

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

2024/90792 Former Whiteley Engineering Works Site, St. Peg Lane, Cleckheaton, BD19 3SH

Use of land for assembly and storage and fit-out of acoustic containers of container-based generator units with reinstatement of access, erection of security fence and siting of cabins

Date Responded: 5-6-2024.

Responding Officer: Mark Berry.

Responding Ref: 9-10SW-10.

This application seeks approval to the use of land for storage and fit-out of acoustic containers with generator units and associated electrical equipment, with reinstatement of former access to St. Peg Lane, erection of security fence and siting of security and welfare cabins at Former Whiteley Engineering Works Site, St. Peg Lane, Cleckheaton.

The application is supported by a Planning Statement prepared by Johnson Mowat Planning and Development Consultants, which includes a Highways and Access section prepared by Mosodi (highways and sustainable travel consultant).

This is summarised as follows:

The applicants Wakefield Acoustics are based at Flush Mills, Heckmondwike, where they manufacture containers to house generator equipment. The preparation and fitting-out of containers currently occurs within the external yard areas of the Flush Mills site.

These proposals are to utilise the land at St Peg Lane for the final preparation and fitting out of the containers. No fabrication or manufacturing is proposed to take place at the site, save for the installation of the machinery into the container. Occasional and infrequent operation and testing may be required but this would not be a routine operation.

The site is located to the south of St Pegs Lane, a single carriageway relatively narrow road with footways of approximately 1.2m to both flanks and subject to a 30mph speed limit. Double yellow lines exist on both sides of the carriageway to prevent waiting and further restrictions are in place outside the Howard Park Community School access located west of the proposed site access. To the west boundary, the site is bordered by a footpath which runs through to A638 Dewsbury Road.

The nearest bus stops are located along St Peg Lane directly outside the northern site boundary on either side of the carriageway.

Access and security facilities are located to the north of the site at St Peg Lane. Vehicle turning, unloading, and parking space is located to the centre of the site, and the operational area for the container fit-out works is at the south of the site.

The boundary treatment to St Pegs Lane is a pre-cast concrete panel wall with stone finish of approximately 2m height.

The existing access into the site is situated along St Peg Lane, opposite Brooke Street. This is to be closed and the footway reinstated with a new access formed to the west. The proposed access will retain the use of existing dropped kerbs.

Whilst marked car parking spaces are not proposed to be provided within the site, there is sufficient space to accommodate car parking spaces within the proposed operational area.

The site is operational between the hours of 07:00 and 18:00 and it is proposed that standard HGV movements will occur only during these operational hours. Oversized load movements are also

expected outside of operational hours between 18:30 and 21:00 approximately i.e. outside of peak hours and the hours that school drop off/pick up will occur.

HGVs would be expected to route via the M62 motorway, joining at the Chain Bar Roundabout Junction 26. Vehicles will then route to the site via the A638 and St Peg Lane.

It is expected that the maximum number of oversized vehicle movements (i.e. low loaders transporting containers) is two in-bound and two out-bound per week with a further one standard lorry movement in-bound and out-bound for each container brought to the site (as this delivers the generator machinery).

Highways Development Management (HDM) comments

- 1, The footway to the site frontage is narrow at approximately 1.2m and should be shown to be widened to 2.0m to the full site frontage to improve pedestrian facilities in the area including to the adjacent school.
- 2, No details of the proposed sight lines from the proposed access onto St Pegs Lane are provided. 2.4 x 43 m sight lines need to be shown.
- 3, Can the applicants explain how the proposed gates are to operate HDM would not want to see vehicles waiting on St Pegs Lane.
- 4, It is not reasonable to say that *“there will not be any amendments to the pavement construction depth and therefore no reduction in cover of any services within the footway. The previous acceptable use of the site demonstrates that there is no requirement to increase cover protection of utilities within the footway”* given the access has been closed since 2017.
- 5, Can the applicants be asked to provide details of all anticipated vehicles movements into and out of the site.
- 6, Details of the proposed staff parking areas should be provided.
- 7, Consideration should be given to the re-siting of the existing bus stop to the frontage of the site.