

Former Harrisons Electrical Building
Huddersfield Road
Dewsbury

Car Park Management Plan

October 2022

Project No. 2047A

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Quality Management

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Contents

1.0	Site Location.....	4
2.0	Planning History	4
3.0	Local Authority / Planning Inspectorate Concerns	4
4.0	Proposed Development	5
5.0	Car Park Management Plan	6
6.0	Conclusion.....	8

1.0 Site Location

The application site is located on the western side of Dewsbury town centre and to the north of the immediate highway(s) known as Pinfold Hill and Webster Hill.

Access to the site is from Pinfold Hill via a wide dropped footway crossing arrangement. Pinfold Hill at this point is a one-way street running from Boothroyd Lane in the northwest to Webster Hill to the southeast – a distance of some 54 metres. Given the length of the street and its vertical and horizontal alignment traffic speeds along same are estimated to be low circa 15-20 mph. Traffic movements along the street are also low, however, during the network peaks there is a slight increase in vehicle movements. See photograph indicating the site access and Pinfold Hill junction with Webster Hill immediately below.



2.0 Planning History

The previous application for the proposals to convert the trade counter retail unit to a wedding function room with a capacity of 200 guests (plus a small store) was dismissed at appeal – Appeal Ref: APP/Z4718/W/21/3273704.

3.0 Local Authority / Planning Inspectorate Concerns

The reason for refusal of the 2020 application related to the failure to demonstrate that the proposals would not have an unacceptable adverse impact on highway safety and the operation

of the local highway network. The Councils Appeal Statement went further in stating that due to the developments inability to provide adequate parking provision this would have a detrimental impact upon highway safety in the locality.

The main areas of concern were broadly speaking as follows:

- Trip generations
- Off Street parking provision
- Ability to monitor and enforce the number of guests.

The Planning Inspectorate when formulating their decision on the 2020 appeal reiterated the concerns raised by the Council within their appeal statement.

4.0 Proposed Development

The current proposals are for the conversion of the former trade counter and warehouse to a wedding venue to accommodate a maximum of 100 guests. The venue will ONLY operate on a Friday evening and Saturday and a Sunday. The applicants are happy to accept a planning condition relating to the days / hours of use should planning approval be forthcoming. There will, therefore, be a maximum of 3 weddings during those aforementioned 3 days i.e, 1 wedding per day.

As mentioned during the 2020 application the current proposed development will have 34no. of street parking spaces within the main site area which will include disabled parking bays and a drop off area. The parking scheme will also allow for a limousine to enter the site from the north (via Central Street) and then exit onto Pinfold Hill / Webster Hill without impacting upon the parking layout.

As mentioned previously TRICs data is non-existent for this particular use and due to the covid pandemic no actual parking demand / travel surveys of a similar type of venue can be undertaken. However, the applicants have accepted that there was a minor shortfall in off street provision when considering the original proposal and have now reduced the number of guests accordingly, which should considerably reduce the concerns of the Council.

It is proposed to provide 34no. spaces to be utilised by a maximum of 100 guests of the wedding venue, providing a parking space for every 2.9 guests or thereabouts.

With regard to the ability to enforce the number of guests attending the venue. The facility will potentially require the provision of an entertainments licence which will be restricted to a maximum of 100 guests. It would be an offence if the holders of the entertainments license contravene the regulations imposed upon their licence.

The applicants are also willing to have a condition attached to any planning approval requiring them to assign a reputable company (the company proposed is to be agreed with the LPA) to monitor say 1 wedding per month (or as otherwise agreed with the LPA) to ensure that the number of guests attending the wedding venue is limited to the maximum of 100 per wedding.

The applicants are also willing to fund a Traffic Regulation Order to control waiting / on street parking on the nearby Pinfold Hill, both arms on the one-way street if considered necessary by the LPA. The agreed monies to fund the scheme will be payable on planning permission being granted.

5.0 Car Park Management Plan

ALL staff employed at the site will be from the local community. ALL staff will be brought to and from the site by minibus. Staff will not be allowed to utilise their own vehicles other than powered two wheelers or bicycles to attend the wedding venue.

The car park immediately adjacent to the site will be marked out as per the car park layout drawings submitted as part of the planning application. This will ensure that the car park is used to its maximum capacity.

A dedicated website for the wedding venue will be established before the development is brought into use. This will highlight the location of the site and the car parking areas / spaces available within the car park. The plan(s) included on the web site will also identify taxi drop off areas, the available route through the car park for a limousine and parking spaces for powered two wheelers.

The website will also include details of local taxi firms, bus timetables and pedestrian routes to / from the Dewsbury rail / bus station. These details will also be made clearly available within the wedding venue should guests wish to use these modes of transport on departure. The details available on the website will be kept up to date by the applicant's provider.

Dedicated marshals are to be employed to maintain the safety of both the highway and visitors, enforcing internal parking procedures and ensuring the parking area(s) are appropriately utilised and safeguarding all drivers of vehicles exiting the venue onto Pinfold Hill.

Full priority for parking spaces within the site will be given to the elderly, disabled guests and the main wedding group.

A brochure will also be produced to be handed out to prospective wedding parties that will highlight the points made above and the car parking spaces available.

The applicants are to fund a Traffic Regulation Order (TRO) to control waiting / on street parking on the nearby Pinfold Hill, both arms on the one-way street if considered necessary by the LPA. The agreed monies to fund the scheme will be payable on planning permission being granted via a Section 106 Agreement.

6.0 Conclusion

The application site is located on the western side of Dewsbury town centre and to the north of the immediate highway(s) known as Pinfold Hill and Webster Hill.

The current proposals are for the conversion of the former trade counter and warehouse to a wedding venue to accommodate a maximum of 100 guests. The venue will ONLY operate on a Friday evening and Saturday and a Sunday. The applicants are happy to accept a planning condition relating to the days / hours of use should planning approval be forthcoming. There will, therefore, be a maximum of 3 weddings during those aforementioned 3 days i.e, 1 wedding per day.

The applicants are also willing to have a condition attached to any planning approval requiring them to assign a reputable company (the company proposed is to be agreed with the LPA) to monitor say 1 wedding per month (or as otherwise agreed with the LPA) to ensure that the number of guests attending the wedding venue is limited to the maximum of 100 per wedding.

The applicants are also willing to fund a Traffic Regulation Order to control waiting / on street parking on the nearby Pinfold Hill, both arms on the one-way street if considered necessary by the LPA. The agreed monies to fund the scheme will be payable on planning permission being granted.

A total of 34no. spaces are to be utilised by a maximum of 100 guests of the wedding venue, providing a parking space for 1 in 2.9 guests or thereabouts. The number of parking spaces proposed and the maximum number of guests (100) per wedding should reduce the concerns of the Local Highway Authority and the development as proposed should be acceptable for planning approval purposes.