

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

2025/92997 Holy Trinity Church, Trinity Drive, Denby Dale, Huddersfield, HD8 8UZ

Change of use and alterations to convert from place of worship to a community workshop and café, erection of external teaching space, external seating area and installation of temporary container storage

Date Responded: 30/01/2026

Responding Officer: CNB

Responding Ref: K17-12/46

This application is for a change of use from place of worship to a community workshop and café at an existing church with parking and an access on to the junction of Dearneside Road, a 30mph two-way single carriageway local access road of approximately 6m width, and Norman Road, a 30mph two-way single carriageway local access road of approximately 8m width. The site is accessed off a steep and narrow unadopted driveway, Trinity Drive, that is approximately 3m wide with no footways. The visibility at the junction of Trinity Drive and Dearneside Road appears poor.

The site is approximately 300m from stops on a high frequency bus route.

The site access, Trinity Drive, hosts PROW footpath DEN/68/20 and this must be maintained as listed on the definitive map (this is shown up the middle of Trinity Drive) and must not be interfered with or obstructed (including by parked vehicles) prior, during or after any works. Any changes that may impact on the PROW will need to be approved by the Kirklees PROW team. The Council's public rights of way unit may be contacted by telephone 01484 221000 and ask for Sharon Huddleston or via the email address publicrightsofway@kirklees.gov.uk

It should be noted that the Kirklees PROW team have concerns with any vehicle parking on the PROW obstructing it as the route links to the Trans Pennine Trail and is very popular with walkers.

This site benefitted from pre-application advice including notes and guidance from HDM. A Transport Statement was requested in the pre-application guidance notes, but this doesn't appear to have been provided with the full application, and so the current application may not have addressed all the noted highways concerns in sufficient detail.

Trip Generation

No trip generation details were provided and so we cannot fully assess the impacts of the proposals on the operation or efficiency of the local highway network or assess the suitability of the proposed parking supply as there is no estimated parking demand to base this on. A shortfall of parking provision may create unsociable parking in both the site, causing a blocking of turning and manoeuvring space, on the surrounding local highway network, which may cause amenity issues and highway safety concerns, and could increase the two-way use of the narrow access drive as motorists, unable to find a parking space on site, head back down to the surrounding residential highway network to find an on-street parking space.

The expected trip generation should be provided, whether this be from a survey of another existing similar operation, from the national TRICS database, using a suitable land use, or from first principles based on the expected number of visitors, but should also include any trip generation caused by access to the allotments, as requested in the pre-application guidance.

Access

The access to the site is along Trinity Drive, a private access driveway of approximately 3m width with no pedestrian facilities. The access drive hosts PROW footpath DEN/68/20 and this should remain unobstructed during any construction works and during the operation of the development. There was a 3t weight limit sign in place at the beginning of Trinity Drive, however the Local Highway Authority have no records of the TRO supporting the ban and it is assumed that the sign was added by the owner of the road.

The submitted Design and Access Statement Section 4 Access suggests that there are pedestrian refuge

points along Trinity Drive to assist pedestrian safety, but these are not indicated on a drawing and an inspection of the route using street view doesn't indicate the presence of any pedestrian refuge points without using third party land.

The submitted Design and Access Statement Section 6 Sustainability & Safety indicates that there will be "cautious vehicle speeds" to "ensure the access via Trinity Drive remains safe for both vehicles & pedestrians", however no further details of how vehicle speeds will be managed were provided.

Section 2 Site Context & Appraisal indicates that "There is sufficient space for commercial delivery vehicles to access and turn within the site safely" however no evidence of this has been provided, we would like to see a swept path analysis for a commercial delivery/servicing vehicle showing that it can safely turn on site and enter and exit the site in forward gear. Access for emergency services vehicles, including a West Yorkshire Fire and Rescue fire tender should be clearly indicated.

The pre-application advice indicated that there may be visibility issues at the junction of Trinity Drive with Dearnside Road and requested that a visibility splay was indicated at the junction for vehicles exiting Trinity Drive, due to the intensification of use of the access that was expected with the proposals. This wasn't provided with the current application, and we would still like to see this. A search of PICs in the area of the junction showed no records of injury collisions, however we would still need to see the available visibility splays shown clearly on a drawing.

The submitted Design and Access Statement Section 7 Community Access & Involvement indicates that "pre-application consultations have already identified visibility concerns at the junction, which are acknowledged and addressed", however there are no details of how this visibility/highway safety concern has been addressed, and these details should be provided. Section 4 Access of the Design and Access Statement suggest that "Junction visibility is recognised as limited but mitigated by historic use". This is not acceptable mitigation given the expected intensification of use of the access and the visibility issues have not been addressed (or even considered in any detail).

Parking

No parking layout or details of parking provision were provided with the application beyond the vague suggestion in the submitted Design and Access Statement Section 4 Access that there will be "On-site parking for 8+ cars.", we would need details of how the parking demand was assessed to ensure 8 spaces are suitable, the location of the parking spaces, that the proposed parking spaces conform to the guidance dimensions of 2.4m x 4.8m and that all the parking spaces are safely accessible and that suitable turning/manoeuvring space is provided, and this may require a swept path analysis. We would not wish to see a layout that may require vehicles to reverse down Trinity Drive for highway safety reasons. The parking areas should either be finished with a permeable surface or have suitable drainage provided, we would not like to see any surface water runoff going on to the adopted highway.

The submitted Design and Access Statement Section 7 Community Access & Involvement also indicates that "parking/traffic impact is minimised by encouraging local users to walk or use public transport where possible", but no details of how this information will be passed on to users of the site or what methods of encouragement or promotion of sustainable/active modes will be used? The site falls short of the requirement for a Travel Plan, however we would encourage any methods the operating team use to promote sustainable/active travel, however it is noted that there is no mention of safe and secure cycle parking for the site within the application details. We would like to see adequate safe and secure cycle parking included with the application, both marked clearly on a layout drawing and with

details of the number, type and style of cycle parking/storage provided.

Waste Storage and Collection

Drawing No 005 Proposed Plans shows the location of a bin store adjacent to the building, however there is no indication that a waste collection vehicle can safely access the site and so we would need to see a swept path analysis showing that a waste collection vehicle can access the site, turn on site and egress the site safely and in forward gear only. The waste collection would need to be carried out by either a private company or Kirklees Commercial waste and so a suitably sized vehicle will need to be tracked on the swept path analysis.

Without the above information we are unable to fully assess the impacts of the development proposals on the operation and efficiency of the local highway network and on highway safety and so we cannot currently support this application. It should be noted that this information was requested during the pre-application process for this site.