

Wakefield Hub | Summary of online engagement events

On 25th August, the development team hosted two online engagement events, which provided residents with an opportunity to meet the team and ask questions. This document outlines a summary of the topics discussed and responses to questions raised by attendees.

If you have any further questions, please feel free to get in touch via email at wakefieldhubproposals@havingyoursay.co.uk or via telephone at 0333 358 0502.

Transport and highways

We are modelling traffic generated from the development currently and assessing the impact on adjacent junctions. A full Transport Assessment will accompany the planning application which will assess the likely impacts the proposals will have on the local and strategic road network. The development team will work closely alongside officers at the local authority to determine if any highways improvements are required.

Bridleways

It is proposed that the bridleways will be to Wakefield Council's standard detail. The surface will be 150mm crushed stone base course with 75mm fine black ash or similar well compacted surfacing. The path will be 3m wide and have a camber.

If planning consent is granted, we are proposing to provide segregation for cyclists with new paths along Newmarket Lane and within the development itself.

Flooding

An Environmental Statement (ES) will be submitted with the planning application, which will include a flood risk assessment and drainage strategy. The management of surface water-run off will be in accordance with sustainable drainage principles which will help to prevent any increased risk of flooding off-site.

Environment

The ES will include a range of detailed assessments of the likely environmental impacts of the proposals. We will mitigate the environmental impacts of the development through a range of measures, including extensive landscaping and biodiversity measures, as well as retained and new planting within the site.

An Arboricultural Impact Assessment has been undertaken, which has fed into the design process. Although the woodland south to the site is referred to as nature reserve, this is a planning designation to protect the wildlife corridor, which we will seek to protect. We will seek to maintain as much woodland as possible between the new western access road and existing properties. Consideration will also be given to woodland management, which will include underplanting to ensure that the woodland is more robust for the future.

Finally, surveys have been undertaken to check for protected species, such as badger sets and bat roosts. These surveys indicate that there are no bat roosts or badger sets within the area that would be affected by earthworks. An assessment of the impacts on wildlife and habitats will form part of the ES submitted with the planning application.

Footpaths

Whilst work is being carried out, it is anticipated that the footpath to access the motorway footbridge will be diverted to ensure the safety of walkers. If planning consent is granted, a programme will be prepared which will set out how long this will be closed for, which would be agreed with Wakefield Council and public rights of way officers.

Additional and diverted footpaths will be maintained by Wakefield Council as public rights of way and will be constructed to their standards.

Timescales

If planning consent is granted, it is anticipated that construction will start on site early in 2021. The developer intends to commence with developing the road at the same time to provide an access point to the site.

Construction and operation phase

Much can be done to reduce any disruption to residents caused during the construction phase. If deemed necessary, the Council has the power to restrict construction working hours and routes taken by construction traffic, although this would be decided at a later stage.

Should planning consent be granted, it is anticipated that a planning condition would be placed on the developer requiring a road management methodology and conditions in relation to operating hours. This would be controlled by the Council, which is standard practice. Furthermore, we would seek to work closely with the local community throughout the construction and operation process, with potential measures such as site visits, drop-ins, and contact details to raise queries with the on-site team.

Finally, operating hours will be looked at later in the process. The number of shifts is not agreed fully yet. Mountpark will be the owner of the building.

Impacts on residents

Various measures will be implemented to minimise the impacts on existing residents. The scheme will include substantial landscaping and new planting, as well as proposed earthworks and other mitigation to help minimise lighting and noise impacts.

The new junction with the road network to the west ensure good access to the motorway network. As a result, consideration has already been given to the potential traffic impact that a development of this scale would have on the local highway network to ensure this allocation can be accommodated without having a detrimental impact on the surrounding areas.