

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

**2025/90487 47, Huddersfield Road, Mirfield, WF14 8AE**

**Change of use and alterations to convert from vacant bank (Class E) to hot food takeaway (sui generis) with installation of extract and ventilation equipment and external alterations to the front and rear elevations**

**Date Responded: 28-8-2025.**

**Responding Officer: Mark Berry.**

**Responding Ref: 10-9NW-17.**

The highways response dated 8<sup>th</sup> May concluded that given that no realistic off-street parking facilities are proposed, the Highway Safety comments, deliveries to customers are highly likely to be collected from the front and not the rear yard and deliveries to the site and bin collection is proposed from Huddersfield Road, Highways Development Management had no option other than to recommend refusal of these proposals on highway safety grounds.

The applicants have now provided a Highways Technical Note prepared by Eddison's in support of the application which is summarised as follows.

### **The site**

*The application site is the ground floor of the building, which is currently vacant and has a lawful use as a bank (Class E), the ground floor unit has a gross floor area of 148sqm. The first floor of the unit is as separate residential flat (Class C3) and this will remain.*

### **Parking**

*Given the site's location within the town centre, off-street and on-street parking is provided within the vicinity of the application. On-street marked parking bays are located on the northern side of the Huddersfield Road approximately 25 metres west of the application site. These parking bays are subject to parking restrictions Monday to Saturday 0800 to 1800 hours (maximum of 60 minutes with no return within 60 minutes). Further on-street parking provision is provided on Huddersfield Road approximately 100 metres east of the application, this parking has no restrictions. Whilst the Station Road car park is located 120 metres south-west of the application site, this provides a total of 71 spaces, is free of charge for up to 2 hours and can be accessed via the footway provision located on Huddersfield Road and Station Road.*

*To ascertain the existing demand for on-street marked parking bays on Huddersfield Road car parking beat surveys were undertaken on Friday 6th and Saturday 7th June 2025 between the 1200 hours and 2200 hours. These survey days were chosen as they are typically the busiest days for Domino's unit, as will be discussed in this note, the peak trading periods for Domino's units is between 1800 and 2000 hours.*

*the existing marked parking on Huddersfield Road operated with spare capacity during most of the survey periods. It is noted that there are short periods of time on Friday around 15 and 25 minutes (40 minutes in total) between 18:00 and 19:00 where all spaces are occupied, but at all other times there are between 1-3 spare spaces. On a Saturday there is spare capacity throughout the busiest trading period with spare capacity for between 2-3 vehicle available.*

### **Fallback Position**

*The application site was previously occupied as a Bank which will have generated vehicular movements and parking demand on the surrounding highway network.*

*It is important to note that the existing Class E land-use unit could be lawfully used as retail land-use, such as a convenience store or retail unit without the need for planning permission i.e. deliveries and opening hours. In addition, such a use would generate demand for car parking provision on the surrounding highway network at any time. Clearly the level of demand for car parking generated by a*

*convenience store or retail unit would be far more than that would be generated by either the previous Bank or proposed land-use.*

*It can be concluded that the change of use proposals would result in a reduced demand for car parking when compared to the fall-back position.*

### **Deliveries**

*It is proposed that the car park area to the rear of the unit will be used for operational use i.e. unit manager car parking and delivery drivers. Delivery drivers are employed by the Domino's, and they do not use aggregates to undertake deliveries. This enables them to monitor the location of delivery drivers to ensure the efficient operation of units. It is proposed that deliveries will be undertaken solely by E-bikes and mopeds, these are provided by Domino's and delivery pick-ups will be undertaken to the rear of the unit.*

*Given that these will be Domino's employees they will be aware of the delivery strategy for the site. However, to provide the local highway authority with further comfort provision of a Delivery Driver Management Plan could be attached as a condition to a future planning consent for the site.*

*Experience of units of this type indicate that on average, approximately 66% to of the total trade are deliveries whilst the remaining 34% of trade are store collections. In addition, based on experience, although the proposed land-use is open between 9am and 11pm, the peak trading period is after 1800 hours when between 60- 67% of daily trade occurs which is outside the peak hours for traffic.*

### **Trade breakdown**

*A summary of the trade breakdown for a typical hot-food takeaway unit between Sunday to Thursday and Friday to Saturday is provided.*

*This shows that Friday and Saturday are the busiest trade days, the busiest periods on Friday and Saturday occur between 1800 hours and 2000 hours and therefore outside of the peak periods for traffic movements. During this period there will be 40 deliveries from the site, comprising of a combination of 8 mopeds and 10 E-Bike movements and up to 12 customer collection trips to the unit.*

### **Customer collections.**

*A large proportion of these will be undertaken by sustainable travel modes or linked trips to surrounding land-uses within the town centre and those undertaken by car will use the parking on the surrounding highway network. In addition, these customer collections would not necessarily be new demand for hot food takeaways. Instead, it is more likely that this premises would offer an alternative to customers already using the existing hot food takeaways operating on Huddersfield Road and the Mirfield area and would thereby cater for customers who may already be visiting them or have ordered a delivery from them.*

### **Parking on yellow lines**

*The issue of customers parking on double yellow markings has been considered at an appeal for a Dominos unit on Bedminster Parade in Bristol (Appeal Ref: APP/Z0116/A/12/2176015) with the*

*Appeal Decision stating the following*

*'8. Of course, some people might be tempted to park as close as possible to the unit, ignoring traffic restrictions. Yet the appellant's evidence indicates that customers spend about 5-10 minutes within a Dominos unit on average. It seems to me that most people would be reluctant to park in a hazardous location for this length of time, given that there appear to be reasonable opportunities to park in the general area.'*

*Further consideration off on-street parking is provided within an Appeal Decision for a site at Treorchy in South Wales which states the following in paragraph 5;*

*'5. There are parking restrictions in place to prevent illegal parking and to safeguard provision for residents. From the representations received it would appear that these parking restrictions are not being fully enforced, but that is a separate matter for the relevant enforcement authority. It remains the case that there are provisions in place to ensure the effective control of parking. Moreover, because of the busy traffic flows on High Street and having regard to the signal-controlled junction, it would be clearly obvious to most drivers that parking on the restricted sections of the highway would cause serious obstruction to the free flow of traffic in an illegal and anti-social manner. In my view, this would be a significant deterrent for most drivers.'*

**Highways Development Management Comments.**

1, The Highways Technical Note refers to a draft Delivery Management Plan which is not provided in appendix 2.

2, Subject to acceptable details of a Delivery Management Plan being provided which should include proposals for the use of mopeds and E-bikes only for customer deliveries and details of the proposals for service deliveries and waste Highways Development Management have no objection to these proposals.

Please ask the applicants to provide details of their proposed Delivery Management Plan.