



2024/90792 St Peg Lane Highways Note

1. Introduction

- 1.1 This note reproduces information submitted to the above application by email on 19 June 2024, in response to Kirklees Council email of 7 June 2024 which provided the comments of Kirklees Council highways development management on the development proposed.
- 1.2 The highways officer's comments were discussed with the applicant's highways consultant (Mosodi) who provided advice to inform the response below.

2. Response to Comments

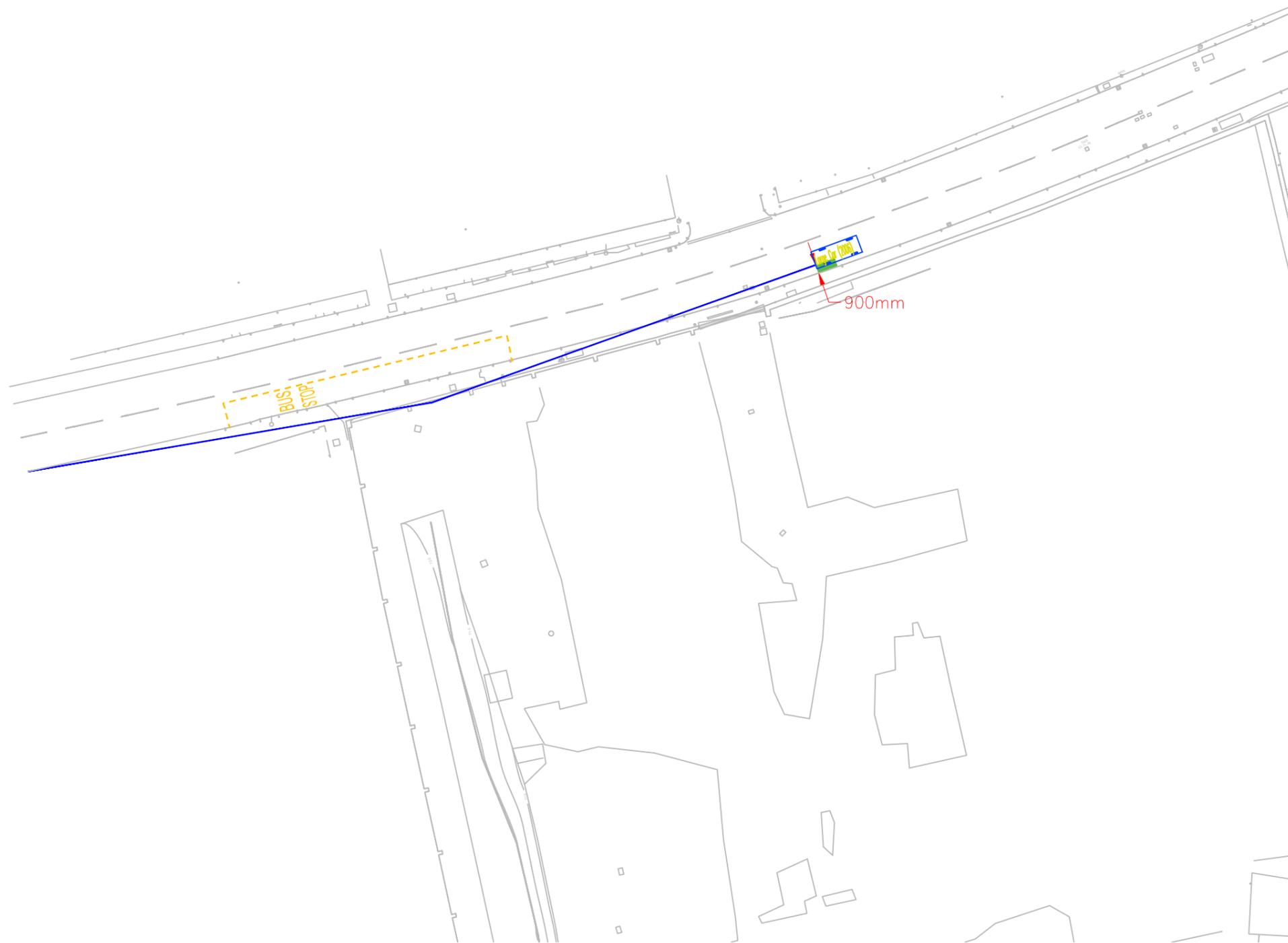
- 2.1 The highways officer's comments are reproduced as sub-headings below, followed by the applicant's response.
 1. *The footway to the site frontage is narrow at approximately 1.2m and should be shown to be widened to 2.0m to the full site frontage to improve pedestrian facilities in the area including to the adjacent school.*
- 2.2 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 (i.e. necessary and proportionate – NPPF paragraphs 55-57).
- 2.3 Besides this, in practical terms, widening the footway to 2m would involve removing the concrete panel fence which is on the site ownership boundary and would move the back of the footway approximately 600mm into the site, which would be at significant expense and not considered to be reasonable or proportionate.
 2. *No details of the proposed sight lines from the proposed access onto St Pegs Lane are provided. 2.4 x 4.3 m sight lines need to be shown.*
- 2.4 Please see the attached drawing ref. 23005.SK.01, which shows that visibility splays of 2.4m x 4.3m are achievable with the proposed access arrangement. The 'Y' distance to the right is measured into the carriageway which is appropriate as noted in the Manual for Streets 2 (paragraph 10.5.3). It is appropriate therefore to measure the splay to a 900mm offset from the kerb line as any vehicle approaching the site entrance from this side will be visible at this point including a bicycle (the smallest design vehicle) travelling at a 450mm offset from the kerb line (which is very tight as would just be avoiding gullies in the channel line). This design process is supported by LTN 1/20 (para 7.2.1).
 3. *Can the applicants explain how the proposed gates are to operate HDM would not want to see vehicles waiting on St Pegs Lane.*
- 2.5 See Planning Statement paragraphs 3.8-3.12 and 6.33. In simple terms, 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. *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.

- 2.6 No works are proposed to the pavement, and therefore no change to pavement construction.
- 5. Can the applicants be asked to provide details of all anticipated vehicles movements into and out of the site.*
- 2.7 See Planning Statement paragraph 6.35. i.e. 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
- 2.8 Car trips are a function of the number of personnel on site, which is anticipated not to exceed 13, so assumed to generate a typical number of 10 two-way movements per day, allowing for a minority proportion of travel by alternative modes.
- 6. Details of the proposed staff parking areas should be provided.*
- 2.9 Please see attached drawings ref. 0004_P03 and 0007_P03, which shows the location for staff car parking, nominally showing ten spaces, but not to be marked or limited as such.
- 7. Consideration should be given to the re-siting of the existing bus stop to the frontage of the site.*
- 2.10 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 causing little or no delay to existing traffic.

3. Attached Drawings

- Visibility Splays ref. 23005.SK.01
- 23005-MOS-SI-XX-DR-A-0004_P03 - Proposed Site Plan
- 23005-MOS-SI-XX-DR-A-0007_P03 - Indicative Container Layout



Notes:

1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
2. Do not scale this drawing - check all dimensions on site.

Key:

- 2.4m x 43m Visibility Splays
- 750mm x 2000mm Rectangle to indicate cycle as shown in Fig 7.2 LTN 1/20. Shown cycling with zero offset from the gullies.

Rev:	13.06.24	INITIAL ISSUE	LG
Date:		Status/Amendments:	By:

mosodi
mobility solutions through design and innovation

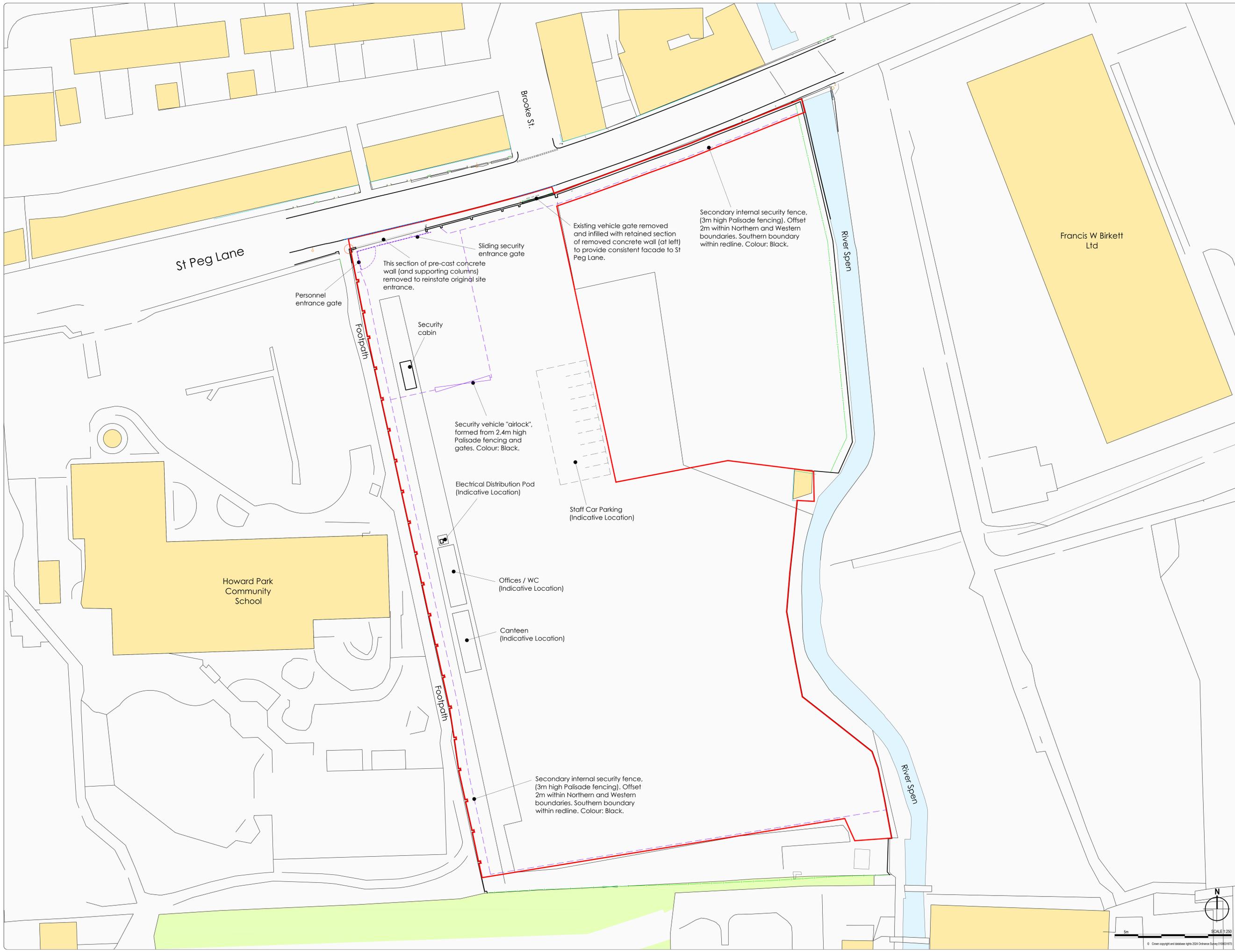
Manchester 0161 413 5168 Leeds 0113 323 0854

Client:
WAKEFIELD ACOUSTICS

Project:
ST PEG LANE

Drawing Title:
VISIBILITY SPLAYS

Drawn By: LG	Checked By: RAM	Approved By: RAM
Scale: 1:500	Paper Size: A3	Date Created: 13.06.24
Drawing Number: 23005.SK.01	Drawing Revision: -	



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Overlaid onto selected Topographical data, drawing no: P23-00898-MET-EXT-XX-TOP-M2-G-001, dated 07.06.23

Source:
 AMET Geo Environmental
 Southgate House
 Pontefract Road
 Slioupton
 Leeds
 LS10 1SW

KEY

— APPLICATION BOUNDARY
 0.946 Ha / 2.338 acres

- - - Existing Dropped Kerb

St Peg Lane

Brooke St.

River Spen

Francis W Birkett Ltd

Howard Park Community School

Personnel entrance gate

Footpath

This section of pre-cast concrete wall (and supporting columns) removed to reinstate original site entrance.

Security cabin

Sliding security entrance gate

Security vehicle "airlock", formed from 2.4m high Palisade fencing and gates. Colour: Black.

Electrical Distribution Pod (Indicative Location)

Staff Car Parking (Indicative Location)

Offices / WC (Indicative Location)

Canteen (Indicative Location)

Footpath

Secondary internal security fence, (3m high Palisade fencing). Offset 2m within Northern and Western boundaries. Southern boundary within redline. Colour: Black.

Existing vehicle gate removed and infilled with retained section of removed concrete wall (at left) to provide consistent facade to St Peg Lane.

Secondary internal security fence, (3m high Palisade fencing). Offset 2m within Northern and Western boundaries. Southern boundary within redline. Colour: Black.

River Spen

5m



SCALE: 1:250

P03	10.06.24	Indicative locations for staff welfare, staff car park and electrical distribution pod added	AE
P02	13.02.24	Redline amended, gate detail added	AE
P01	21.12.23	INITIAL ISSUE	AE
Rev	Date	Status/Amendments	By

mosodi
 TECHNICAL

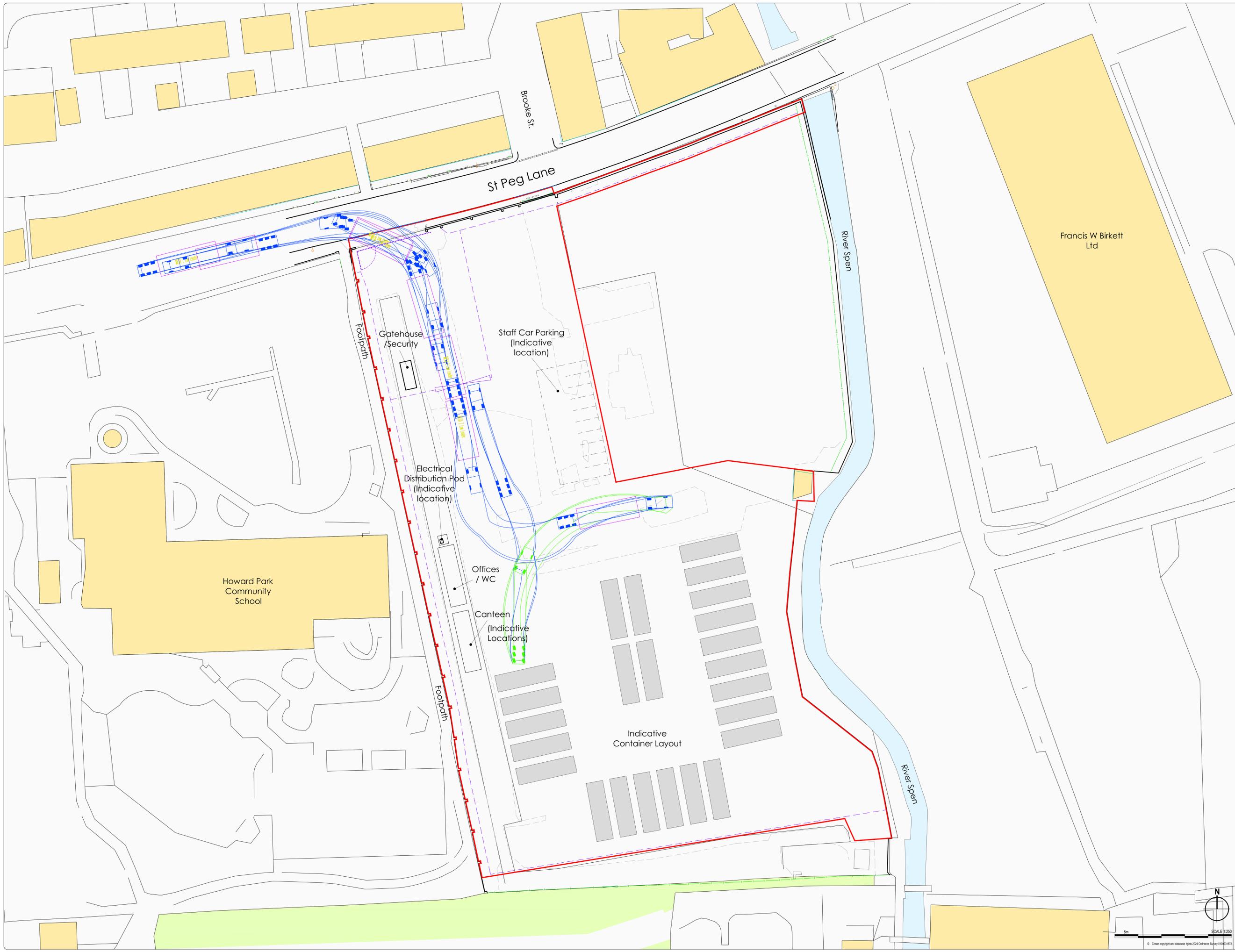
Manchester 0161 413 5148
 Leeds 0113 323 0854

WAKEFIELDACOUSTICS
 NOISE CONTROL TECHNOLOGY

Project:
 Wakefield Acoustics
 St Peg Lane

Drawing Title:
 Proposed Site Plan

Drawn By:	Checked By:	Approved By:
AE	AE	AE
Scale:	Paper Size:	Date Created:
1:250	A0	20.11.23
Drawing Number:	Drawing Revision:	
23001-MOS-SI-XX-DR-A-0004	P03	



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 AET Geo Environmental
 Southgate House
 Pontefract Road
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 LS10 1SW

KEY

APPLICATION BOUNDARY
 0.946 Ha / 2.338 acres

P03	10.06.24	Location of Electrical Distribution pod amended.	AE
P02	13.02.24	Indicative staff parking location added	AE
P01	22.01.24	Redline amended, gate detail added	AE
Rev	Date	Initial Issue	AE
		Drawn/Amendments	By

mosodi
 TECHNICAL

Manchester 0161 413 5148 | Leeds 0113 323 0854

WAKEFIELDACOUSTICS
 NOISE CONTROL TECHNOLOGY

Project:
 Wakefield Acoustics
 St Peg Lane

Drawing Title:
 Proposed Site Plan
 (Indicative Container Layout)

Drawn By: AE	Checked By: AE	Approved By: AE
Scale: 1:250	Paper Size: A0	Date Created: 21.12.23
Drawing Number: 23001-MOS-SI-XX-DR-A-0007		Drawing Revision: P03

