

Response to Highways Development Management Comments

Clarifications

Basement

The basement was originally proposed as a music venue; however, this element has been withdrawn from the scheme. The basement will remain vacant and unused, with no impact on traffic generation or activity levels.

Existing Service Yard

The south-west yard is proposed for continued use as the warehouse service yard. It was previously used by Britvic for HGV operations, and the level and type of vehicle movements will remain consistent with that historic use. No intensification is anticipated.

Car Parking Provision

The south yard will be repurposed to provide 28 car parking spaces. Given the varied nature of the proposed uses, demand for parking will be distributed more evenly over the course of the day. When benchmarked against similar redevelopments of textile mill buildings, this level of provision is considered appropriate and proportionate.

Café

While commercial viability lies outside the scope of Highways considerations, the proposed café is expected to attract a mixed customer base. Anticipated patrons include office tenants, visitors to the school, and passing trade, contributing to its overall sustainability.

Private Vehicle Storage

This element of the original proposal has been withdrawn and is no longer under consideration.

Highway Safety Comments

Traffic Impact

Vehicle movements associated with the new proposals will be of a similar nature to those generated by the site's previous use as a soft drinks production facility. A reduction in the volume of HGV traffic is expected.

The vehicle access road is sufficiently wide to accommodate two-way traffic. In addition, the warehouse service yard will be made available for overflow car parking during evenings and weekends, offering space for an additional 28 vehicles—bringing the total on-site parking capacity to 56 spaces.

All pedestrian exits from the building will be well-lit to ensure visibility and enhance safety.

Public Transport and Cycle Access

The use of buses and cycles will be actively encouraged by the applicant. We would

welcome further expansion and clarification from the Council on provision and improvements in this area, including enhancements to road safety infrastructure. Nonetheless, any future improvements to Huddersfield's economy will naturally be accompanied by an increase in overall traffic volumes.

On-Street Parking and Junction Safety

The junction at Willow Lane/Halifax Old Road/A641 has long been affected by safety concerns and congestion, which are largely attributable to regular breaches of existing parking restrictions. In particular, cars are frequently parked on the east side of Willow Lane despite the presence of double yellow lines. Additionally, short-term parking on the west side—outside the convenience shop and other nearby premises—often obstructs sight lines and contributes to risk at the junction.

Stricter enforcement of existing restrictions would result in immediate safety improvements. The proposed change of use will not exacerbate current conditions at this junction.

Pedestrian Crossings and On-Street Controls

The comments regarding improved pedestrian crossings and the need for on-street parking controls are noted and supported. These recommendations will be incorporated as appropriate into the scheme's delivery.

Conclusion

This document provides clarification in response to the concerns raised and should offer assurance that the updated proposals will not worsen existing traffic or safety conditions. Long-standing congestion and safety issues at this location could be addressed through targeted enforcement and minor interventions, as outlined above. The nature and scale of the proposed scheme do not, in our view, warrant extended consultation or detailed highway analysis.