

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

2024/90698 Veolia ES (UK) Ltd, Pennine View, Birstall, Batley, WF17 9NF

Part change of use of paper/card recycling (B2) facility to incorporate waste transfer station (sui generis) including refuse-derived fuel shredding; installation of canopy; modifications to existing drainage; amendments to WTS building including replacement of 2 doors with rapid action doors; closure of 2 existing doorways and installation of new doorway with rapid action door; amendments to paper/card recycling building including replacement of 1 door with rapid action door

Date Responded: 20/08/2024

Responding Officer: CNB

Responding Ref: K13-9SW/4

This application is for the part change of use of a paper/card recycling facility to incorporate a waste transfer station including Refuse Derived Fuel (RDF) shredding with some alterations to the doors and other modifications at an existing building within an established industrial estate accessed from Pennine View which joins the highway network on to A62 Geldered Road. Junction 27 of the M62 is approximately 1.2km from the site.

Pennine View is a 30mph two-way single carriageway industrial access road of approximately 7m width with footways on both sides and street lighting present.

A62 Geldered Road is a 40mph two-way single carriageway primary distributor road of approximately 9.5m width with footways on both sides and street lighting present. It hosts a high frequency bus route and there are stops within 250m of the site. The junction with Pennine View has a right turn lane and yellow hatched markings on the south-westbound carriageway.

The site is currently a paper/card recycling site that is served by approximately 30 HGV trips per day and the proposals are to increase the volume of waste sorted up to the use of approximately 290 two-way movements per week, or approximately 52 two-way movements per day, including both waste deposits and recycling and RDF removals (based on a 5.5 day working week). This would be an increase of approximately 22 trips per day. Within previous planning permissions there were no limits placed on the number of HGV trips the site could generate and, given the surrounding industrial land uses and the close proximity to a primary and strategic highway route, we would not wish to impose limits on the site.

The application form indicates that there will be no increase in staff numbers and so the existing staff car parks should be sufficient.

Access to and from the site will remain as current with entrance and exit gates at opposite ends of the site and staff car parking from two separate accesses.

The only slight concern that we would have would be how the facility would cope with the increased number of HGVs accessing the site, without the need for vehicles to wait on the adopted highway outside the site. Many other firms operate within the industrial estate and may utilise HGVs for transportation purposes and we wouldn't like to see an increase in on-street parking/waiting by HGVs that may cause obstruction to all other users, and so because of this we would like to see an Operational Management Plan that shows how the increase in HGVs visiting the site will be managed and where stacking of vehicles waiting to unload/load will be located within the site. This may need to also show a swept path analysis indicating that HGVs can safely manoeuvre with the additional stacked vehicles in-situ. The site is quite large and so we feel that this could be easily arranged and so this can be conditioned.

With this we consider that the application is acceptable on highways grounds with the following condition.

Condition

Before development commences, an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall contain details of the provision to be made for the parking, loading and unloading of HGVs visiting the site and the stacking of HGVs awaiting unloading or loading within the site in order to avoid the need to wait on the adopted highway. It shall

also indicate that the safe manoeuvring of HGVs through the site is achievable and that no vehicles will be required to reverse to or from the adopted highway, Pennine View.

Reason: In the interests of highway safety