Ellie Jones

From: planning_admin
To: Jenni Perkins
Subject: RE: P/2026/0087 Knolton Cheese

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Good afternoon, Jenni hope all is well.

Please find below a response to Highways comments from the applicants, should they need further information please let me know.

Thanks Osian

Response to Highways Queries: Ref P/2026/0087

1. Mobility Standard Spaces
- To address the LHA's observation regarding mobility standard spaces , Drawing No. Ty/1692/PL10 has been updated.
- The parking bay closest to the office will be designated and marked as a mobility standard space.
- To accommodate the larger dimensions required for this space, the adjacent standard bays will be slightly adjusted ("shunted") to ensure the disabled bay meets full-size requirements while maintaining the total count of standard spaces.

2. Clarification of Existing and Proposed Floor Areas
- The LHA requested clarification on the existing office floor area to determine overall site parking demand.
- The existing office buildings being replaced/repurposed total approximately 325m^2.
- The proposed new office space is 436m^2 GFA.
- Under LPGN 16 Class B1 standards (1 space per 30m^2), the new office requires a maximum of 15 spaces. The proposed provision of 27 spaces on Drawing No. Ty/1692/PL10 significantly exceeds this requirement.

3. Parking Provision and HGV Management
- While the new office layout results in the loss of some existing spaces shown on Drawing No. Ty/1692/P202, we have mitigated this by allocating and marking additional spaces in front of the existing factory building.
- These new spaces are safe for staff use because the area is no longer required for HGV turning. A new through-route around the site has been established, providing a safer and more efficient alternative for HGV traffic than the previous turning area.

4. Justification for Parking Sufficiency
We believe the proposed parking provision is more than adequate for the site's operational needs based on the following:
- Shift Patterns: The site operates 24/7 using a 2-4 shift pattern. Consequently, the peak parking demand never involves the full 80-staff headcount at once.

- Staffing Levels: There is no increase in staff numbers as a result of this development.
- Active Travel: As a local employer, we have seen a rise in staff commuting via electric bikes. An existing bike shelter is already provided within the car park to support this.
- Car Sharing: Due to fuel costs and shared shift timings, car sharing is a common practice among the workforce, further reducing the actual daily parking demand.

Kind Regards

Osian Parry Jones
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