

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

2020/90501 Former Harrisons Electrical Warehouse, Huddersfield Road, Dewsbury, WF13 2RU

Change of Use and alterations to convert trade counter retail unit to function room and store

Date Responded: 29/06/20 Responding Officer: CNB Responding Ref: K15-2NW/40

This application is for the change of use and alterations to convert a trade counter retail unit to a function room and store with two points of access, one from A638 Huddersfield Road/Webster Hill and one from Central Street, via an industrial estate access.

This application is a revised version of a previous application (19/90155) at the site for a similar development but with originally a larger capacity. This consultation response is based on the previous application responses and these should be read in conjunction with this consultation response. The previous responses included information requested from the applicant and supplied in a number of Technical Notes and meetings. This response also takes in to account the revised Transport Assessment submitted Feb 2020.

At the point of access A638 is a main distributor dual carriageway allowing for one way movements only (left in/left out). Adjacent to this access is the junction with Pinfold Hill, this is also a narrow (approximately 4m width) and steep one way road acting as a sliproad on to A683. The A638 has No Waiting at Any Time TROs and turns to a Clearway just to the east of the access junction, it also requires yellow keep clear hatched markings at the site access/Pinfold Hill junction due to traffic queues from the signalised junction with Dewsbury Ring Road. Both roads are 30mph and have footways and street lighting present. The A683 carries a high frequency bus route with stops approximately 330m to the west, although there is no safe pedestrian route to the westbound stop.

Central Street is a 30mph two way single carriageway local distributor road of approximately 6.75m width and with footways on both sides and street lighting present. There are No Waiting at Any Time TRO restrictions, Keep Clear H bars across accesses and a bus stop marking. There are approximately 24 on street parking spaces available on Central Street in the vicinity of the proposal site and these appear to be frequently fully parked up, the presence of H bars suggest there may be an oversubscription of parking spaces leading to parking issues at some time in the past. The road hosts a medium frequency bus route with stops approximately 150m from the building entrance, however the pedestrian route to them is through an industrial estate yard and access without pedestrian segregation.

Consultation with the Kirklees Road Safety Team as part of the initial application at this site (19/90155) has indicated that there are existing parking issues in the area around the site resulting in the Police being required on several occasions due to drivers blocking Pinfold Hill. There have been complaints concerning parking on the TRO restriction markings at the junction of Boothroyd Lane and Pinfold Hill and double parking on Central Street causing obstruction and access issues. There have been police concerns regarding the number of damage only collisions on Pinfold Hill/Webster Hill.

The issue of parking was a major concern with the previous application as the site only allows for 34 parking spaces and this would be well below what would have been required to be fit for purpose for a development of the original intended capacity (400). As part of the previous application process this capacity was reduced to 200 to create a more manageable parking situation. This current application includes the separation of sections of the internal space, to be used as storage, to create a physical limit to the capacity within the site to 200.

There are no trip generation figures for this type of land use on the national TRICS database and so the applicant was unable to provide observed local trip generation figures and had to employ an alternative method, described as being from “first principles”. This was a calculation that attempted to estimate the demand by using the car ownership levels from Dewsbury (69%) and an estimate of 3 guests per vehicle (as observed at other venues). This method provided a demand figure of 46 which would have a residual figure of 12 vehicles looking to find on street parking.

These figures are not unreasonable but may produce a slightly better figure than would be expected. If Kirklees car ownership figures are used this increases to 73.6% which would increase the demand to 49 vehicles with a residual demand of 15 vehicles.

It should also be noted that the assumption has been made that all non-car owning guests will travel by public transport, the 3 guests per vehicle figure is only applied to the car owning population (ie after the 31% of non-car owners have been removed). It may be more reasonable to assume that some of the non-car owning guests may travel as passengers with the car-owning guests. This would increase the realistic demand figure to somewhere between the 46 figure and 67 (200 guests/3).

As these figures are an estimate based on assumptions rather than being based on observed averages there may be fluctuations and the actual parking demand may be above these figures and on occasion may lead to parking and obstruction issues. To counter this the applicant has offered to fund any traffic management issues that may arise within the first three years after the first event. No further details of this offer were made, such as possible mitigation measures or any financial limits to this mitigation and so further details may need to be provided before this can be accepted. If this cannot be resolved as a condition the use of a temporary permission for three years only to be granted as permanent if no parking or highway issues are caused by the application site occur could be considered.

Drawing No 18-144-35 Site Plan as Propopsed shows no external changes to the car park from the previous application.

The Parking/Event Management Plan (PEMP) proposes having a reserved parking system in operation within the car park. This would provide 34 parking passes for event organisers to hand out to guests, indicating they had a reserved space, while other guests would be advised to find alternative methods of transport or parking. There were no details of how the enforcement process would be operated. However, details of this could be requested as a pre-use condition. The PEMP suggests that the permits will be issued to the first 34 vehicles with the others being told to use alternative parking. We would prefer that this was re-worded to allow for the permits to be pre-assigned by the organisers and all other guests told to find alternative parking.

The parking of coaches in a nearby business (Martech on Thornhill Road) was suggested in the technical note and PEMP but no further details were provided. This parking site is approximately 800m from the proposal site. The use of a mini-bus to ferry coach passengers from this site to the venue was suggested, further details can be added to the PEMP as part of the condition and a legal agreement to allow this to happen for the lifetime of the development will need to be made. This would be better to have been legally agreed prior to determination.

None of these details covers any staff parking and this should be discouraged at times when there is an event on. This should be added to the PEMP. We would recommend that the applicant/operators contact the West Yorkshire Combined Authority Travel Plan Network (TPN) as these may be able to

provide advice on staff travel. Details of the TPN should be added as a footnote.

The PEMP again mentions mitigation for parking/safety issues and again doesn't provide any details or limitations. It is accepted that any specific traffic issues will need identifying before mitigation can be suggested but some framework of suggestions or limitations should be included, along with suggested trigger points and a method to guarantee the funding of mitigation.

We feel that amendments need to be made to the PEMP to cover the points raised above and these are included in the condition wording below.

With the venue limited to a maximum of 200 guests we would, on balance, consider that the proposals will now limit the impacts on the local highway network and road safety to levels we could accept although we would like to see the following conditions added.

Conditions

Prior to the first use of the venue, details are to be submitted for written approval indicating the procedures for monitoring for three years post first use of the venue and the limitations in mitigation that can be applied to any highways and safety issues identified during these three years.

Reason: in the interests of highway safety and of residential amenity.

The development shall not be brought into use until a Car Park/Event Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Car Park Management Plan shall include details of:

- i. Resident Liaison member of staff and contact details
- ii. Method(s) of informing residents of events taking place where high volumes of guests are expected. (for example this might include leaflet, text, website, notice board etc).
- iii. Information for guests on travel options and booking system for parking spaces.
- iv. Car park attendant/s
- v. The overflow parking plan and monitoring of issues caused by overflow parking including limitations to mitigation for issues arising due to overflow parking.
- vi. Details of staff parking and methods of discouraging staff to travel to work by private car.
- vii. Details and a legal agreement for the use of third party land for coach parking and the provision of a shuttle mini-bus to link the coach parking with the application site.
- viii. Mechanism for review of the Car Park Management Plan.

The development shall thereafter be operated in accordance with the approved Car Park Management Plan.

Reason: To ensure the site can be made safe and accessible and in the interests of highway safety, to ensure pedestrian safety and in the interests of residential amenity.

Footnotes

Contact details for the Travel Plan Network, West Yorkshire Combined Authority, Leeds City Region Enterprise Partnership (LEP), City Exchange Level 2 West, 11 Albion Street, Leeds, LS1 2ES. Website address <https://www.the-lep.com/for-businesses/travel-plan-network/>