Bridge Street, (Globe Mills) Slaithwaite

Car Parking Management Plan

October 2023

Project number 714H

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Quality Management

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Remarks	Final Report			
Date	October 2023			
Prepared by	LO			
Checked by	AH			

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1.0 Introduction

1.1.1 Paragon Highways have been appointed to prepare this Car Parking Management Plan in relation to the discharge of planning condition number 20 (Car Parking Management Plan) of the approved application – Current Planning Application number 2022/90256, for a mixed-use development at Globe Mills, Bridge Street, Slaithwaite, in the district of Kirklees. Appendix A shows the site location in relation to the local and regional highway network.

1.1.2 Since the discharge of conditions application referenced above, the proposals now include the redevelopment of Globe Mills 2 building to create a multi-storey car park to be used by the occupiers of Globe Mills 1 building and the general public (long stay car park).

1.1.3 These key elements which made up Condition 20 are listed below and will form the basis of the Car Parking Management Plan:-

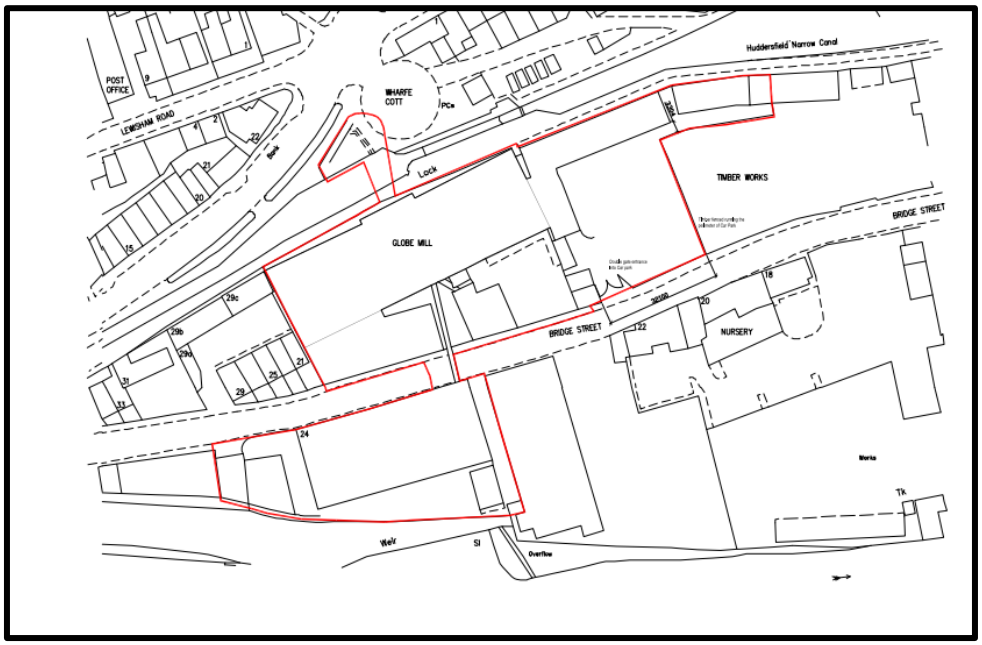
- Information on allocation of spaces to occupiers, including numbers and locations if spaces are reserved.
- Numbers of spaces allocated to staff and numbers allocated as visitor parking. These may need to be based on users' operational requirements and may need consultation with the occupiers of the development.
- Use spaces by public/visitors/customers of the occupiers, access details for these users and space reservations for booked visitors/customers.
- How the parking demand was calculated and how the provision of spaces reflects this for the individual user/occupiers.
- Details of Mill 2 parking and who will be able to park there.
- How on street parking will be discouraged? How is the car parking management plan linked to the travel plan to create a comprehensive policy on sustainable travel.
- How the car parking management plan links with the travel plan for the car share spaces in advantageous locations with the car park.

- Methods to be used to promote sustainable travel to ensure parking demand does not outstrip supply.

- Details of the public pay and display parking mentioned within the submitted document, including details of times of operation, number of spaces and signing of pay and display facilities from other parts of the town centre. This should be details of the proposed pay and display parking at the site and not the existing sites within the town centre. The Council would not wish to see the development add to the current parking demand issues within Slaithwaite town centre.

2.0 Existing Situation

2.1.1 Currently the site consists of two substantial mill buildings, known locally as Globe Mills, spanning over two individual sites, separated by Bridge Street. The location plan below identifies the application site by the way of a red line and clearly demonstrates the two buildings lying to the north and south of Bridge Street respectively.



2.1.2 The significant buildings are both accessed off Bridge Street, located in the centre of the village of Slaithwaite; the considerable sandstone, five and six storey structures are a defining feature on the character of this area.

3.0 Development Proposals

3.1.1 The approved application seeks to redevelop the whole area whilst preserving the character of the historic buildings; providing a host of mixed use facilities, proposing a wide range of services, amenities and elements of parking provision combined with extensive employment opportunities.

3.1.2 The approved planning application for Globe Mill 1 includes: -

- Ground Floor – 601sqm (Doctors Surgery) & 713sqm Retail
- 1st Floor – 678sqm Complementary Medical & 713sqm A1 Artisan Foodhall
- 2nd Floor – 1542sqm B1 Office
- 3rd Floor – 1667sqm B1 Office
- 4th Floor – 1572sqm B1 Office
- Ground Floor Parking to accommodate 120 vehicles (including 3 disabled spaces and 25 spaces allocated for the medical centre).

3.1.3 The proposals for Globe Mill 2 building have changed from D1/D2, nursery and office use to provide a multi-storey car park. The car park will provide 193 spaces over 15 levels (inclusive of 12 disabled bays).

3.1.4 The proposed development layout plan can be found at Appendix B

3.1.5 Car Parking

3.1.6 Car parking is provided on the ground floor adjacent to the building on its south and east sides totalling some 120 spaces, which includes 25 spaces allocated to the medical centre. It is envisaged, these areas will be operated by an electric barrier system; this will greatly assist the appointed Facilities Manager with accurately controlling and monitoring the spaces, and their usage.

3.1.7 The current planning permission incorporates parking for up to 168 vehicles between the two mills. However, the proposals have since changed for Globe Mills 2 building that now proposes a multi-storey car park providing a total of 193 car parking spaces over 15 levels including 12 disabled bays (9 on level 1, and 3 on level 2).

3.1.8 It is proposed to allocate up to 100 spaces within the proposed car park for occupiers of Globe Mills 1. A proposed new tenant will occupy some 1858 sqm of approved office accommodation within Globe Mills 1 building, and based on the Council's former parking guidance the tenant would require 74 spaces (as a worse case based on medium public transport accessibility). It is considered that the 100 spaces can easily accommodate the proposed tenant and would only reduce parking demands at the Globe Mills 1 car park, and on street parking along the local highway network.

3.1.9 The Globe Mill 1 building will be accessible 24/7 for tenants, but the building will be officially open at 7am each day and locked when all tenants have left the building for the evening.

3.1.10 The remaining car parking spaces within Globe Mill 2 will be used by the general public (parking charges would apply). It is envisaged that the multi-storey car park would operate as a long stay parking facility to relieve on street parking pressures within Slaithwaite and along Bridge Street in particular. The operational hours of the public car park will be agreed with Kirklees Council although it is envisaged to be between 7am and 12 midnight.

3.1.11 All parking spaces (minus the dedicated disabled spaces) will be a minimum of 2.4 x 4.8 metres with defined white line markings for both Globe Mills 1 and 2. Allocated disabled spaces will be afforded additional width and length to facilitate entry and exit.

3.1.12 The introduction of further public car parking within Globe Mill 2 building can only relieve parking pressures within the town and on street.

4.0 Condition 20

4.1.1 The planning approval, which is the subject of this report was issued by Kirklees Council with conditions (variation of condition 2 planning reference 2015/90646 and previous permission 2013/91452). A number of these conditions require formally discharging before the development can be brought in to use. Paragon Highways has been instructed to assist with the points raised as part of Condition 20; these will be addressed in the following section(s).

4.1.2 Not all of the floor areas are occupied and not all of the uses are in operation at Globe Mill 1, without the end user in place it is difficult to obtain visitor and staff parking needs. The parking needs of potential tenants and their visitors will be discussed with them prior to occupation and would also provide opportunity to promote the Travel Plan for the site to potential occupiers and the site's sustainable location within Slaithwaite. The proposed doctor's surgery has allocated 25 spaces for this use within the Globe Mill 1 car park, which includes visitor spaces and medical staff. Visitors using the doctors surgery would use a booking system for face to face appointments, although telephone appointments are also used following initial triage. Subsequently, due to the appointment system, the associated visitor parking demands can always be managed.

4.1.3 The overall scheme parking requirements have been design based on the former Kirklees Parking Standards as these were the requirements at the time of the planning approval. The staff parking and customer parking were designed to operational minimum requirements. In the case of the office use as a worse case considering medium public transport accessibility, the parking demand of 1 space per 25 sqm for a total office use covering 4781 sqm within Globe Mill 1 building, would equate to a demand of 191 spaces. If 100 spaces are provided within Globe Mill 2 building for this use, then there would be a demand of 91 spaces at the Globe Mill 1 car park, leaving 29 spaces for medical use, easily accommodating the 25 spaces demand for the medical use. It should be noted that the site is located within the town centre of Slaithwaite and would have far less parking demand than those sites with medium public transport accessibility quoted above.

4.1.4 In respect to the foodhall use and retail use, it is envisaged that staff and visitors would either live locally, or utilise the proposed public parking contained within the proposed multi-storey car park at Globe Mill 2 building, offering a further 93 parking spaces within the town.

4.1.5 We seek to obtain accurate information from the applicant, confirming final numbers in relation to the allocation of parking spaces to specific users. In receipt of this information, a detailed car parking layout plan will be created and supported by a key, to clearly identify allocated and reserved spaces for the individual occupiers/ uses. On production of this plan, the parking areas can be marked out with the necessary signing and lining required to identify the designated areas to all users, including any visitors to the site.

4.1.6 To ascertain the number of spaces allocated to employees as part of the operational requirements, it will be necessary to undertake surveys to obtain employment figures together with times of operation. These will be supported by regular surveys to monitor any significant changes and make appropriate amendments if necessary.

4.1.7 Suitable car parking provision has been incorporated as part of the overall scheme; therefore, it is not predicted that any form of overspill parking will occur. Signage will be provided within the car park of Globe Mill 1 building to encourage visitors and staff to use Globe Mill 2 multi-storey car park in the unlikely event that the Globe Mill 1 car park is full.

4.1.8 The car parks shall be monitored and enforced by Facilities Management, measures shall be put in place to provide permits or other suitable methods to identify vehicles eligible to park at the site in both Globe Mill 1 and Globe Mill 2 buildings. Enforcement action will be taken in accordance with latest parking enforcement guidance, including vehicles not parking within its demarcated space, vehicle parked without authorisation, and vehicles parked in such a way to cause obstruction. Vehicles such as emergency vehicles, maintenance/ utility vehicles shall be exempt from enforcement.

4.1.9 To monitor the concerns raised by the Authority, regular scheduled parking stress surveys will be undertaken at agreed times/dates. The assessed data will be reported to the necessary department within the Council; should the returned results record excessive on street parking activity, and if deemed necessary, the applicant is prepared to fund the provision of any required Traffic Regulation Orders to maintain the safe and free flow of traffic along Bridge Street.

4.1.10 The comprehensive Travel Plan Framework (TPF) which accompanied the submission and formed part of the basis for the approval of the application, provides extensive details on the sustainability of the site, along with the applicants commitment to reducing private car use to the site and the promotion of sustainable travel.

4.1.11 The site is in a sustainable location, well placed in a central town centre location with access to numerous facilities, amenities and public transport services on foot via the excellent footway network. The TPF focuses on the sites convenient location in relation to bus and rail services, reducing the requirement for the need for a car, and the proposed measures to relay information on bus/train times together with fare stages and rail station(s) locations. The Travel Plan Co-ordinator (TPC) will ensure this information is transmitted and regularly updated via the Travel Information Welcome Packs and subsequent website.

4.1.12 To further promote sustainable travel and ensure parking requirements are kept to a minimum, measures will be put in place by the TPC to encourage and support walking and cycling by setting up bike user groups, walking buddying, supply information on cycle and walking routes, cycle storage and general cycle maintenance. The Car Parking Management Plan seeks to support TPF by providing low level signage to direct pedestrians to the new footbridge link and cyclists to the onsite secure cycle storage facility which will accommodate up to twenty-four cycles. Slaithwaite rail station also contains elements of good cycle storage, this information will be included within the onsite signage and provide users with the option for possible multi modal journeys, and thus further reducing need for vehicles to be utilised in conjunction with the site.

4.1.13 To ensure any trips required to be made by private car that are unavoidable are kept to an absolute minimum, the layout of the car parking will be configured as such to include parking bays dedicated to active car share groups. Car share spaces will be provided within the main car park for Globe Mill 1 building at convenient locations closer to the building entrance points and the number of these spaces will be based on the number of employees and visitors using the car share spaces using data from travel to work surveys as part of the Travel Plan commitments. Should the demand for car share spaces increase, then a proportionate increase shall be provided within Globe Mill 1 car park. These measures would be agreed as part of the package of measures used by the Travel Plan Coordinator. The logistics of this service will be controlled and operated by the Facilities Management Officer who will liaise with the TPC and onsite businesses to prepare a robust car share system.

4.1.14 At the present time there are no plans to offer a mini bus service. However, should any of the future occupiers feel this would be of benefit to their business and would like to introduce the service, this could be review and addressed.

4.1.15 The proposed layout has been evaluated and accepted by the relevant Highway Authority and this can accommodate the required emergency vehicles.

4.1.16 The possibility of installing further signage in and around the town centre advising on parking stock within the public use multi storey at Globe Mill 2 will be discussed with the required department at Kirklees Council, should the programmed car parking surveys reveal the need for this.

5.0 Conclusion

5.1.1 The proposal is for the redevelopment of two substainial mills, with a view to providing a host of mixed-use facilities inclusive of parking provision and pedestrian link bridge at Bridge Street, Slaithwaite.

5.1.2 This Car Parking Management Plan considers the proposed car parking situation in conjunction with existing car parking availability and also addresses points raised by the local authority found in Condition 20.

5.1.3 It contains full and accurate details on how the car park will operate and provided preventive measures/solutions for any issues surrounding potential opportunities for the oversubscription of the car park area during busy/peak times and find possible solutions.

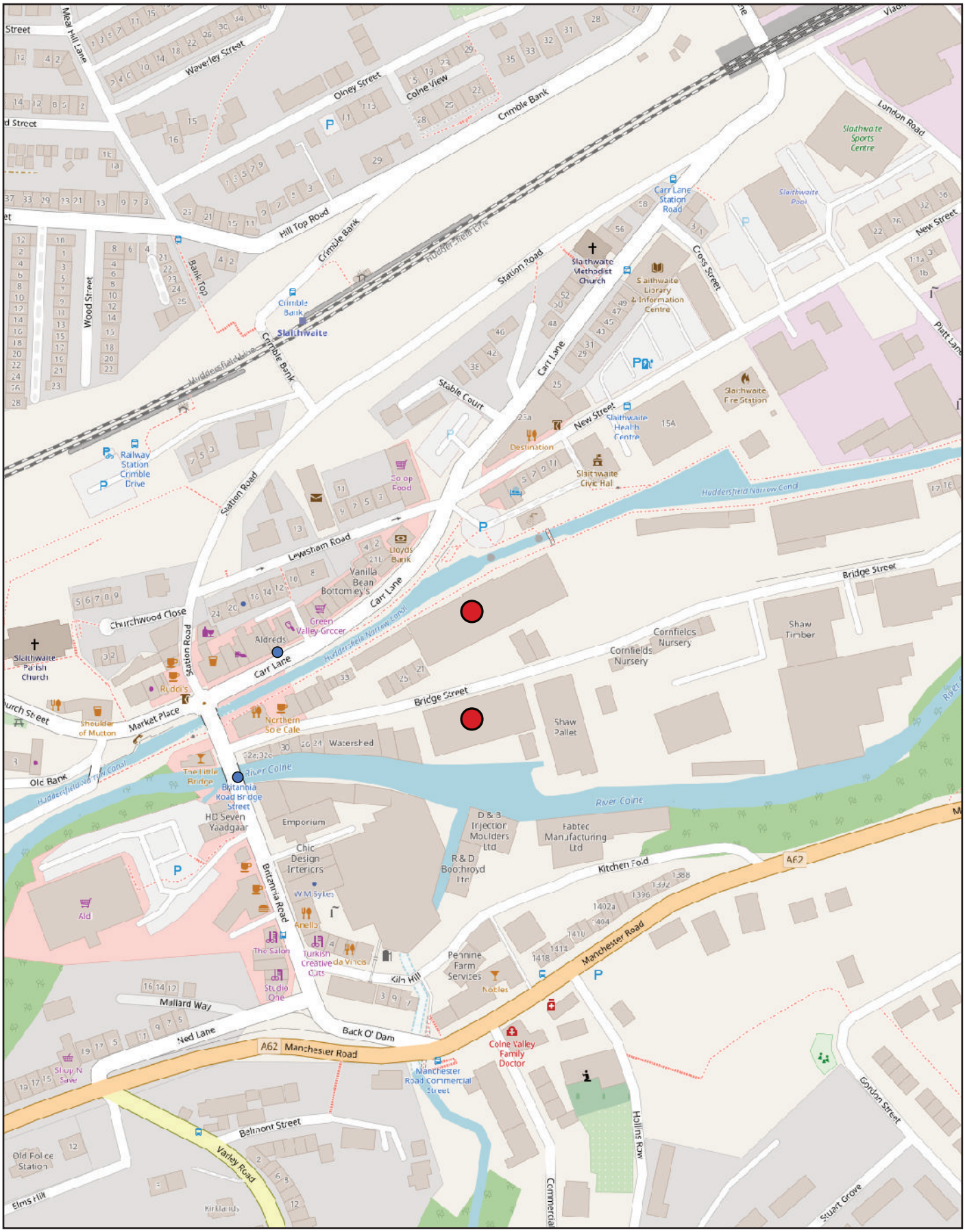
5.1.4 It is anticipated that the measures set out within the plan will evolve with the work of the Travel Plan Coordinator, who will liaise closely with the tenants to observe parking demands and incentives to reduce single occupancy car use.

5.1.5 The Facilities Management Officer will also liaise with the Council to arrange and agree required detailed surveys, to enable a full review of any potential on street parking with the possibility of proposed traffic regulation orders controlling the surrounding area, if required.

5.1.6 The matters raised by Kirklees Council in conjunction with the consideration of this development have been suitably addressed within in this Plan and based on the provided information, there is no reason why Condition 20 of the recently approved planning permission should not be formally discharged.

Appendix A

Site Location



Legend:

- Site Location
- Closest Unique Bus Stops

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Offices 20/21
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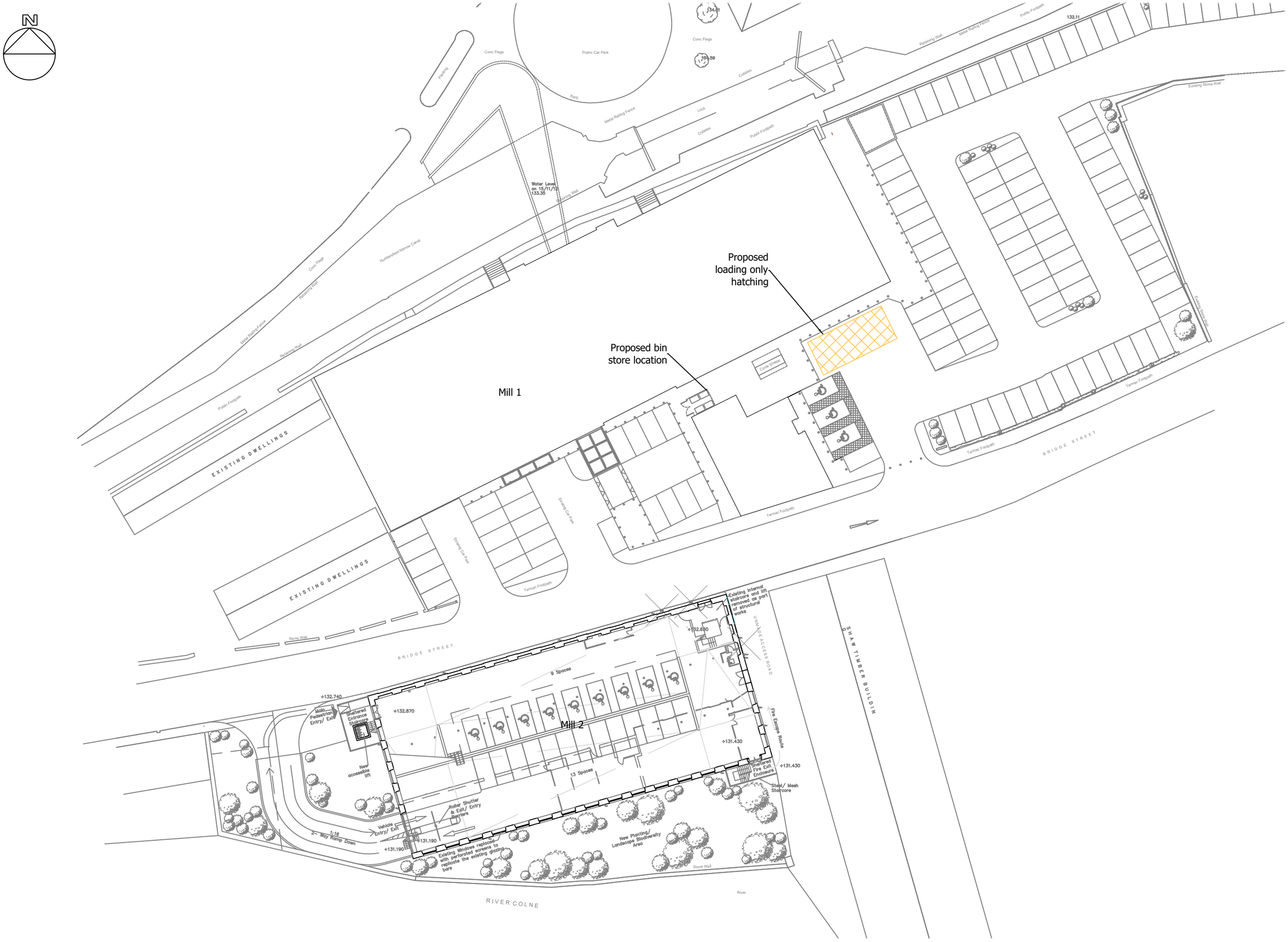
Nostell Estate, WakefieldWF4 1AB

Appendix B

Proposed Layout Plan



GENERAL NOTES

This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

B	03.10.2023	AMENDMENTS TO THE LAYOUT

PROJECT

BRIDGE STREET, SLAITHWAITE (THE GLOBE)

TITLE

SITE LAYOUT PLAN

SCALE

1:500 @ A3

DRAWING

714 - 101BA

DATE

OCTOBER 2023

PARAGON HIGHWAYS

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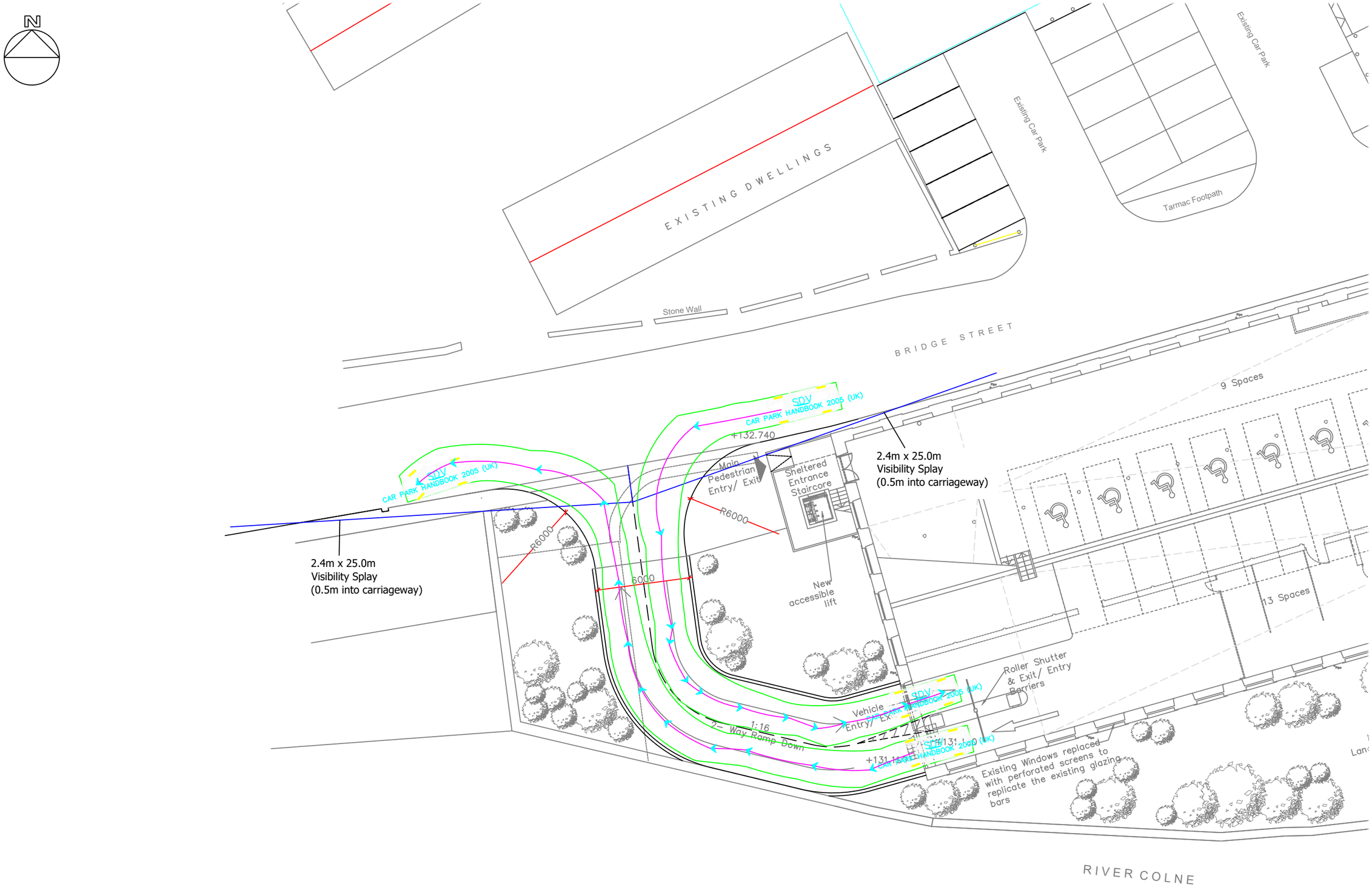
Appendix C

Car Park Swept Path Analysis



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REV	DATE	DESCRIPTION

PROJECT

BRIDGE STREET, SLAITHWAITE

TITLE

VISIBILITY & ACCESS TRACKING

SCALE

1:250 @ A3

DRAWING

714 001

DATE

AUG 2023

PARAGON HIGHWAYS

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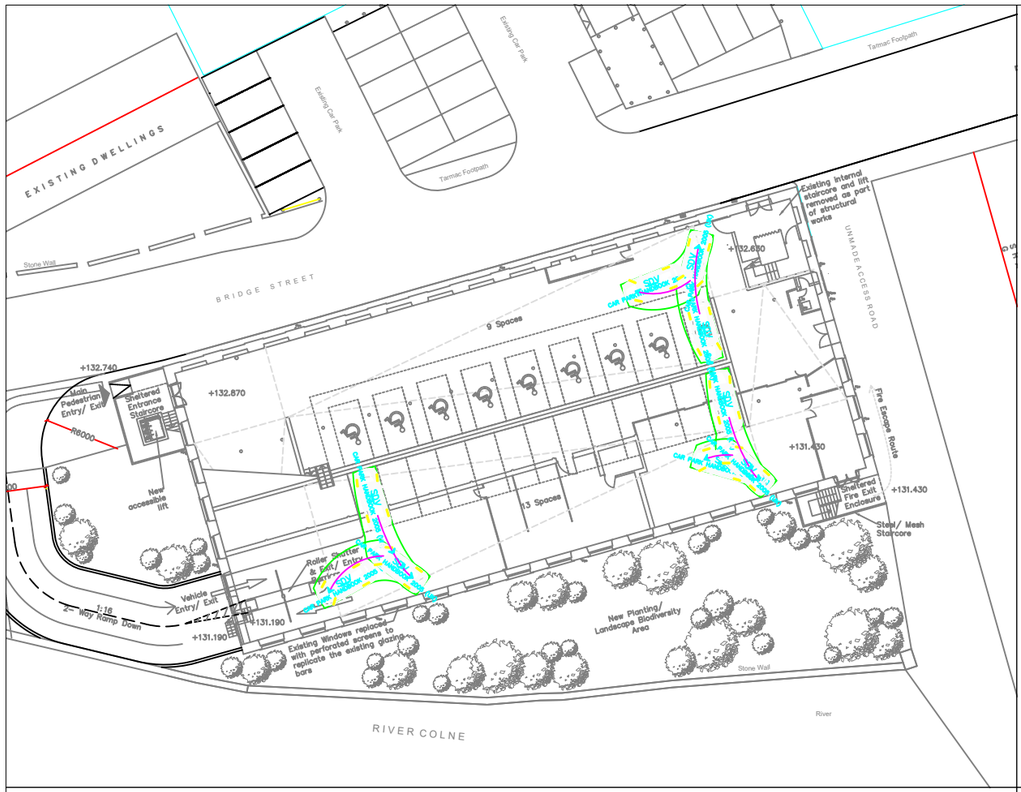

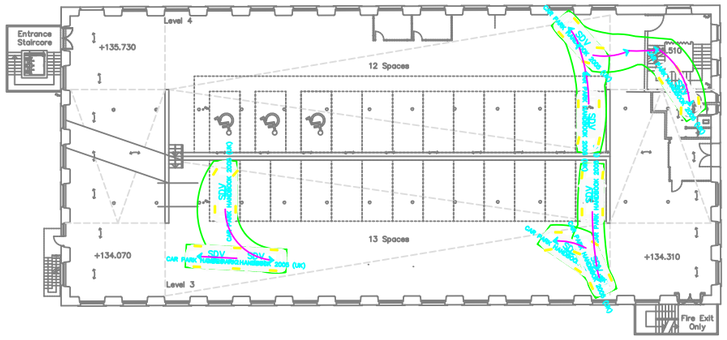

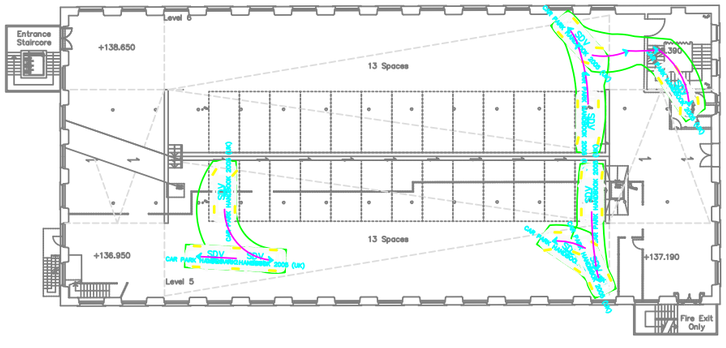

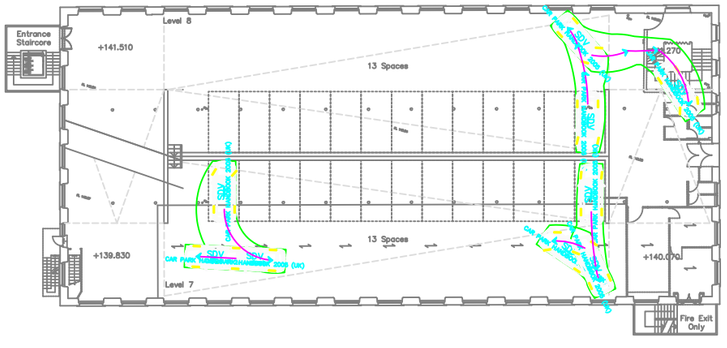

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REV	DATE	DESCRIPTION

PROJECT

BRIDGE STREET, SLAITHWAITE

TITLE

INTERNAL VEHICLE TRACKING

SCALE

1:250 @ A3

DRAWING

714 002

DATE

AUG 2023

PARAGON HIGHWAYS

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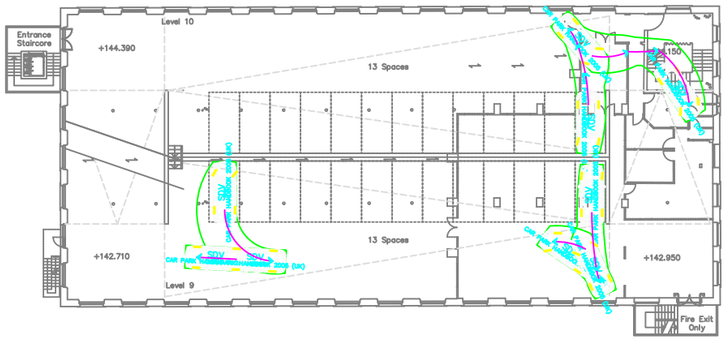

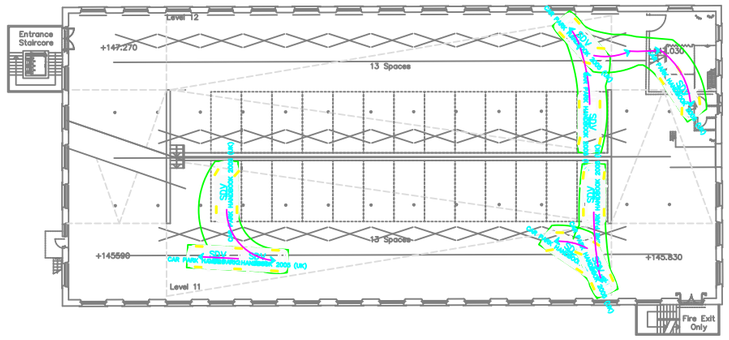

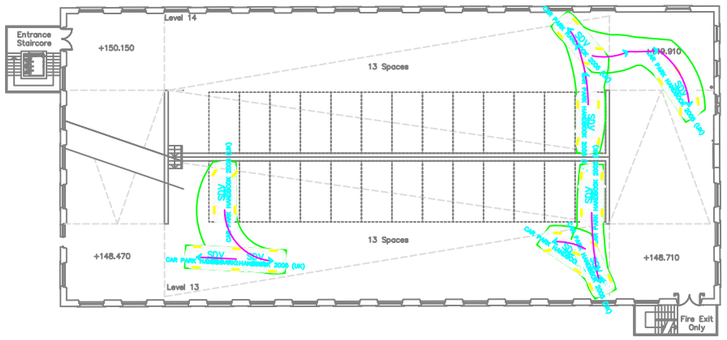

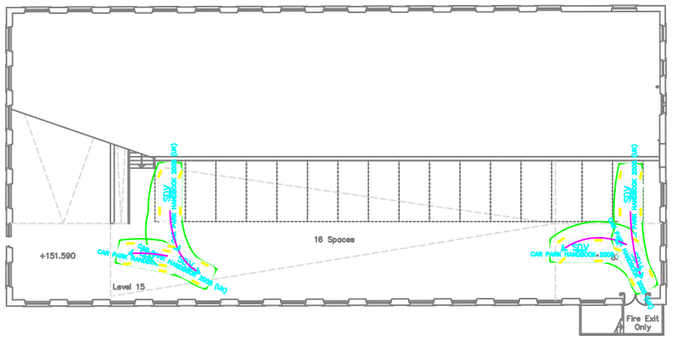

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REV	DATE	DESCRIPTION

PROJECT

BRIDGE STREET, SLAITHWAITE

TITLE

INTERNAL VEHICLE TRACKING

SCALE

1:250 @ A3

DRAWING

714 003

DATE

AUG 2023

PARAGON HIGHWAYS

PARAGON HIGHWAYS
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