Consultation Response from KC, Highways Development Management
2024/90956 Globe Mills, Bridge Street, Slaithwaite, HD7 5JN
Conversion of existing mill building to multi-storey car park, erection of external stair and lift cores with associated landscape and access arrangements (within a Conservation Area)
Date Responded: 19/03/2025 Responding Officer: CNB Responding Ref: K1-43/12

This application is for the conversion of an existing mill building to a multi-story car park with landscaping and a new access on to Bridge Street, a 30mph two-way single carriageway local access road of approximately 8m width with broken and narrow footways on both sides and street lighting present. Bridge Street turns into Platt Lane approximately 330m to the east of the application site.

The application site is approximately 400m from Slaithwaite rail station and slightly shorter from the retail and service opportunities within the town centre.

The road serves as access to several residential and commercial properties and carries HGV traffic serving a timber yard to the east of the proposal site, as well as being the vehicular access to Globe Mill 1 offices and doctors' surgery. There is evidence of on-street residents and commuter parking between the junction with C560 Britannia Road and the proposal site and complaints have been recorded by the Kirklees Road safety team relating to parking and obstructions all along Bridge Street. A TRO to control parking along Bridge Street is currently being advanced by the Kirklees Highway safety Team.

It is noted that there is a shortage of parking within Slaithwaite town centre that has caused issues for both commuter and shopper parking and has impinged on the limited supply of residents parking.

The site benefits from a previous planning permission for a nursery, office space and conference centre (13/91452) and a previous application was submitted to create two floors of parking and a "vertical farm" within the Globe 2 mill building, which have since been withdrawn for the current proposals.

These comments are based on the revisions to the access and changes to the TRO scheme and associated highways works as indicated on drawing No 333.19(1-)005 Rev I and the Stage 1 Road Safety Audit (RSA) provided by the applicant.

The proposals are to convert the mill building to a multi-storey car park over 15 half-floors with a capacity of 174 cars (12 of which are to be accessible spaces on the ground and first floors with 19 EV charging spaces), with a new access ramp from Bridge Street located to the west of the mill building. The proposals are to have 100 spaces assigned for users of the offices in Globe 1 and the remaining spaces used as public paid parking serving the town centre.

Highway Works
The highway works proposed (and shown on drawing No 333.19(1-)005 Rev I) should be funded by the developer and carried out within a s278 agreement and include amendments to the parking TROs on Bridge Street, changes to the speed limit, the construction of a raised table and pedestrian footway.

The bell-mouth of the proposed access junction is to be included within the s278 agreement and should be offered up for adoption within a s38 agreement.

A Stage 1 RSA was submitted with the application with designers' response, and these have been accepted and the RSA signed off. Further stages of RSA will be expected as the highway works progresses and these should be included within the s278 process.

The details of the highway works should be submitted and agreed in writing prior to commencement of the scheme and should be completed prior to the first operation of the proposed car park. This should be conditioned.

Access
The amended access is shown on drawing No 333.19(1-)005 Rev I and is acceptable.

Car Parking Management Plan
A car parking management plan (revision 2) dated October 2024 was submitted by Paragon Highways as part of the discharge of condition 20 of previous approval 2022/90256 for the Globe Mill 1 site. This has been revised to include details of the operation of and access controls to be used for the proposed multi-storey car park in Globe Mill 2. A digital car park sign indicating the availability of spaces is shown on drawing No 333.19(1-)005 Rev I. This revised car park management plan is acceptable.

Internal Layout
This is shown on revised drawing No drawing No 333.19(1-)006 Rev C. This loses some parking spaces from the original design but has improved the vehicle circulation within the car park with the formation of a one-way system and additional up/down ramps. This removes the need for turning spaces on the upper floors and removes an element of possible conflict by removing the two-way circulation system. The revised one-way circulatory system should be backed up with clear arrow markings and signs indicating routes upwards and the exit route downwards with clear no entry signs to avoid cars accidentally driving the wrong way around the car park.

The internal ramps have a gradient of approximately 1:7 and a width of approximately 4m and this is acceptable.

Travel Plan
The revised framework travel plan has details of the proposed car park in Globe 2, and even with this we would still like to see a strong travel plan that promotes the use of sustainable and active travel wherever possible. The proposed amount of parking at the site with the Globe 2 car park would be above that recommended for the size of the office use in Globe 1, however approximately 50% of the spaces in Globe 2 are to be offered as public car parking and there is a requirement in Slaithwaite for additional car parking and so the benefits of the additional public parking to the wider town centre area would outweigh any disbenefits of possible overprovision of parking for the Globe 1 site (subject to confirmation of how the public parking would be managed). The travel plan should be promoted to the firms occupying Globe 1 and they should be encouraged to develop their own occupier travel plans. This should be conditioned to full travel plan level.

Construction Access Management Plan
Due to the location of the development on Bridge Street and the possible access issues associated with the road and the need to maintain access for residents and industrial/commercial units located on Bridge Street, we would request a construction access management plan be provided via a pre-commencement condition. This should cover both demolition and construction phases and provide details of access to the site, parking for deliveries and contractors vehicles, the location of materials storage and site facilities, how deliveries will be made, including an indication of how vehicles can turn on site so they can enter and exit the site in forward gear and the use of a banksman or traffic management along Bridge Street in the event that large deliveries cannot access the site, in order to not cause an obstruction to traffic using Bridge Street. There should also be details of wheel washing facilities and methods to stop mud and debris from being dragged on to the adopted highway for road safety reasons.

With this we consider that the application is acceptable on highway grounds with the following conditions.

Conditions

Off-site Highway Works – Condition
Prior to occupation of the development, the off-site highway works as shown on plan Drg No. 333.19(1-)005 Rev I comprising amendments to the TRO parking restrictions, changes to the speed limit, the construction of a raised table and the construction of a pedestrian footway on Bridge Street shall be fully constructed and made operational.
Reason:- To ensure the free and safe use of the highway, in the interest of highway safety.

Approved Access – Condition
Means of access to and from the site shall be in accordance with the preliminary access design as shown on the approved plan, Drawing No. 333.19(1-)005 Rev. I, and fully constructed and made operational prior to first occupation of the development and thereafter retained and maintained for the lifetime of the development.
Reason:- To ensure the free and safe use of the highway, in the interest of highway safety.

Vehicle and Pedestrian Spaces to be Laid Out - Condition
Prior to the development being brought into use, the proposed car park hereby approved shall be laid out surfaced, marked out into bays 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

Retaining Walls - Condition
Before the development commences a scheme detailing the location and cross-sectional information together with the proposed design and construction details for all new retaining walls/ building retaining walls adjacent to the adoptable/ existing highway including PROWs together with any proposed modifications to existing highway retaining walls shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.
Reason: To ensure that any new retaining structures do not compromise the stability of the highway

Signing Details - Condition
Before the development is brought into use the ingress and egress shall be clearly signed and lined 'In' and 'Out' (or clearly indicated with direction arrows) in accordance with with details that have been approved in writing by the Local Planning Authority. The signs and lining approved shall thereafter be retained.
Reason: In the interests of highway safety and to achieve a satisfactory layout

Travel Plan - Condition
Within the first 3 months of any part of the development being brought into use the framework travel plan for the whole Globe Mills site should be made up to a Full Travel Plan including details of the new car parking in Globe 2 Mill, this shall be submitted to and approved in writing by the LPA. The travel plan shall include measures to improve and encourage the use of sustainable transport. The measures will include as a minimum:

- the provision of bus/train information and timetables;

- provision of METRO passes where appropriate;
- car sharing facilities
- the introduction of working practices to reduce travel demand and
- the provision of on-site cycle facilities and information.

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

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

Construction Management Plan - Condition
Prior to construction commencing, a schedule of the means of access to the site for demolition/construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction workers and delivery parking facilities, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.
Reason: In the interests of highway safety

Off-site Highway Works – Informative
The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Local Highway Authority is required.

You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the works.

This process will involve entering into a Section 278 agreement of the Highways Act 1980 or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay occupation of the development.

Interference with the highway without such permission is an offence which could lead to prosecution.

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You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the site access(es).

This process will involve entering into a Section 38 or 278 agreement of the Highways Act 1980 or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay occupation of the development.

Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

Retaining Wall - Informative
Any works within the adopted highway fronting the property will need to be constructed under a s278 legal agreement of the 1980 Highways Act. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution.

Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the highways structures team for works near or abutting highway and any retaining structures. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to Farhad Khatibi (structures team leader 01484 221000) at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail.