Consultation Response from KC, Highways Development Management
2023/93106 Holmfirth Tech, Huddersfield Road, Holmfirth, HD9 3AR
Change of use of Adult Education Centre (Class F1(a)) to a mixed-use community facility to include use classes E(a) to E(g)(i), F1(a), F1(b), F1(e) and F2(b) (part retrospective) (Listed Building within a Conservation Area)
Date Responded: 26/01/2024 Responding Officer: CNB Responding Ref: K3-46/91

Kirklees COUNCIL

This is a part retrospective change of use application from an adult education centre to mixed-use community facility with parking and an existing narrow access on to A6204 Huddersfield Road, a 30mph tow-way single carriageway primary distributor road of approximately 8.1m width with footways on both sides and street lighting present. There are No Waiting At Any Time TRO markings across the access to the car park and at the junction with Bridge Lane to protect visibility.

The application site is located at the edge of the compact town centre and as such is in a sustainable location with access to public transport (closest stops on a high frequency bus route are within 85m and the bus station is within 300m) and town centre shops and facilities are within 500m, although it is noted that the pedestrian route between the site and the town centre can be narrow at points. The town centre contains several public car parks however no details of the availability of spaces was provided and demand for parking within the town is known to be high at weekends.

The application site was provided with pre-application highways advice for a change of use as 18/20058 and within this Highways raised concerns relating to the access to the car park and the suitability of the site for drop-off/pick-up.

This application is part retrospective as the building has been operating as a community use facility for a couple of years at varying levels of occupancy and layout.

The site was previously used as an adult education establishment and would have generated some trips as this use, however this would be different to the proposed (current) land use and more trips throughout the day and evening and outside term times would be expected with a larger number of short classes and the drop-off and pick-up of children's classes. No details were provided with the application relating to the proposed/current trip generation of the site. A list of proposed classes (given as Appendix 1 of the Planning Statement) indicated that 44 different classes and uses have recently occurred, but no details were provided as to how long a time period these 44 uses took place within and how many of these were repeated either daily or weekly or what the proposed class sizes are. However, even though it will probably cause an increase in trips to the site we consider that the trips can be managed in relation to parking demand.

The access to the car park is shared with the marked pedestrian route to the accessible entrance to the building and is along a narrow driveway that is below 3m width (approximately 2.7m wide at its narrowest), this is approximately 15m long and would not allow two vehicles to pass and this may lead to highway safety issues with an increase in trips to the site. The lack of visibility from Huddersfield Road of vehicles already on the driveway leaving the car park may lead to an increased occurrence of vehicles having to carry out a possibly dangerous reversing manoeuvre on to A6204 to allow vehicles to exit from the site. This narrow access would be noticeably unsuitable for drop-off and pick-up due to the increased propensity for vehicle conflict during this time. With the intensification in use of the access expected by the current proposals we would have ideally requested that a second access is created, and a one way in/out route is instigated to avoid vehicular or pedestrian conflicts on the drive, however the topography of the land makes the link of a second access on to Huddersfield Road or through the existing Bridge Street pay and display car park difficult. Due to these limited access opportunities, the highway safety issues to the car park will need to be addressed by another method and we would suggest a parking management plan that restricts use of the car park to permit holders only, limited to existing residential users at 142 – 150 Huddersfield Road, commercial users from the adjacent business at 16 Bridge Lane and full time staff from the Tech, in order to severely limit the number of traffic movements on the unsuitable access road and reduce the opportunities for conflict to

occur. This may require the removal of the parking offer from Hot Desk users and should also cover the removal of drop-off/pick-up from taking place in the car park, except for use of the accessible access. The details of the car park management plan should be submitted within 3 months of permission being granted and can be conditioned. All other users of the Tech should use either the nearby town centre public car parks or sustainable modes.

It is unsure if the change of use from play area to car park has planning permission and this may need to be addressed within this application. We would not wish to support a change of use application without a management plan to limit access to the car park along the narrow and unsuitable access.

The proposed car park was previously a playground connected to the premises and currently has an unmarked rough surface, we would like to see the car park surfaced, drained and marked out with parking spaces (minimum dimensions of 2.4m x 4.8m with suitable manoeuvring space to allow cars to safely access each space and turn to be able to exit the site in forward gear) and should also include at least 1 accessibility space located close to the accessible entrance to the building. The drawing should also indicate which parking spaces are associated with which user (residential/commercial premises and Tech staff). This should be conditioned.

Details of safe and secure cycle parking should also be included on the car park drawing. This should be suitable for all users and should be located in an overlooked area for security and should not obstruct the parking or manoeuvring space within the car park.

Due to the edge of town centre location of the site and ease of access to sustainable transport modes we would also like to see a sustainable travel statement set up for the proposal site that encourages to use of sustainable modes of transport above the use of private cars. This would not be monitored but should state the applicant's commitment to the promotion of sustainable travel at the venue and should include the promotion of sustainable modes above private car use in all literature and on the website. This can be conditioned.

Details of waste storage and collection should be provided, and we would expect this to be done by either a private company or Kirklees Commercial Waste and be based on guidance provided by Kirklees Waste Strategy team. The location of a storage point and a collection presentation point should be clearly marked on a drawing to indicate that it will not obstruct parking or manoeuvring in the car park or obstruct the adopted highway or footway for road safety reasons. This can be conditioned.

With this we feel that the use of suitable conditions will be able to manage what would otherwise be a highway safety concern in relation to the car park access and because of this and on balance we consider the application to be acceptable on highways grounds with the following conditions.

Conditions
Within three months of the application being given permission, a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Car Park Management Plan shall include details of:

- The control of use of the car park being restricted to permit holders only and details of signs indicating this.
- The marking out of the car park and indication of what spaces are available to the shared authorised users.
- The number and location of accessibility spaces.

- The location and number of cycle parking spaces.
- Management of drop-off and pick-up and measures to remove this from the car park.
- Other means to reduce the number of vehicles using the narrow access road.
- Dissemination of information for centre users on sustainable travel options and locations of town centre public car parks.
- 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.

Notwithstanding the details shown on the approved plan, within three months of the application being given permission a scheme detailing arrangements and specification for layout of parking shall be submitted to and approved in writing by the Local Planning Authority. Before any building is occupied the development shall be completed in accordance with the details shown on the approved plans and retained thereafter.
Reason: To ensure a suitable access and layout in the interests of highway safety

Within three months of the application being given permission, the areas to be used by vehicles and/or pedestrians have been surfaced, sealed and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety and to achieve a satisfactory layout

Within three months of the application being given permission, a Sustainable Travel Statement shall be submitted to and approved in writing by the LPA. The sustainable travel statement shall include measures to improve and encourage the use of sustainable transport. The measures will include as a minimum:

- the provision of bus information and sustainable transport routes in literature and on the development's websites;
-information provided in literature and on the development's web site concerning the use of car sharing
- the introduction of working practices to reduce travel demand
- the provision of on-site cycle facilities and information.

The Sustainable Travel Statement will include details of when these measures will be introduced.

To support the promotion of the use of sustainable modes the sustainable travel statement will also include: how the promotion of sustainable travel will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site and how the travel plan statement and its objective of more sustainable travel will be promoted. The approved sustainable travel statement shall thereafter be retained throughout the lifetime of the development unless otherwise agreed in writing by the LPA.
Reason: To comply with the Council's sustainability objectives

Within three months of the application being given permission, details of suitable storage, bin presentation points and access for collection of wastes from the premises hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be

provided before first occupation and shall be so retained thereafter.

Reason: In the interests of amenity and highway safety and to meet the requirements set out in Local Plan Policy LP24 part d(vi).