

**Car Parking:**

The layout provides 27 parking spaces, which includes 2 accessible parking spaces adjacent to the offices. The on-site parking provision is considered sufficient to accommodate permanent office staff and visitors. A shuttle bus will be in operation from the main compounds at Flint St and Huddersfield Station transporting construction staff to and from the site as required.

**Traffic Impact:**

An assessment of the impact of traffic generated by the compound on the local highway network has been undertaken, whilst not totally concurring with the assessment methodology used, HDM do not disagree with the conclusion, that traffic generated by the proposals will have no material impact on the operation or safety of the highway network.

**Miscellaneous:**

Appendix 1 of the Transport statement refers to a site layout plan, this is missing and should be provided.

**Conclusion:**

Whilst in principle there is no objection to the provision of a compound at this location, there are concerns regarding the width of the access and the lack of dedicated pedestrian provision. Further information is required addressing the following issues:

- Demonstrate using vehicle swept paths that the largest vehicles expected to need to access the compound can do so safely.
- A separate dedicated pedestrian/cycle route should be provided.
- How/where are the assembled bridge sections to be transported to.