

**Consultation Response from KC,
Highways Development Management**

2024/93366 former Britvic premises, Willow Lane, Birkby, Huddersfield, HD1 5EB

Change of use from B2 to mixed used site consisting of B2 (General Industry), B8 (Storage and distribution), class E (offices), Class F (Learning and non-residential institutions), exhibition / venue space.

Date Responded:28-5-2025.

Responding Officer: Mark Berry.

Responding Ref: 5-8NW-25.

This application seeks approval to the change of use from B2 to mixed used site consisting of B2 (General Industry), B8 (Storage and distribution), class E (offices), Class F (Learning and non-residential institutions), exhibition / venue space former Britvic premises, Willow Lane, Birkby, Huddersfield.

From the change of use statements (existing and proposed) provided the uses will be as follows.

Basement (currently unoccupied).

The basement is to be a Recording Studios/ live music venue.

Ground Floor

Part of the ground floor is to become a Café for use of staff and anyone renting space or visiting with an area designated for private vehicle storage and community workshop.

A small area of office space occupied by a charity that supports homeless people is to be retained

Majority of the existing ground floor is to remain as B2 warehousing

First Floor

Mezzanine to remain as B2 warehousing

Existing office space is to be rented out to a local company (Tuition Time) and 6 other offices to small or medium sized companies.

Second floor (currently unoccupied).

The second floor is to be for community use. Venue hire, Workshops and training classes, home of connection hub.

Access will be from Willow Lane via the existing access.

Highways Development Management (HDM) comments

No information is provided to explain/clarify the increased traffic generation of all the varies proposed uses and the impact upon parking demand and the local highway network.

An existing service yard is to become a car park with 28 spaces. How will the existing warehousing that is to be retained be serviced with the loss of the service yard.

The proposals only provide 28 spaces within the site, but the application refers to 15 permanent employees so there's limited space for visitors (Also it's not clear whether there will be 15 new employees or whether this includes existing)

The proposed café is unlikely to be successful with its custom drawn from 15 staff and anyone renting space or visiting and would need to draw custom from further afield.

Why is there an area designated for private vehicle storage within the café.

Highway Safety comments

Highway Safety have been consulted, and they have raised several concerns as follows.

Consideration needs to be given to on-street parking controls (TRO) at the access to ensure visibility at the junction.

Looking at proposed usage, cycle access should be a priority. There's an on-going scheme providing a cycle link between the bottom end of Beck Road and centre of Huddersfield, including to/from the Railway Station, Bus Station, and other routes around and within the Inner Ring Road. It would then be less than 75m between the northern limit of these cycle lanes and the development access, along which a link should be provided for cyclists travelling between the development, and town centre.

For pedestrians uncontrolled crossings may need to be provided in the vicinity of the site, one either side of the site for each walking direction, possibly with refuges or buildouts.

Highway Safety's main concern however relates to the wider road network and any increased traffic.

The Willow Lane / Halifax Old Road / A641 junction has a high accident record. This would be a main route to the site, there have been 7 collisions in the most recent 5-year period (to 30/09/2024). Increased movements here (however small) could lead to increased collision frequency. Highway safety is currently investigating what measures may be needed to improve this junction.

Conclusion

To enable Highways Development Management (HDM) to better understand the proposal and to make a proper and meaningful assessment a Transport Assessment should be provided. The scope of the Transport Assessment should be agreed with HDM and should include details of proposed traffic generation of all the various proposed uses and any mitigation measures, access to site by various travel modes, accident analysis, a parking justification, site access design and service arrangements.