

**Consultation Response from KC,
Highways Development Management****2022/91730 Land Adjacent, 60, Northgate, Cleckheaton, BD19 3NB****Demolition of former dairy/snooker centre/storage and erection of 9 light industrial units****Date Responded: 10-8-2022****Responding Officer: Mark Berry****Responding Ref: 9-6NW-14**

This application seeks approval to the demolition of a former dairy/snooker centre and the erection of 9 light industrial units at land adjacent to 60, Northgate, Cleckheaton.

The site comprises of an area of disused land situated on the eastern side of the junction of Northgate with B6120 Scott Lane.

This application is supported by a Transport Statement prepared by Paragon Highways

The Transport Statement considers such matters as access, sustainability, car parking, accident data and servicing. The main issues are summarised as follows:

The site is currently accessed via both Scott Lane and Northgate both being informal dropped footway crossing arrangements.

The proposals are to provide a private commercial development of 9 small starter units accessed via a one-way system with the ingress from Scott Lane and the egress onto Northgate. The access will lead to individual forecourt areas and dedicated parking spaces for staff and visitors. The units will be light industrial or B8 units.

The overall floor space of the units will be 1834 sqm with units varying in size from 80 sqm to 185sqm.

Access through the site will be maintained at a minimum width of 6 metres.

Vehicle swept paths are provided that demonstrate that the proposed road can accommodate the turning movements of a 11.85m long refuse vehicle and a small articulated vehicle, 10.7m in length.

The traffic impact of the development has been assessed utilising the national TRICs database.

Based on the TRICs data the development could be anticipated to generate between some 14 trips at the recognised peak periods with an overall daily two-way trip rate of 140 trips.

Highways Development Management (HDM) consider that the proposed layout to be cramped with inadequate access and servicing arrangements.

There are no pedestrian facilities shown to be provided through the site just a carriageway with parking to either side. Pedestrian routes should be shown to be provided through the site.

There are no details of the proposed sight lines from either access onto Northgate or Scott Lane.

A 16.5m articulated lorry should be tracked not just a refuse vehicle and van. The servicing arrangements are not therefore shown to be acceptable.

Fore court depths should be a minimum of 10.0m with a 600mm overhang strip around the extent of the adoptable or private industrial road (Highway Design Guide Section 3.23).

Both accesses should have appropriate kerb radii which should be determined by 16.5m articulated lorry swept paths.