

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

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

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

Date Responded: 23-10-2024.

Responding Officer: Mark Berry.

Responding Ref: 9-6SW-10.

The Highways Development Management (HDM) consultation response dated 5th June raised several issues. These are summarised as follows:

- 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, Can the applicants be asked to provide details of all anticipated vehicles movements into and out of the site.
- 5, Details of the proposed staff parking areas should be provided.
- 6, Consideration should be given to the re-siting of the existing bus stop to the frontage of the site.

The applicant's agents Johnson Mowat Planning and Development Consultants have provided further information to address the points raised above as follows:

- 1, There is no proposed change to the width of the footway. The proposed use of the land will not materially impact on the number of pedestrians walking across the site frontage nor will it introduce conflicting vehicle movements that would impact on the safety of pedestrians in this area. The development will not therefore create any impact which would be mitigated by widening of the footway, and requiring this would not pass the tests for use of planning conditions/obligations
- 2, Drawing ref. 23005. SK.01 shows visibility splays of 2.4m x 43m are achievable with the proposed access arrangement.
- 3, The site will have a 24/7 security personnel presence in control of the site access gates. All HGV movements into and out of the site are planned and coordinated by Wakefield Acoustics. The outer gates shall therefore be opened ahead of any vehicle arrival at the site. If further control is necessary, then we suggest that a condition may be used to require approval and conformity to a 'service and delivery management plan' or similar.
- 4, Anticipated typical number vehicle movements:
 - Oversize HGV movement two-way: 2 per week
 - Regular size HGV movement two-way: 2 per week
 - Car trips two-way: 10 per day
- 5, Staff parking is shown to be provided.
- 6, Consideration has been given to the interaction between the bus stop and the proposed use of the site. It is not necessary to relocate this stop for the following reasons:
 - a. It is not a timing stop and therefore the maximum dwell times are expected to be low and at school drop off/pick up times. The proposed operation of the site has been devised to avoid the school peaks as well as the highway peaks. This is in the operators interests as it reduces lost time through delayed

journeys.

- b. Buses pass or stop at this stop (westbound) circa every 10 mins. When this is combined with the extremely low vehicle movements generated by the proposed use of the site outside of the peak hours it not expected that there will be many occasions where buses are blocking access. In the low number of occasions this is expected to happen the dwell time of the bus will be low because the interaction will be outside of peak hour furthermore any vehicle waiting to enter the site will just wait to cause little or no delay to existing traffic.

Given that acceptable sight lines are shown at the site access onto St Peps Lane, staff parking is now shown to be provided, the very low anticipated vehicle movement and that the applicants have suggested a service and delivery management plan HDM have no further objection to these proposals.

Suggested condition:

Service and Delivery Management Plan

No development shall take place until a Service and Delivery Management Plan has been submitted and approved in writing by the Local Planning Authority. The Plan shall include details of the operation of the proposed gates to ensure vehicles are not waiting in St Peps Lane and timings of both oversize and regular HGV vehicles to avoid both the school drop off and pick up times and the peak hours for traffic. The plan so approved shall be implemented before the development is brought into use and retained thereafter.

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