

Sent:

30 December 2025 13:29

Application 2025/70/93286/W - Objection

Application ref: 2025/70/93286/W

Site: Holmfirth Tech, 140 Huddersfield Road, Holmfirth

Proposal: Variation of Condition 4a (opening hours) and removal of Condition 4b

Case Officer: Danielle Cooper

OBJECTION

I object to this application in the strongest possible way.

I am the owner of No. 142 Huddersfield Road and of the private access lane serving the car park to the rear of Holmfirth Tech at No. 140. This is the sole vehicular access to the site's parking. It is a narrow, steep, single-track route with no lighting and poor visibility onto Huddersfield Road (A6204). Any extension of the site's hours of operation directly affects the safety, usability and amenity of my land.

Late opening was only ever permitted on a strictly time-limited trial basis. Condition 4b was imposed specifically "to allow the impacts of the variation in hours to be assessed during this period in the interests of preventing the loss of amenity to adjacent residential properties arising from noise and disturbance." Kirklees Environmental Health formally objected to later opening and warned that extended Friday and Saturday use until 23:00 would cause loss of amenity by way of noise and disturbance. Those concerns have not been withdrawn. This application seeks to make permanent what was only ever allowed temporarily and with clear reservations.

The applicant suggests that late opening would only be used a handful of times. However, the condition they are seeking would allow late opening every Friday and Saturday as a matter of law, with no restriction on frequency and no requirement to notify or record use. Once the condition is removed, there would be no planning control over how often late opening occurs and no breach to complain about. This was precisely why a time-limited trial was imposed.

Kirklees Highways originally assessed the access via No. 142 Huddersfield Road and found it to be approximately 2.7m wide at its narrowest, single-track with no passing places, with poor visibility onto Huddersfield Road, requiring reversing manoeuvres onto the A6204, unsuitable for drop-off and pick-up and prone to vehicle conflict. Because of this, strict access and parking controls were originally imposed. In

a later variation the applicant removed the access from the red-line boundary, which had the effect of watering down those protections even though the site continued to rely on the same access.

For this application the access has been included within the red-line boundary again, confirming it is an integral part of the development. Despite this, no updated highway assessment, night-time safety analysis, lighting proposals, reversing or conflict assessment, or revised access or parking management plan has been submitted. The Council cannot lawfully approve extended and intensified use without reassessing whether this access is safe and suitable.

The site is a listed building within a conservation area. Late-evening activity, traffic, noise and congregation will cause disproportionate harm to residential amenity and the character of the area. It will also have an adverse effect on the riverside wildlife including Bats. The houses are immediately behind the car park and also listed buildings with original single-glazed sash windows which provide very limited acoustic insulation and cannot realistically be upgraded, making residents particularly vulnerable to late-night noise and disturbance.

During the trial period I observed an evening event finishing at around 9:45pm. On that occasion, attendees used the public car park next door and no vehicles used the private access lane. I have not seen events running until 11pm and the building is normally unlit and closed by around the standard permitted hours. This shows that late opening is not routine, not required for normal operation and does not depend on use of the on-site car park.

The applicant is also seeking to remove important safeguards despite not complying with existing conditions, including the failure to properly mark out the car park and complete approved surfacing and patching. Where approved controls have not been implemented, there is no confidence that further conditions associated with later opening would be respected.

For all of these reasons the proposal is unsafe, unjustified and contrary to the development plan and national policy. The application should be refused.

*142 Huddersfield Road
Holmfirth
HD9 3AR*