

Land to the West of the M62, South of Whitehall Road, Cleckheaton Delivery and Servicing Framework Management Plan

N16/194663-21
October 2022

Introduction

1. Application 2021/92603 relating to the “*Erection of storage and distribution unit (Use Class B8) with ancillary offices, car parking, servicing, landscaping and access*” at ‘Land to the west of the M62, south of Whitehall Road, Cleckheaton’, was submitted in June 2021. This application is currently under determination.
2. It has been agreed with Kirklees Council Highways (KCH) that a Delivery and Servicing Management Plan (DSMP) will be required to satisfy the proposals, secured via a pre-occupation condition. Vectos set out the proposed structure and content of the DSMP in the Revised Transport Assessment (RTA), dated March 2022. However, KCH have requested additional information on the key points relating to how delivery and servicing would be managed. Therefore, alongside a Supplementary Revised Transport Assessment (SRTA), this Technical Note has been prepared to outline this additional information requested.

Servicing Arrangement

3. This section of the full DSMP will detail how servicing and deliveries will be undertaken and managed on-site on a daily basis.

On-Site Management

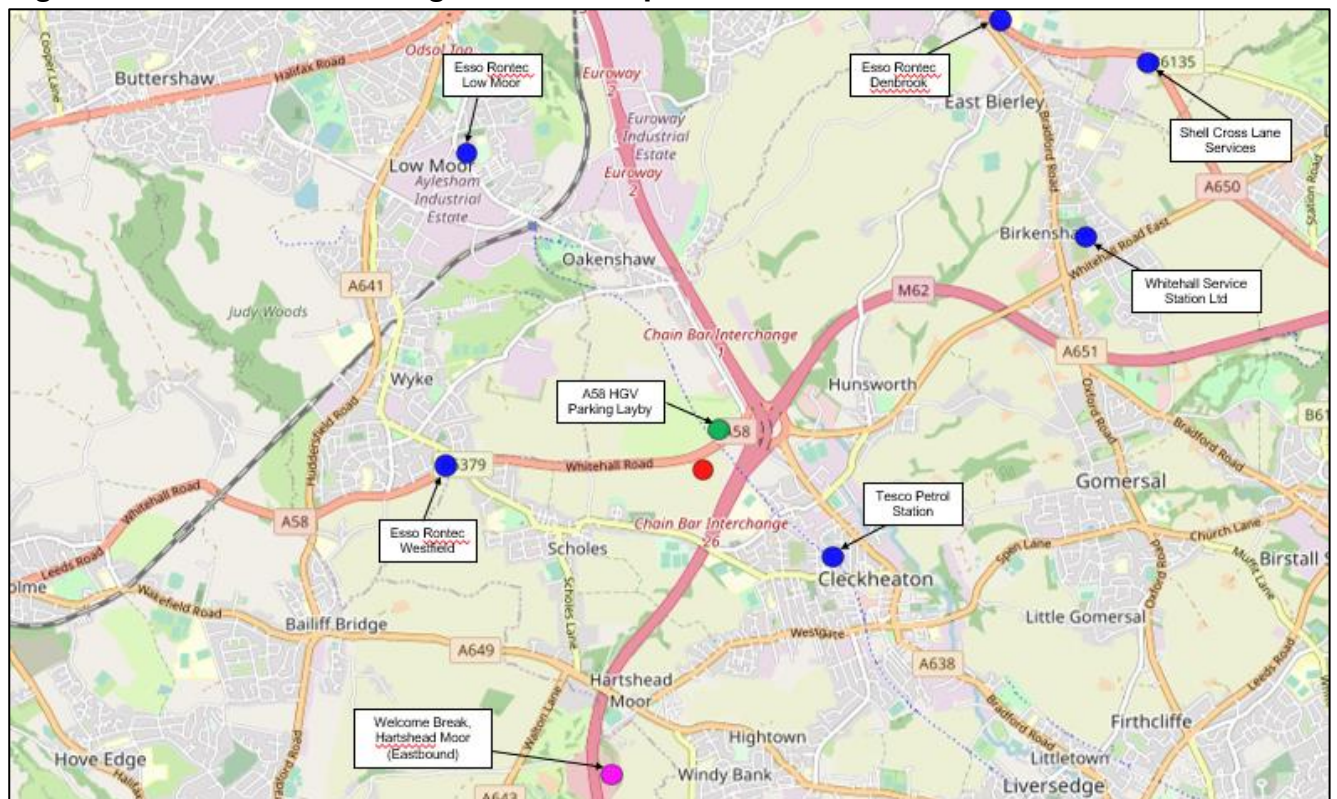
4. The operational day to day management of the service yard and freight will be the responsibility of the operations teams on the site. Specifically, the Senior Operations Manager will oversee the implementation of the DSMP at the site.
5. As agreed with KCH, all HGVs travelling to / from the site will route via the Whitehall Road access. As such, it is expected they will route via the Chain Bar Interchange. Access and egress to the service yard is via a one-way system off the internal spine road running through the site. Entrance and exit to the site are controlled by barrier and a guard hut to ensure that the site is secure.
6. A Vendor Booking System will be in place at the site which will schedule arrival times of the HGVs. This booking system will consider the number of docks in place for inbound movements to minimise congestion around the yards and reduce freight waiting time around the site.
7. Given this, vehicles are allocated a specific time to arrive and depart. There is a 60-minute grace period before and after the specific time. This provides a two-hour window for HGVs to arrive on site.

The site layout has been designed to be able to accommodate early or late arrival through adequate spaces available in the queuing/pre-check HGV access road (with space for 20 HGVs) as well as the HGV parking spaces within the service yard. This reduces the risk for HGVs being turned away and parking on nearby public roads.

Nevertheless, if an HGV arrives too early / late or there is not sufficient space in the service yard or queuing area for it to be accommodated, rejected vehicles can be accommodated for a short period until the issue is resolved. If this cannot be sorted, the vehicle will be asked to leave the premises and either return to their place of origin or to return for re-processing once an alternative time has been arranged. If the latter occurs, drivers will be sent to a local HGV stop. As detailed below, there are a number within a short drive of the site that can be used. Drivers will be told where these stops are and advised not to wait on the roads around the site. Similarly, the internal spine road will be strictly controlled and will not be used by HGV drivers for temporary parking.

The location of HGV and servicing facilities around the site are shown in **Figure 1**.

Figure 1 – HGV and Servicing Facilities Map



The facilities and distance from the site at each are listed in **Table 1**.

Table 1 – HGV and Servicing Facilities Information

Facility	Drive/ Distance from site	HGV Parking Spaces	Toilets	Showers	Hours
Esso Rontec Westfield	2min (1.8km)	No	No	No	24 hours
Esso Rontec Low Moor	5 min (3.5km)	No	No	No	24 hours
Esso Rontec Denbrook	11 min (5.7km)	No	No	No	24 hours
A58 HGV Parking Layby	1 min (350m)	Yes	No	No	24 hours
Tesco Petrol Station	6min (2.3km)	No	Yes	No	24 hours
BP Whitehall Service Station	6 min (3.5km)	No	Yes	No	24 hours
Welcome Break	11 min (3.7km)	Yes	Yes	Yes	24 hours
Shell Cross Lane Services	12 min (6km)	No	No	No	24 hours

12. **Figure 1** and **Table 1** demonstrate that there is a layby on either side of the Whitehall Road, within a circa 1 minute drive of the site. However, drivers will not be encouraged to use this layby and will instead be directed to the Welcome Break services on the M62, which has dedicated HGV parking facilities and is only a circa 11-minute drive from the site.
13. All refuse collection will take place from within the site at the dedicated bin store at the site.
14. A breakdown of the daily forecast HGV trip generation at the proposed development is presented in **Table 2**.

Table 2 – Daily Forecast HGV Trip Generation

Time	Arrivals	Departures	On-Site HGV Parking Accumulation
00:00-01:00	3	3	0
01:00-02:00	7	2	4
02:00-03:00	3	5	3
03:00-04:00	2	7	-2
04:00-05:00	5	1	1
05:00-06:00	11	3	9
06:00-07:00	13	8	15
07:00-08:00	9	9	15
08:00-09:00	13	7	21
09:00-10:00	18	12	27
10:00-11:00	18	16	29
11:00-12:00	7	19	18
12:00-13:00	14	7	25
13:00-14:00	26	15	37
14:00-15:00	20	20	37
15:00-16:00	16	28	24
16:00-17:00	14	12	26
17:00-18:00	17	17	26
18:00-19:00	13	16	22
19:00-20:00	5	21	6
20:00-21:00	17	3	20
21:00-22:00	19	12	27
22:00-23:00	4	31	0
23:00-24:00	3	3	0

15. To reduce vehicle movements, a Trailer Drop-And-Swap process will be in place. This means that trailers will be pre-loaded on-site and dropped on the yard whenever possible prior to arrival in order to reduce the driver's waiting time. Similarly, for incoming loads, the driver will drop the trailers at the service yard whenever possible instead of unloading the trailer live. This has the aim of reducing the driver's waiting time and improving yard efficiency.
16. Where possible, drivers arriving with a full trailer will be required to pick up different trailer on departure, thus reducing the number of vehicles travelling to/from the yard and the number of trailers arriving to or leaving the site empty.

Monitoring and Review

17. The on-site management team will be responsible for the monitoring process. A record of servicing activity will be maintained on a daily basis, which will include the following information:
 - Day;
 - Date;
 - Delivery Arrival / Departure Time;
 - Type of Vehicle;
 - Goods Delivered; and,
 - Any other comments.
18. The on-site management team will constantly monitor / review the success of the DSMP. If considered necessary / appropriate, proposed changes will need to be approved in writing by KCH.

Summary & Conclusion

19. This section of the report will include an overview of how the DSMP satisfies the discharge of the relevant planning condition.