

Highway Safety

1. SITE LOCATION AND EXISTING HIGHWAY CONTEXT

The application site is located on the frontage of the A636 Wakefield Road, a two-way single carriageway classified distributor road subject to a 30mph speed limit. The carriageway is approximately 7.4m wide and benefits from footways on both sides together with street lighting, providing good visibility and safe pedestrian movement along the corridor.

Uncontrolled on-street parking bays are provided directly to the frontage of the premises. Opposite the site, "No Waiting at Any Time" Traffic Regulation Order (TRO) markings are present which assist in maintaining traffic flow and visibility.

The site lies within an established mixed commercial and residential area and is highly accessible by a range of sustainable transport modes.

2. EXISTING USE

The lawful use of the premises is as a newsagents (Class E). This use typically generates short-stay, convenience-based visits throughout the day with a proportion of customers arriving on foot from the local catchment area.

3. PROPOSED DEVELOPMENT

The proposal seeks planning permission for change of use to a small-scale micro bar. The operation is intended to serve the local community with limited capacity and no large-scale entertainment or destination use proposed.

Given the modest floor area and neighbourhood-focused nature of the business, the scale of activity is expected to remain relatively low and comparable with other small town centre or local parade uses.

4. TRIP GENERATION

Trip generation associated with the proposed development has been estimated using industry standard methodology with reference to the national TRICS® database. Comparable sites were selected to reflect:

- Small-scale local public houses/bars ($\leq 150\text{m}^2$ GFA)
- Edge of centre / neighbourhood parade locations
- Good accessibility by sustainable modes
- Local catchment customer base

For robustness, the existing lawful use (newsagents/convenience retail) has also been assessed to allow a comparison of likely trip demand.

4.1 METHODOLOGY

TRICS contains surveyed trip rates for a range of leisure and drinking establishment uses. For small public houses/bars in local and neighbourhood centre locations, the database demonstrates:

- Low vehicle trip rates relative to retail or foodstore uses
- Higher proportions of walking, public transport and taxi trips
- Peak activity typically in the evening period rather than highway network peak hours

TRICS Survey Selection

Existing Use – Convenience Retail / Newsagent (Class E)

- Land Use: Convenience Store (Local)
- GFA range: 50–150m²
- Edge/neighbourhood centre locations
- Multi-modal accessibility

Proposed Use – Public House / Bar (Sui Generis)

- Land Use: Public House / Bar
- Small-scale sites
- Local/neighbourhood setting
- Limited food offer and no late-night entertainment

4.2 COMPARATIVE ASSESSMENT

The existing newsagents use generates regular day-time customer turnover with frequent short-stay visits, deliveries and passing trade, including peak periods coinciding with commuter hours.

By comparison, a micro bar:

- Serves a predominantly local catchment
- Generates fewer overall daily trips
- Has activity concentrated outside traditional highway peak hours
- Encourages non-car modes, particularly walking and taxi use

Based on typical TRICS rates for small public houses/bars, anticipated vehicle trips are modest and are not expected to exceed those historically associated with the retail use. In many cases, such leisure uses generate fewer daily vehicular movements overall as depicted in the following tables based on a proposed micro bar floor area of approximately 65m² Gross Floor Area (GFA):

Existing Use – Newsagents / Convenience Retail

Period	Trip Rate (veh trips per 100m ² GFA)	Two-Way Trips (65m ²)
AM Peak (08:00–09:00)	18	12
PM Peak (17:00–18:00)	16.5	11
Daily (12 hr)	140	91

Proposed Use – Micro Bar / Public House

Period	Trip Rate (veh trips per 100m ² GFA)	Two-Way Trips (80m ²)
AM Peak (08:00–09:00)	1	<1
PM Peak (17:00–18:00)	6	4
Evening Peak (19:00–20:00)	10	6-7
Daily (12 hr)	60	39

Accordingly, the development is not considered to materially impact the operation or capacity of the local highway network.

5. PARKING

TRICS public house surveys indicate:

- Typical accumulation of 1 space per 8–10 patrons
- High proportion of non-car arrivals (40–60% in local settings)

Given the modest scale of the premises, anticipated peak parking demand would equate to 2-3 vehicles maximum.

The site benefits from:

- On-street uncontrolled parking bays immediately to the frontage
- Additional parking across the road, opposite The White Hart public house
- Additional on-street parking opportunities within the surrounding streets
- Car park within walking distance (at the memorial on Wakefield Road)

Given:

- The small scale of the proposal
- The localised customer base
- Availability of sustainable transport
- Evening-biased trading hours (outside peak parking demand)

It is considered that existing parking provision within the vicinity is sufficient to accommodate the limited demand arising from the proposal.

No significant overspill or highway safety issues are anticipated.

6. SUSTAINABLE TRANSPORT AND ACCESSIBILITY

The site is highly accessible by non-car modes.

6.1 WALKING

Continuous footways are present on both sides of Wakefield Road, with street lighting and good passive surveillance. The surrounding area is predominantly residential and within comfortable walking distance, encouraging trips on foot.

Public footpaths across countryside encourage hikers and dog walkers for whom we will cater for their recreation.

6.2 CYCLING

The local highway network is suitable for cycling. The short trip lengths associated with the proposal support cycle use. Cycle parking can be provided if required.

6.3 PUBLIC TRANSPORT

The site benefits from strong public transport provision:

- Bus: Frequent services operate along the A636 corridor, providing connections to Holmfirth, Wakefield town centre and surrounding settlements.
- Rail: A train station within reasonable walking distance provide regional connectivity particularly Sheffield, Barnsley and Huddersfield.
- Taxi: Local taxi and private hire services are readily available via Skelmanthorpe Taxis and Uber, particularly supporting evening travel.

These options provide realistic and attractive alternatives to the private car.

7. SERVICING AND DELIVERIES

Servicing requirements for a micro bar are expected to be minimal with infrequent deliveries and can take place from the on-street frontage or in front of The White Hart in a similar manner to the existing arrangements without affecting highway safety. A trolley is available for use should parking immediately outside be unavailable.

Deliveries to the premises by HGV will be few - not even once a week. Deliveries are mostly by car or van. (Eg a lot of deliveries are made to the sister venue in Mapplewell with stock brought over on a Wednesday and Friday afternoon).

Waste collection provision shall be carried out by Biffa. 240L two wheel plastic bins are sited to the front (left) of the building due to access restrictions elsewhere. They are currently obscured by a low-level fence but erection of a 2m fence is preferred. (Kirklees were unable to provide 240L containers which are necessary for space reasons and the low volume of waste produced).

The waste bins are serviced between 8am and 6pm Monday to Friday.

Empty beer barrels are also stored in this area and removed at the same time as deliveries are made for re-use by a brewery.

8. HIGHWAY SAFETY AND IMPACT

The proposed change of use:

- Does not materially increase traffic volumes
- Occurs largely outside network peak hours
- Benefits from existing parking and sustainable transport options
- Retains established access arrangements

As such, there would be no severe or unacceptable impact on highway capacity or safety, consistent with the requirements of the National Planning Policy Framework.

9. CONCLUSION

The proposed change of use from newsagents to micro bar is considered acceptable in transport terms. Trip generation is anticipated to be modest and comparable to, or lower than, the existing use, with strong opportunities for walking, public transport and taxi travel.

The development would not result in significant parking stress, highway safety concerns, or adverse impacts on the local highway network.

Accordingly, the proposal accords with local and national transport and sustainability policies and is suitable for approval.