

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

2024/93444 Lafarge Readymix, Lees Hall Road, Thornhill Lees, Dewsbury, WF12 9EQ

Erection of commercial unit for Use Class B2 with associated office space and parking (inc. visitors, cycle parking and service vehicles) and enclosure of existing concrete yard to form new workshop Use Class B2

Date Responded: 29-7-2025.

Responding Officer: Mark Berry.

Responding Ref: 16-14NW-5.

This application seeks approval to the erection of commercial unit for Use Class B2 with associated office space and parking (inc. visitors, cycle parking and service vehicles) and enclosure of existing concrete yard to form new workshop Use Class B2 at Lafarge Ready-mix, Lees Hall Road, Thornhill Lees, Dewsbury.

This application is supported by a Transport Statement prepared by Transport Highways and Traffic Consultancy.

This is summarised as follows.

The Site

“The site is a former concrete batching plant which was operated by Tarmac/Lafarge Ready-mix.

The site is located on the northern side of Lees Hall Road. Ravensthorpe Road and the section of Lees Hall Road to the east of the junction together form the major arm of the three-arm simple priority junction. The minor arm of this three-arm priority junction is also known as Lees Hall Road. This section of Lees Hall Road is a cul-de-sac. The application site is located on the northern side of this section of Lees Hall Road.

The site has two accesses along its frontage. There are double yellow lines along both sides of Lees Hall Road in the vicinity of the site. These restrictions ensure that parked vehicles do not impede the free flow of vehicles along Lees Hall Road and at the Ravensthorpe Road/Lees Hall Road simple priority junction.

These on street parking restrictions also ensure that parked vehicles do not impede vehicles turning into and out of the application site”.

Access

“The two existing site accesses will be retained, and a one-way system of working will be implemented. Ingress to the site will be by way of the western access. Egress from the site will be by way of the eastern access. The internal loop road system, supported by large turning/manoeuvring areas will ensure that all vehicles enter and leave the site in a forward gear.

At present there are approximately six car parking spaces on the western side of the site accessed directly from the loop road. There are also large areas of hardstanding within the site that historically have been used for the parking and manoeuvring of cars and commercial vehicles.

The following additional on-site parking provision will be provided:

- a total of 10 car parking spaces (including 1 No accessible space) alongside the proposed new commercial unit at the northern end of the site.*
- 2 No HGV parking spaces alongside the new commercial unit.*
- A total of 6 No covered and secure cycle parking spaces in the vicinity of the proposed new industrial unit”.*

Traffic generation.

“The Transport Statement considers the transport impacts of the company’s activities in the vicinity of the site and compare those with the past use of the site as a concrete batching plant.

Concrete Batching plant

We understand that Tarmac/Lafarge Ready-mix operated a fleet of 5 or 6 cement mixer trucks from the site and that each of these vehicles made 5 or 6 deliveries per day.

The number of HGV movements associated with the cement mixers would therefore have been 50 - 72 per day.

The previous use of the site would also have generated a significant number of HGV movements each day delivering raw materials to the site”.

Cowan Mobile Welding Services Ltd.

“The applicants have been operating from the site for approximately two years. During that time, they have made aesthetic improvements to the site and removed the 3 garages that were located along the site frontage to Lees Hall Road.

The applicants undertake light engineering fabrication at the site, together with the storage and movement of construction machinery and materials.

- *the company will operate a small fleet of 5 No vehicles from the site. These are typically Mercedes sprinter vans. These vehicles will sometimes be parked on the site overnight. They will be used to transport employees, and their equipment, to/from their place of work when they are working off-site.*
- *It is expected that an average 2 No of these vans will be in operation over the weekend.*
- *It is expected that a maximum of 5 No delivery vehicles will visit the site per weekday. These will be primarily vans and small goods vehicles, with the occasional delivery by an HGV.*

It is expected that the number of employees based at the site will increase to approximately 15”.

Comparison

“The applicant’s activities at the site will result in an overall traffic impact that is lower than the previous use”.

Conclusion

“The proposals will not result in a significant or severe impact on the operational safety of the highway network”.

Highways Development Management would agree with the conclusion of the Transport Statement and have no objection to these proposals.

Conditions

Ingress/Egress to be signed

Before the development is brought into use the ingress and egress shall be signed and lined 'IN' and 'Out' in accordance with details that have been approved in writing by the Local Planning Authority. The signs and lining approved shall thereafter be retained.

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

Construction access

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site, construction workers parking facilities, pre-development road condition surveys and the provision, use and retention of adequate wheel washing facilities within the site. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction. Upon completion of the development, post-development road condition surveys and a schedule of remedial works shall be submitted to and approved in writing by the Local Planning Authority, and the approved remedial works shall be carried out following the completion of all construction works related to the development

Footnote.

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) regarding obtaining this permission and approval of the construction specification. 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.