

**Consultation Response from KC,
Highways Development Management**
2021/91053 105 A, Warren Street, Savile Town, Dewsbury, WF12 9AS
Change of use to car sales premises

Date Responded:13/05/21	Responding Officer: CNB	Responding Ref:K15-1NE/35
--------------------------------	--------------------------------	----------------------------------

These application comments are done in relation to the identical application on the adjacent unit 105A Warren Street (21/91052) and both sets of comments are linked and share much of the same content because of this. This application was previously refused as 19/91226 part of which was the lack of measures to manage parking on Warren Street as this had been identified as a highway concern.

This application is for the use of premises for car sales and valeting at existing premises with an access on to Warren Street. Warren Street is a 30mph two-way single carriageway local distributor road of approximately 7.5m width with footways on both sides and street lighting present. To the west of the site there is a residential 20mph zone. The road serves a number of uses including residential, car sales, industrial and a school on the opposite side to the application site. There are No Waiting 8am to 6:30pm TRO restrictions around the junction with Wharf Street in order to protect visibility and along the south side of Warren Street between Wharf Street and Mill Street East. There are white H bars across entrances on the north side of Warren Street, with white H bars with Keep Clear markings to entrances on the south side of the road, this indicates there are parking issues in this location. Due to the narrow width of the road, parked cars usually stop partially on the footway and this may be causing an obstruction to pedestrians leading to possible road safety issues.

Drawing 19/133/A showing onsite parking spaces for sales vehicles, customer parking and staff parking was submitted as part of the application. The parking appears to allow sufficient space for manoeuvring so that staff and visitor vehicles can enter/exit the site in forward gear for road safety reasons. Not all the parking spaces are the recommended 2.4m x 4.8m in size, however this isn't a concern as the staff and visitor spaces are of a suitable dimension and the remainder of the spaces are stock parking spaces, where access is not as important.

There are only limited staff and visitor parking spaces shown on drawing 19/133/A, however the accompanying acoustic report from Paul Horsley Acoustics Ltd states that all customer visits to the site will be viewing by appointment only and because of this the applicants should be able to manage visits to the site to avoid an additional parking requirement for customers, beyond what are provided.

There were a number of parking issues identified within the area, including parking on the footway that is causing pedestrians to have to walk on the carriageway and this is viewed as a highway safety issue.

In the previous application (19/91226) we requested that the applicant should co-fund, with application No 19/92001 (resubmitted as 21/91052), the process of installing a parking restriction TRO along the north side of Warren Street and this course of action was supported by the Kirklees Road Safety Team. However, this course of action wasn't entered in to by the applicant during the previous application and this was given as one of the reasons for refusal. For this application we would request that the same measures for managing parking on Warren Street are included as a condition. The covering letter submitted with the application suggested that the applicant's highways consultant Paragon Highways have been tasked with designing a suitable TRO order and it has been confirmed by the Kirklees Highway Safety team that they have been approached by Paragon Highways and a design is currently undergoing a stage 1 safety audit before it is submitted. The submitted TRO order proposals may change throughout the TRO process and new designs may be required. The TRO should be secured as part of the s106 agreement with the council with the cost split with application No 21/91053 or should be fully funded by whichever application comes forward first. The cost for the TRO procedure will be

approximately £7,000.

There were no details of waste collection provided within the application, however it is assumed that this is done as previous and will not have an undue impact on the operation of the local highway network or cause road safety issues.

With this we consider that, in principle, the application is acceptable on highways grounds, but we request the following condition.

Condition

Prior to determination, a scheme detailing measures to manage parking on the north side of Warren Street between Scarborough Street and Wharf Street and all associated works, together with appropriate Safety Audits shall be submitted to and approved in writing by The Local Planning Authority. Unless otherwise agreed in writing no part of the scheme shall be brought into use until the approve scheme has been implemented.

Reason: In the interests of highway safety and to achieve a satisfactory layout