Consultation Response from KC, Highways Development Management
2025/91122 Turnbridge Mills, Quay Street, Huddersfield, HD1 6QT
Redevelopment of site for mixed-use E(g) (i, ii and iii) and B8 including: demolition of buildings and re-cladding of southern elevation of retained adjoining building; retention, conversion and renovation of existing mill/office/workshop/engine house building including alterations; erection of two new buildings; formation of two vehicular access points, service yard and parking areas; and other associated works.
Date Responded:10/10/2025 Responding Officer: Ryan Kinder Responding Ref: 5-7NE/17

2025/91122 Turnbridge Mills, Quay Street Huddersfield.

RECOMMENDATION: No objections subject to conditions (see below).

Section 106 contributions: £13,000 for TRO waiting restriction amendments on Quay Street.
£10,000 Travel Plan monitoring fees.

Development overview:
Planning application for Redevelopment of site for mixed-use E(g) (i, ii and iii) and B8 including: demolition of buildings and re-cladding of southern elevation of retained adjoining building; retention, conversion and renovation of existing mill/office/workshop/engine house building including alterations; erection of two new buildings; formation of two vehicular access points, service yard and parking areas and other associated works. The site takes access off Quay Street on the edge of Huddersfield Town Centre, the site is located between the junctions of Watergate and Turnbridge Road.

Supporting plans/documents:
Preliminary layout drawing – ref PRGN-2292-HGN-DR-CH-0001B dated July 2025.
Proposed site plan – ref 1908205-Rev F dated 17/07/2025.
Transport Statement (TS) – ref 2292 paragon highways dated March 2025.
Travel Plan(TP) – ref 2292 paragon highways dated Feb 2025.

Vehicular access:
Access to the site will be provided via a number of new points of access, the access in the vicinity of the Canal Bridge on Quay Street will be to serve service vehicles and a small number of parking spaces. It has been demonstrated that service vehicles including an articulated vehicle of 16.5m in length can access/egress the site in forward gear. Notwithstanding details of highway improvements submitted (appendix B in the TA), it is considered that given the proximity of the service yard access the proposed measures would not be appropriate at this location and therefore not deemed necessary. Alterations the car park access points to provide additional parking are considered acceptable. It should be noted that alterations to the existing on street TRO to accommodate the various access points will be required and payable by the applicant via a section 106 agreement.

Traffic impact/Generation:
The TRICs database has been utilised to estimate the trips associated with the development. The trip rates have been derived from the TRICs database for ’02 Employment’ and ‘C industrial unit’ land use for the AM and PM peak periods which the total forecast traffic generations are detailed in the table below:

Traffic generations:

	Arrivals	Departures	Two-Way
Weekday AM peak	19	3	22
Weekday PM peak	1	20	21

The total forecast traffic generation of 22 and 21 vehicle movements in the AM and PM peak periods respectively is not expected to have any detrimental effect on the exiting network and therefore considered acceptable.

Parking provision:
To determine the level of parking required for the proposal, a parking accumulation exercise has been carried out, the detail of this is covered within section 3.13 to 3.20 of the submitted TS. To summarise the parking requirements there are a number of sub let businesses which require parking John L Brierley Textiles Ltd, Hewlett & Booth Pipe Cleaner manufacturers,SCM Turbomotive Ltd and Aura print . These have a total accumulation of 89 spaces. The remaining 49 are required for this application. The parking accumulation exercise determines that a total demand for parking associated with this application is 45 spaces. Given this the level of parking provision proposed is considered acceptable.

Internal Layout/servicing/bins
The proposed service yard is located via a newly form access off Quay Street. The provision of waste collection is indicated on the submitted plans. Swept paths for service/delivery vehicles has been provided including internal turning. To facilitate the access and turning in and out of the development it will be necessary to alter the existing waiting restrictions on Quay Street, this will require a payment of £13,000 to carry out this work including legal costs and will be secured via a section 106 agreement.

An interim Travel Plan has been submitted, this will require further work with the Councils Travel plan coordinator and will require Travel Plan monitoring fees of £10,000 payable via a section 106 agreement to facilitate its full implementation.

Overall the proposal is considered acceptable please include the following highways conditions to the decision notice:

Approved Access – Condition
Means of access to and from the site shall be in accordance with the preliminary access design(s) as shown on the approved plan(s) ref. PRGN-2292-HGN-DR-CH-0001B, 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.

Approved Access - 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 site access(es).

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.

Areas to be surfaced and drained
The buildings shall not be occupied until 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.

Travel Plan to be submitted

Within the first 3 months of any part of the development being brought into use a travel plan 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 'live' and other bus/train information;
- provision of METRO passes;
- 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

Kirklees COUNCIL