

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

2025/92443 Huddersfield Open Market, Brook Street, Huddersfield, HD1 1DY

External works to Market Building and wider site including alteration and demolition of modern additions to the Market building, new glazed screens, new WC and welfare facilities, provision of services and lighting including associated works, remodelling to the stone annexe, alterations to catering facilities, and self-contained commercial units, works to floor surfaces of Market Building. Use of Market Building and Market Yard for a mix of uses (sui generis) including retail, hot food takeaway, drinking establishment, restaurant / café uses, market office, public welfare facilities, storage facilities as well as provision of areas that provide a mix of fixed and flexible indoor and outdoor market stalls. Creation of areas for open market and market yard, siting of associated structures, installation of new fixed market stalls demolition of external bin store and creation of waste compound area, creation of new pavilion, storage compounds, vehicular parking, remodelling and surfacing of areas of hardstanding, street furniture, car park layout, landscaping and associated works (Listed Building within a Conservation Area)

Date Responded: 29/12/2025

Responding Officer: CNB

Responding Ref: K5-7NE/22

This application is for works to the existing market building and the wider site including some changes of use, creation of a market yard, improvements to the waste storage compound, changes to parking, street furniture, the car park layout and incorporation of HVM bollards and barriers to formalise pedestrian areas around the market. This includes the area covered by Brook Street, Byram Street and Lord Street within Huddersfield Town Centre.

The site benefitted from pre-application highways guidance and advice provided on 16/05/2023 (22/21380) and 15/11/2024 (24/21166). This indicated what would be required from a full application at the site.

The majority of the works to be carried out are to the fabric of the market building and the creation of a “market yard” and waste storage compound, these highways comments will only be concerned with aspects of the proposals that will impact on the operation and efficiency of the local highway network around the site and on highway safety and will look at the changes to the highway, parking changes, access for servicing and the inclusion of Hostile Vehicle Mitigation (HVM) barriers and bollards.

The application was accompanied by a Transport Assessment (4th/final revision) from Amni Transportation.

No trip generation details were provided as the only examples of a “market” land use contained within the national TRICS database were historical and not viewed as being suitable, however we do not consider that the proposals would increase the number of trips to the market sufficiently as to have a severe impact on the operation or efficiency of the local highway network.

The transport assessment indicated that there were no collisions recorded around the area of the market, subsequent checks have indicated that there was a single recorded injury accident collision on Brook Street in September 2024, however we do not consider that the development proposals would exacerbate the occurrence of this type of collision.

Revised drawings were submitted by the applicant reducing the amount of work to be carried out on the surrounding highway network, including the replacement of removable HVM bollards with swing barriers, the removal of the container pavilion and the increase in size of the carpark from the proposed with some re-surfacing and public realm work.

Any works to be carried out on the highway will need to be done within a s278 agreement with the Local Highway Authority and this will include any changes to road geometry/kerb lines etc, HVM bollards and barriers and any changes to surfacing. This should be included as a footnote.

Any changes to the existing TROs around the market will have to be carried out in conjunction with the Local Highway Authority and may generate an additional cost for processing the TRO and works on the highway to enforce the TRO, such as signs and lines etc. All TRO work will be carried out by the Kirklees Highway Safety team.

Any changes to the car park on Brooke Street or changes to the pay and display parking on Lord Street will need to be approved by the Kirklees Town Centre Parking Team. Any loss of spaces in these areas may result in a loss of parking and thus income for the council and this is why the Town Centre Parking Team should be involved. It should be noted that the creation of the “Market Yard” will remove some existing trader parking from the location and so this may place a higher demand on the existing pay and

display car park. We would also recommend that the applicant funds additional monitoring of the loading bays on Lord Street to avoid misuse of them and discourage these from becoming free trader parking areas. This should be included in the access management plan as detailed below.

Swept path analysis drawings were submitted (Drawing Nos D110 to D115), covering an articulated lorry, a refuse vehicle, a private car, a fire tender, a panel van and a delivery vehicle. The swept paths were based on the original proposal layout with the smaller refuse area and the container pavilion. The design has since changed and because of this we would like to see the resubmission of drawing D111 for the refuse vehicle to clearly show that the new refuse storage point is safely accessible by an 11.85m refuse vehicle. This can be conditioned. The swept path analysis should keep reversing movements to a minimum for highway safety reasons.

There are some existing TROs around the market site on Byrant Street and parts of Brook Street to create road closures during the market opening hours. These are to be changed to include the extended opening hours and the closures will be achieved by the use of HVM barriers at each end of Byram Street and across Brook Street. As mentioned earlier the correct legal agreement with the Local Highway Authority will need to be obtained to place these (and any other HVM bollards) within the highway. We would like to see an access management plan provided by the applicant that provides details of the use of the barriers, who has responsibility for closing/securing and then opening the barriers out of market times and to allow emergency vehicle access during market times, allowing access for delivery vehicles to premises around the market area, and the responsibility for maintenance of the barriers (including contact details). The access management plan should also contain details of the full access arrangements for all users to ensure highway safety is maintained and no obstructions are caused and that loading bay parking is not abused. This should be conditioned.

The latest iteration of the proposals includes an “In Post” style parcel locker system located adjacent to the access to Tesco. It is expected that these will generate some trips for both parcel deliveries and also for individual pick-ups and this will generate a requirement for some very short term parking. It is assumed that the Brook Street carpark will operate at close to capacity during market operating times due to the removal of market trader parking for the inclusion of the “Market Yard” area and so parking for parcel collection may not be available on the car park. This may lead to pick-up parking on or close to the junction of Brook Street and Lord Street, on the footway to the side of the accessible parking spaces in the car park or within the circulation area of the car park. Both of these may cause obstruction and the associated highway safety issues. There is an existing loading bay that is to be retained on Lord Street and this may be suitable for pick-up parking if it is available. Monitoring of the situation may be required with suitable mitigation adding in the event that concerns arise during the operation of the collection boxes. It is requested that some funding is set aside for this mitigation. This should also be included within the access management plan.

Cycle parking in the form of “Sheffield Stand” type loops are to be introduced within the market area at the northeast side of the market. This would provide a small number of short stay cycle parking spaces for visitors to the market, although it should be noted that the access designs, particularly the HVM barriers are not conducive to cycle access, and the proposal designs may not be compliant with LTN 1/20 guidance which requests 1.5m gaps between bollards to allow cycles to pass easily and safely, although we do accept there is a requirement to make the area vehicle free for safe pedestrian access to the market and that the promotion of uncontrolled cycle access may oppose these needs. Also, it should be noted that there is no long-term cycle storage to be provided for workers at the market that is secure and covered (lockers or similar) and this may discourage cycle use by traders/workers which would not

fully support the council's aspirations to promote sustainable and active travel within Kirklees. We would ideally like to see some improvements to the provision of cycle infrastructure and facilities within the market area to help promote active travel in Huddersfield, however we understand that there are both space and funding issues that may prevent this.

We would expect to see a construction access management plan for the application, and this should provide details of construction access points, the number and type of vehicles expected to access the site, parking for contractors and deliveries, materials storage and use of a banksman or traffic management for large deliveries. It is noted that there is a separate application for a temporary market building to host market stalls during the works on the main market building and this should be included within the construction access management plan.

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

CONDITIONS

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

- i. Access Liaison member of staff and contact details
- ii. Details of vehicles allowed restricted and unrestricted access to the site and how this will be achieved, with details of the physical barriers and bollards to be used, types of TRO orders in place to enforce the closures, times of both closure and open access and details of how 24hour emergency services access will be achieved and maintained.
- iii. Details of who holds responsibilities for opening and closing the barriers and bollards, including a name and contact details.
- iv. Details of who will have the maintenance and repair responsibility for the barriers and bollards including a name and contact details.
- v. Details of how access will be maintained for existing premises and businesses located within the cordoned area, including for both deliveries and servicing.
- vi. Details of servicing access and access to the waste storage area for collection vehicles.
- vii. Mechanism for review of the Access Management Plan.

The development shall thereafter be operated in accordance with the approved Access Management Plan for the lifetime of the development.

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.

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for vehicular access to the waste storage/collection area, consisting of a swept path analysis for an 11.85m refuse vehicle, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a suitable access and layout in the interests of highway safety

Before development commences, details of the routes to access the site and numbers and sizes of vehicles expected to access the site should be provided along with the provision to be made for the

parking, loading and unloading of contractors' plant and equipment, details of use of a banksman and traffic management where required, the location for storage of building materials and the parking of the workforce and the location of welfare facilities within the site during construction works and the use of adequate wheel washing facilities where required, shall be submitted to and approved in writing by the Local Planning Authority. 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

FOOTNOTE

Any works within the adopted highway fronting the property will need to be constructed under the correct 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.