

2nd November 2021

Mr M Franklin
KMC Planning Office
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Dear Mr Franklin,

Your Reference: 2021/93632

Planning Application: 2015/90646 - 2013/91452

I write with reference to the proposed variation to the above planning application.

Shaw Pallet (Holdings) Limited is the owner of approximately 2.3 acres of land much of which is immediately adjacent to the eastern boundary of the properties named as Globe 1 and Globe 2.

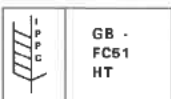
Shaw Pallet (Holdings) Limited is the parent company of Shaw Pallet Limited, to whom the land and buildings in question are leased to.

Shaw Pallet Limited is a manufacturer of timber packaging and has been operating from its current site for a period of almost 50 years, where it currently employs 52 people.

Shaw Timber Limited also occupies a portion of land extending to approximately 3.2 acres which is adjacent to the Shaw Pallet site. This company employs 49 people and has access rights across some of Shaw Pallet (Holdings) Limited's land – and particularly so at a point opposite the car park to Globe 1.

Our concerns regarding this matter are as follows:

- Plans were originally supported by local business and the people of Slaithwaite as the main concept of the development was that Globe 1 would be central to the community.
- The erection of a bridge that effectively connects the main high street of the village, and thus what is very much the main hub of Slaithwaite, to Globe 1 was at the very core of the initial plan. Any withdrawal of such a facility therefore completely undermines the model which the local community originally embraced.
- To not connect central Slaithwaite to Globe 1 will create a facility which physically dominates the centre of the village yet can only be assessed by those wish to undertake a 300 yard walk. It would fail to be inclusive for the local community and damage the local retail sector. Of course, many would not even contemplate walking to Globe 1 given there was no footbridge, resulting in increases in traffic density and pollution as extra vehicle journeys to the facility will be the result.



- One major variation in planning which has already been permitted regarding this project, saw the volume of car parking reduce by around 33%. This was not a positive step in our opinion, but as the mill was to be accessible from the centre of the village by foot, the change clearly did not undermine the originally agreed concept.
- The application for a variation in the volume of car parking at Globe 1, followed a quite audacious attempt by the developers to purchase 1/3 of an acre of land from Shaw Pallet (Holdings) Ltd, on a take it or leave it basis.
- Currently, Globe 1 which apparently provides around 80,000 square feet of facilities is classified for A1, A3 and B1 use. However, from what we can see it fails to have sufficient car parking to have received those permissions, and so to effectively encourage more traffic to use a car park which is already insufficiently large is completely illogical.
- Granting a further variation in planning and allowing this project to continue without a footbridge will see the density of traffic entering the Globe 1 car park increase and, as the facility is very much undersized, the volume of street parking will consequently rise.
- The entrance to the car park to Globe 1 lies directly across the road from one of our major sites where up to 3000 pallets are produced each day which sees 24 wagon movements and around 100 forklift truck journeys in each 24 hour weekday period.
- At the current time, with a very limited level of occupancy within Globe 1, there are incidents with cars and wagons every day, and 3-4 times per week we are called upon to try and find errant drivers who have parked vehicles in such positions that make it impossible for conventional commercial vehicle movements to take place.
- Bridge Street is already a very challenging stretch of highway for all drivers, a fact that will not be improved as Globe 1 opens its door to further occupancy and their visitors over the next 3 months. I would encourage those at the planning department to visit the Globe 1 site, and to also take a short tour of Bridge Street itself so that all the decisionmakers are completely aware of the existing traffic issues.

We have previously written to the planning office regarding car parking issues associated to the Globe Mill project on numerous occasions, but without reply. We would like to be advised what calculations have been made regarding the traffic densities and car parking facilities which relate to Globe 1 and how these relate to the planning authority 'classes of use' which the building is in currently in possession of and how these compare to those guidelines laid down by central government.

There is little doubt that, around 8 years ago, Slaithwaite was sold the concept of a wonderful facility by the developers of Globe 1. However, since the planning process was approved those concerned have consistently chipped away at the documented plan to reduce their financial commitment. This specific attempt to vary the plans is a further case in point, it has significant implications for the people of Slaithwaite, residents of Bridge Street, local employees and businesses such as Shaw Pallet Ltd who are highly reliant upon this already overly congested artery.

Yours sincerely,

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