

Consultation Response from KC Highways Development Management		
2026/90619 United Church Marsden, Warehouse Hill Road, Marsden, Huddersfield, HD7 6AB		
Change of use and alterations to church (Class F1) and Sunday school to form 8 residential units (Class C3) including internal reconfiguration and external alterations, insertion of rooflights and formation of roof terrace, associated parking, landscaping and ancillary work (within a conservation area)		
Date Responded: 30/03/26	Responding Officer: M Zenner	Responding Ref: K1-8/14

RECOMMENDATION: No objection in principle to the proposals, some minor amendments should be undertaken.

Further information is required regarding the following issues, which are detailed in the main body of the report:

- Clarification over the main vehicle access width.
- Pedestrian access to the side of the property should be 2m wide.
- The accessible parking space is required to have 1.2m aisles to the side and rear.
- Cycle storage for 8 bikes is required and should be provided in a secure / long stay arrangement and be able to be accessed independently. Layout to comply with LTN 1/20.
- Refuse storage provision appears to be insufficient and should be reviewed.

Development Overview:

The proposals are for the change of use and alterations to a building formerly used as a church and Sunday school to form 8 number residential units including the internal reconfiguration and external alterations, the insertion of rooflights and formation of roof terrace, associated parking, landscaping and ancillary work.

The proposed residential units comprise 1 no 2 bedroom dwellinghouse, 3 no 1 bedroom apartments and 4 no 2 bedroom apartments.

The proposals also look to amend the existing car park and increase the number of spaces from 7 to 9.

Reference to Plans/Documents:

- Existing First And Second Floor Plan – Dwg 25-10-03-EX-100 Rev B
- Existing Ground And First Floor Plan – Dwg 25-10-03-EX-100 Rev B
- Proposed Basement Floor Plans – Dwg 25-10-03-GA-099 Rev B
- Proposed Ground Floor Plan – Dwg 25-10-03-GA-100 Rev B
- Proposed First Floor Plan – Dwg 25-10-03-GA-101 Rev B
- Proposed Second Floor Plan – Dwg 25-10-03-GA-102 Rev B
- Proposed site and roof plan – Dwg 25-10-03-GA-120 Rev B
- Proposed Elevations A and B – Dwg 25-10-03-GA-200 Rev B
- Proposed Elevations C and D – Dwg 25-10-03-GA-200 Rev B

Policy:

Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24

Traffic Impact:

It is the LHA's understanding that the extant use was as a church and Sunday school which also hosted community activities such as teaching, yoga etc. Whilst no trip generation data has been provided for either the previous use or the proposed use, it is not considered that there would be a material increase in trips at the site as a result of the proposals.

Vehicular Access:

The existing access to the site is located off Warehouse Hill Road in close proximity to the junction with Station Road, where there is a dropped kerb across the frontage that provides two vehicular access points, one to the car park in front of the church and the second down the western edge of the site which accesses the Sunday school element of the building and appears to provide parking access to neighbouring properties.

The proposed vehicular access appears to be approximately 4.6m wide on the 'proposed site and roof plan', this would be wide enough to provide simultaneous access and egress. However, it is noted that the plan also states that the existing access point to the church car park is to be retained. The existing access does not appear wide enough to allow simultaneous access and egress. Whilst an access that allows simultaneous access and egress would be beneficial, it is accepted that the existing car park entrance has worked acceptably for many years and the proposals only look to increase the number of spaces within the site by two, which is unlikely to have an impact in the LHA's view.

Public Transport:

Marsden Railway Station is in close proximity to the site and nearby bus stops are located along Station Road, Peel Street and at Marsden Market place and offer 1-4 buses an hour.

Pedestrian Access:

Pedestrian access appears to be from the same access points as the vehicular accesses and are as existing. The proposals look to install a 1:15 ramp to the front entrance to the property. There is also pedestrian access proposed to units 3,4,5 and 6 from the side access to the property. The location of the parking space 9 does reduce the available footway width to approximately 1.6m at this point which could benefit from being increased to 2m, especially noting that the cycle store is also located within this area also and access and egress for cyclists will also use this route.

Parking:

The Kirklees Highway Design Guide states that 1-2 bedroom apartments should be provided with one car parking space and 2-3 bedroom dwellings should be provided with a minimum of two spaces. Therefore, the provision of 9 car parking spaces should be provided for the development.

The provision of 9 car parking spaces are provided for the development, one space is shown adjacent to unit 8 and 8 car parking spaces are provided for the development in the car park to the front of the church building. One of the spaces is accessible, however, it is noted that the circulation aisles required for the accessible space need to be increased in size to 1.2m to the side and rear of the space.

Applicants are required to provide electric charging points to encourage the use of electric and low emission vehicles.

Cycling:

The Kirklees Highway Design Guide states that one cycle parking space per unit is recommended. Therefore the provision of 8 cycle parking spaces is required and the long stay / secure provision should comply with the good practice set out in the DFT document LTN 1/20. It is noted that the proposed cycle store is located adjacent to Unit 8 and indicates just 6 no cycle parking spaces and they do not appear to be provided with individual locking points to ensure they are secure within a shared area. Amendments should be undertaken to ensure individual secure lockable points are provided in a horizontal arrangement.

The River Corridor Greenway Project is located in close proximity to the site which will benefit residents.

Servicing/Refuse:

The Kirklees Waste Management Design Guide for New Developments (Oct 2020) provides guidance on the required waste collection service to domestic properties. It is noted that applicants are required to submit plans for the storage, kerbside presentation and collection of waste from all properties, including the means of access for refuse collection vehicles, as part of the validation process and will be considered as part of the decision-making process. It appears to the LHA that there is insufficient / inadequate provision for waste and recycling which should be considered further to ensure there is adequate space provided for future storage.

Conclusion: No objection in principle to the proposals but some minor amendments required.