

**Consultation Response from KC,  
Highways Development Management****2025/91019 Fartown Village Hall, Ball Royd Road, Fartown, Huddersfield, HD2 1AN****Change of use from village hall F2(b) to mosque F1(f)****Date Responded: 20/02/2026****Responding Officer: CNB****Responding Ref: K5-9NE/29**

This application is for a change of use from village hall to mosque at an existing building with parking fronting on to Ball Royd Road, a 30mph two-way single carriageway residential access road of approximately 7m width with footways on both sides and street lighting present.

The site is approximately 300m from stops on two high frequency bus routes.

The proposals are to change the use of the building from a community centre to a mosque and formalise parking within the car park, including the formation of a bin store and cycle parking racks.

It is expected that most vehicles visiting the site would be cars and these look like they will be able to access the site safely.

No trip generation details were provided by the applicant, however we do not consider that a development of this size and type would generate sufficient trips as to have a severe impact on the operation or efficiency of the local highway network.

The only concern relating to trip generation we have is that the proposed parking supply would not meet the demand. The applicant has proposed 12 marked car parking spaces on the car park (as shown on drawing No (100)05 Parking Layout) and we have concerns that this will overflow on to the surrounding highway network. It should be noted that there are some on-street parking availability surrounding the site, with approximately space for 8 cars adjacent to the site along Ball Royd Road and space for 3 cars available to the front of the site along Road From Side of 40 Ball Royd Road to Blackhouse Road, the other surrounding roads are too narrow to accommodate any on-street parking without causing obstruction.

During busy times (Friday prayers and other events) it may be possible to “stack” additional cars within the car park given the shared arrival and departure times, however this would need parking marshals to guide the cars into a stacked formation to still allow egress. In order to do this, we would need to see a Car Parking Management Plan that provides details of the proposed trip generation, parking demand and how this demand will be managed without causing obstruction on the surrounding highway network, including during busy times (Friday prayers) and events where parking demand would be expected to be high. The Car Parking Management Plan should also contain details of mitigation in the event that anti-social parking occurs due to the operation of the application site and obstruction of the highway or accesses occurs, this may include the funding of TRO parking controls on the impacted roads and funding should be made available by the applicant to pay for this (the current cost of a TRO and works is approximately £10,000), this should be included within a s106 agreement. The Car Parking Management Plan should be conditioned.

Due to the limited space within the car park, we would expect waste collection to be made from the kerbside on Ball Royd Lane rather than having a Kirklees refuse truck access the site. Details of waste storage and bin requirements should be obtained from the Kirklees Waste Strategy team.

With this we consider the application to be acceptable on highways grounds, on balance due to parking concerns, with the following condition and the inclusion of mitigation funding within a suitably worded s106 agreement.

**Condition**

The development shall not be brought into use until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Car Park Management Plan shall include details of:

- i. Trip generation and expected parking demand at the site
- ii. Resident Liaison member of staff and contact details
- iii. Method(s) of informing resident of events taking place where high volumes of guests are expected. (for example this might include leaflet, text, website, notice board etc).
- iv. the use of car park attendant/s and marshals
- v. The overflow parking plan and the use of stacking within the existing car park.
- vi. Monitoring of on-street parking generated by the development and the means of mitigation in the event of repeated anti-social parking and obstruction.
- vii. Promotion of the use of sustainable and active travel
- viii. Mechanism for review of the Car Park Management Plan

The development shall thereafter be operated in accordance with the approved Car Park Management Plan.

**Reason: This is a pre-occupation condition to ensure the site can be made safe and accessible and in the interests of highway safety, to ensure pedestrian safety and in the interests of residential amenity.**