

<b>Consultation Response from KC, Highways Development Management</b>
<b>2024/92236 Wood Street Mills, Wakefield Road, Scissett, Huddersfield, HD8 9JS</b>
<b>Demolition of existing industrial building and erection of storage and distribution building with car park and associated engineering works</b>
<b>Date Responded: 28/10/2024 Responding Officer: CNB Responding Ref: K17-30/11</b>

This application is for the demolition of an existing industrial building and the erection of a storage and distribution building (B8) with car park and associated engineering at a site within an existing industrial park fronting on to A636 Wakefield Road, a 30mph two-way single carriageway main distributor road of approximately 9.2m width, with parking bays on the site of the site access and No Waiting at Any Time TRO markings opposite. The road hosts a high frequency bus route and there are stops within 150m of the entrance to the proposed building.

The proposals are for the demolition of an existing manufacturing and storage facility and its replacement with a slightly smaller storage and distribution building with an increase in formalised car parking to the front from 8 to 14 spaces with the servicing/delivery access to remain in the same location. The storage and distribution is expected to serve the applicant's main manufacturing plant at Spring Grove Mills located approximately 800m to the north east of the current application site.

The proposals are expected to employ the same number of staff as the existing facility.

We would expect the smaller building and change of use to storage/distribution to generate lower numbers of trips than the existing manufacturing use.

The increase in formalised car parking is acceptable.

The delivery access is to remain in the same location as the existing, however there was no indication as to if the changes to the car parking area to the front of the proposal building will have an impact on delivery vehicle manoeuvring. Due to this we would like to see a swept path tracking analysis showing that an expected sized delivery vehicle can safely manoeuvre and turn within the site, and this should be added as a pre-occupation condition.

Servicing and waste collection is expected to remain as currently carried out for the unit and there are no highway concerns relating to this, all other waste collection details have been covered by the consultation response provided by our colleagues in the Kirklees Waste Strategy team.

Due to the access to the proposal site being shared with other users of the Nortonthorpe Industrial Park we would also like to see a construction access management plan covering both demolition and construction phases. This should provide details of access to the site, the expected sized of vehicles to be used and their frequency of access, the location of parking for both contractors vehicles and deliveries, the location of parking for large deliveries, including use of a banksman and traffic management where required, the location of site facilities and materials storage and the use and retention of wheel washing facilities to stop mud or debris from being dragged on to the industrial park access and adopted highway for road safety reasons. This can be conditioned.

With this we consider the application to be acceptable on highways grounds with the following conditions.

#### Conditions

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for vehicular access, consisting of a swept path analysis for vehicles using the loading bays, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a suitable access and layout in the interests of highway safety

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site,

construction workers and delivery parking facilities, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Reason: In the interests of highway safety