Consultation Response from KC,
Highways Development Management

2023/90348 Former Hillhouse Bowling Club, King Cliff Road, Birkby, Huddersfield, HD2 2RR

Erection of community sports complex (within a Conservation Area)

Date Responded: 09/06/23
Responding Officer: CNB
Responding Ref: K5-9SW/58

This application is for the erection of a sports complex consisting of indoor two 5 a-side football pitches and cricket net, two squash courts, gym and associated facilities including a café, reception, and admin areas and 7 car parking spaces on the site of an existing bowling green and club house.

The access to the site is off an unadopted back access road of approximately 4.2m width that provides access to parking at the rear of dwellings opposite the site. There are no footways and street lighting is very limited.

The site is approximately 240m to stops on a medium frequency bus route and 550m to stops on a high frequency bus route.

The surrounding highway network has partial No Waiting at Any Time TRO restrictions and the residential nature of the area combined with other uses creates a high demand for on-street parking. The Kirklees Highway Safety team have records of unsociable parking in the area including complaints of vehicles parking on dropped kerbs blocking access and parking on No Waiting at Any Time TRO markings.

The access road to the site is unadopted and privately owned and we would advise the applicant to check with their solicitor that they would have vehicular access to the proposed development along Access to Rear of 131 – 163 Halifax Old Road.

No trip generation details were provided by the applicant and an analysis of the national TRICS trip generation database was carried out by HDM officers. This indicated that the 5 a-side pitches could generate 10 two-way trips in the peak hour while the other facilities may generate up to 7 two-way trips in the peak hour (18:00 – 19:00). We do not consider that this level of trips would generate sufficient traffic as to have a severe impact on the operation or efficiency of the local highway network.

The main concern that we have is in relation to parking, especially with the limited on-street availability combined with the high existing demand. The development proposes 7 off-street parallel parking spaces located between the edge of the building and the highway. We carried out a parking accumulation analysis using TRICS data giving arrivals and departures over the full week day, and this showed that the parking demand would exceed the proposed 7 spaces for 12 hours during a normal week day (between 9am and 9pm although this would depend on site opening hours), with parking demand being as high as 19 vehicles, meaning the overspill parking of 12 vehicles would be dispersed on to the already over subscribed local highway network. This would be unacceptable to Highways and would likely cause parking and road safety concerns and unsociable parking may lead to an increase in the obstruction of accesses and dropped kerb crossings.

It should be noted that this parking demand was based on observed average trips for 5 a-side pitches and sports clubs, the total worst case demand may be approximately 64 vehicles based on 6 staff, 4 teams of 5 playing with 4 teams of five waiting, 8 squash players (2 playing per court with two per court waiting) and an estimated average of 10 gym users, with all the staff/players/users arriving

independently by car. This would be a worst case scenario and we would expect the actual amount of parking demand generated for the site to be somewhere between the TRICS figures and this worst case figure.

With this we do not feel that we can currently support the application with only 7 off-street parking spaces and so we wish to object to the application on highway safety grounds in relation to parking.