

Former Harrisons Electrical Building
Huddersfield Road
Dewsbury

Car Park Management Plan

November 2022

Project No. 2047B

Paragon Highway Consultants
Office 20/21 The Rear Walled Garden

Nostell Estate, Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com
paragonhighways.com

Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks			Local Authority Amendments	
Date	January 2022	October 2022	November 2022	
Prepared by	PAH	LO	PAH	
Checked by	CHS	AH	CMS	

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1.0	Site Location.....	4
2.0	Planning History	4
3.0	Local Authority / Planning Inspectorate Concerns	5
4.0	Proposed Development	6
5.0	Car Park Management Plan	8
6.0	Conclusion.....	10

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. The operating hours etc that are being committed to are within Section 5 of the CPMP or as other wise directed by the LPA via condition.

As mentioned during the 2020 application the current proposed development will have 34no. of off 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.

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. The marshals will be employed for the full duration of the event. It is envisaged that each event will require a minimum of 3 marshals. They will direct guests to a suitable parking space, as all the available spaces are not immediately visible from the entrance point. Should all the spaces be full then the marshals will have the discretion for some of the guests to tandem park their vehicles in certain locations.

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.

Measures will be put in place to try and ensure that on street parking does not occur during any event i.e. the dedicated marshals will ensure all guests will park within the site and not on the public highway. Independent monitoring of an event in relation to on-street parking will take place at one event every 2 months over the initial 12 months from the opening of the premises. The outcome of each monitoring sessions will be provided to the LPA in relation to the number of guests, vehicles parked within the site and any vehicles parked off site i.e. on the public highway during an event. The results of the surveys will be forwarded to the LPA within 14 days of the monitoring session. Commitment is also given to provide and fund any remedial measures required by the LPA such as a TRO to prevent on street parking on the immediate highway.

The operating hours of the premises will be restricted to:

Friday 17.00 – 22.00hrs

Saturday and Sunday 11.00 – 22.00 hours with a **maximum** of 1 event per day which will have a **maximum** number of 100 guests.

Every 4 months the monitoring operation will obtain data on the method of travel to and from the premises by guests i.e. the modal split. This information will also include the actual parking demand for that particular event.

Any complaints received from third parties in relation to on street parking / amenity etc will be recorded by the event organisers and the details of same will be forwarded as part of the monitoring operation to the LPA.

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. There will, therefore, be a maximum of 3 weddings / events during those aforementioned 3 days i.e, 1 wedding / event 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 every 2 months (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.

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.