

HOLME PLANNING

Partnership

Operational Parking Statement

Helme Edge Vineyard,

Helme Edge Farm,

Harrison Lane,

Meltham

Erection of Ancillary Agricultural Building

February 2024

1.0 Introduction

- 1.1 Further to the submission of a planning application in February 2024 for the erection of an ancillary agricultural building on land at Helme Edge Farm, it is understood that prior to validation of the application, an operation strategy plan associated with the management of car parking needs to be submitted (in addition to the as submitted car parking layout plan, and the details included within the supporting Planning Statement).
- 1.2 It is understood that this strategy needs to address details of the booking/invitation process, and how numbers will be limited to stop the car park capacity from being exceeded.
- 1.3 This statement seeks to address the requested provisions, in full, and to ensure validation and a positive determination of this application.

2.0 Development Overview

- 2.1 As laid out within the documents submitted in support of the application, the development subject of this application comprises the erection of a single storey black timber clad structure, with flat green roof. The building is 4.6m by 6.6m in footprint, with a maximum height of 2.75m, the structure is therefore clearly very limited in scale, and is of a scale, footprint and volume akin to a 'home office' or ancillary residential outbuilding. The proposed building has been sited and designed to nestle into the landscape, to be viewed in the context of the existing as built development on site and on neighbouring land, and to limit the visual harm of the proposals on the openness of the Green Belt. The development also incorporates a small external canopy structure to the west and north elevations to assist in reducing solar glare, overheating and to offer a protective canopy to those accessing the toilet facilities and tool shed during inclement weather. The proposed elevations and floor plan are included below:



- 2.2 As clearly shown on the floor plan drawings detailed above, the Applicants proposes to utilise the structure as an ancillary building to the wider vineyard use of the site. The as submitted plans clearly show that the structure will provide toilet, cloak and kitchen facilities for staff and visitors, store for tools and equipment (and wine ready for deliveries and tastings), and office accommodation to support the wider business operation, which will include taking bookings, processing orders, accounts etc, securing separation between the

agricultural business and the dwelling. The proposed space will also offer an area for the Applicants to deliver pre-booked wine tours and tastings.

- 2.3 In terms of the proposed wine tours and tastings it can be confirmed that all such visits to site will be on a pre booked basis only. The Applicant is proposing to hold in the order of 2-3 tours per day between the hours of 11am and 5pm, with no more than 20 visitors to site in any given day. The booking system will ensure that the Applicants can suitably manage the movement of people and the wider activities on site, as well as to ensure all visitors to site can safely park within the site confines (as shown on the as submitted site layout plan), and allows them to manage the number of visitors, visitors movement around the site, and hours of operation to secure the amenity of neighbouring residents.
- 2.4 It can be confirmed that visitors will arrive on site at an allocated time slot, be guided to the structure proposed within this application for initial reception and sign in. Guests will then be taken on a guided tour of the vineyard itself where the process of vine growing, harvesting and the manufacture of wine will be explained. Once the site tour is completed, guests will be invited into the ancillary building to taste the wine produced from grapes grown on site. When wine tours and tastings are in operation, the office facility will not be in use, with staff running the tastings and tours, or on site tending to the vines. However, for the rest of the day, staff will be on site utilising the structure for access to tools, equipment, toilet and kitchen facilities, and the office space to complete wider business operations.

3.0 Proposed Car Parking

- 3.1 As shown on the as proposed site layout plan included below for ease of reference, the scheme will deliver 6 off street car parking spaces, one of which will secure disabled access.



- 3.2 The level of parking provision proposed is in addition to the retained two off street car parking spaces within the existing double garage for the use of the residents of Helme Edge Farm.
- 3.3 The car parking layout plan clearly shows that vehicles can turn and manoeuvre safely within the confines of the existing hardstanding area, to ensure that vehicles can enter and exit in a forward gear. The visibility splays at the site entrance have also been amended to enhance visibility.

4.0 Operational Booking System

- 4.1 As already clearly laid out within the documents submitted in support of this planning application, the site is in current use as a vineyard and the proposed new structure will in the main be used as an ancillary office, tool shed and staff amenity facilities associated with that established use. The proposed building will also however be in use for wine tastings. As further previously advised, any attendance to site for a wine tasting will be strictly on a pre booked basis only, in order to ensure that the vineyard manager can ensure the safe operation of the development, to manage the parking demands generated by such events, and to ensure that such events can be duly staffed around other day to day operations and uses of the building.
- 4.2 As would be the case for any comparable development, bookings requests for the wine tastings will be taken both over the telephone and through the internet using the proposed office facilities within the new building, with such correspondence and requests being managed around the proposed tastings (e.g pre 11am, over lunch and at the end of each working day). It will be the responsibility of the Vineyard Manager to manage the tasting slots and visitor numbers for each event to ensure the safe operation of the proposed parking.
- 4.3 As previously set out, and reiterated above for ease of reference, the Applicant is proposing to hold in the order of 2-3 tours per day between the hours of 11am and 5pm, with no more than 20 visitors to site in any given day. This creates an average demand not in the order of 6 vehicles per tasting, and that's if each guest arrives separately and by private car, which as can be shown in the parking layout as submitted, can be accounted for within the development. It will be the responsibility of the Vineyard Manager to liaise with guests when booking onto a tour and tasting to (1) manage the number of attendees for each event, and (2) to ensure that there is sufficient space on site to meet the needs of each tasting, by confirming guests proposed mode of transport, and the associated number of vehicles they propose to utilise to access the site when taking the booking. It will be responsibility of the Vineyard Manager to ensure that all guests can safely park within the site.
- 4.4 When assessing the parking demands generated by the scheme it is important to acknowledge that given the nature of the proposed development, and the associated consumption of alcohol, even to the limited degree associated with a tasting, it is clear that not every guest who attends site will drive themselves. There will be an inevitable need for vehicle sharing to avoid the dangers of drinking and driving, of which all guests will be reminded of the same when booking.
- 4.5 As set out above there will be 2-3 tours per day between the hours of 11am and 5pm, with tastings equally spread throughout the day (for example 11.00am-12.30pm, 1.30-3.00pm, and 3.30-5.00pm), and with a minimum of a 30 min gap between tastings to allow one tour to finish and guests to leave site, well in advance of the next set of guests arriving. This will assist in limiting the risk of the parking capacity being exceeded, and allow time for staff welfare breaks and other admin tasks.
- 4.6 Any deliveries to site, which are likely to be very limited and no more than once per fortnight, can be easily managed to fit in around tastings, either on quieter days with fewer tastings, before the first tasting on any given day, or after the last visit of the day.

- 4.7 A further query is noted to have been raised in relation to guests attending site in a large vehicle e.g. a mini bus, and its associated impact on parking provision. As set out above, all guests will be asked when booking to confirm their proposed travel arrangements. Bookings for each tasting will then be limited in numbers accordingly to ensure that the parking will not be exceeded. If a number of guests are proposing to travel together in a large vehicle, this will in reality then result in an overall reduction in parking requirements for that particular tasting, and the vehicles can easily be accommodated on site.

5.0 Alternative Modes of Travel

- 5.1 As set out above, when taking bookings the Vineyard Manager will liaise with guests to establish their proposed mode of travel. All guests will be supported and encouraged when making their bookings to use more sustainable modes of travel, including accessing the site via the adjacent public footpath network, or via local bus, train and taxi services.
- 5.2 Whilst it is accepted that there are no bus stop or train services running in the immediate vicinity, the Vineyard can make suitable arrangements for guests to be collected and dropped off from local stations such as Slaithwaite, Marsden and Huddersfield, and bus services including on Helme Lane, from Meltham centre, or other suitable locations to assist in promoting sustainable modes of transport, and further limiting any perceived pressure on car parking within the site.

6.0 Conclusions

- 6.1 The application site can meet its needs for off-street car parking provision to support the proposed development, both in relation to the agricultural use of the building, and the associated wine tastings. The site can be accessed by public transport options, and the Applicants will encourage and support guests seeking to attend site by alternative modes, with arrangements made to facilitate access from local transport connections points if required.
- 10.2 The scheme is therefore deemed to be acceptable and will be well managed in relation to off street car parking provision, and accessing the site by more sustainable modes of transport.