

Consultation Response from KC Highways Development Management		
2026/90791 350, Huddersfield Road, Mirfield, WF14 9DQ		
Change of use of furniture manufacturer and upholsterer to mixed-use site comprising ground floor retail E(a) and café E(b) and first floor acting / education class F1(a) including theatre and dance hall (sui generis)		
Date Responded: 17/07/26	Responding Officer: M Zenner	Responding Ref: 10-6SW/31

RECOMMENDATION: HDM objects to the proposals as follows:

The proposals do not provide safe and suitable access to the site for all users and therefore do not comply with Local Plan policies LP20 and LP21 or the NPPF point 115.

The proposals do not provide car parking or accessible parking and therefore do not comply with Local Plan policies LP21 and LP22 or point 117 of the NPPF.

The proposals do not provide cycle parking and therefore do not comply with Local Plan policies LP21 and LP22 or point 117 of the NPPF.

The proposals do not provide appropriate servicing facilities for the site which is contrary to Local Plan policy LP21 or point 117 of the NPPF.

No vision-led transport statement has been provided as part of the submission, therefore there is insufficient information provided to ascertain the highway implications of the proposals, which is contrary to Local Plan policy LP21 and point 118 of the NPPF.

Development Overview:

It is HDM's understanding that the proposals are for a change of use of a furniture manufacturer and upholsterer to a mixed-use site comprising ground floor retail E(a) and café E(b) and first floor acting / education class F1(a) including theatre and dance hall (sui generis).

The building fronts onto the A644 Huddersfield Road which is an 'A' classified road subject to a 40mph speed limit. There is a narrow cycle lane on the north side of Huddersfield Road and a bus stop clear way located adjacent to the frontage of the building. There are bus stops located on Huddersfield Road and on Stocks Bank Road further north.

To the north of the site, there appears to be an access point from Back Lane which is a narrow road with a sharp gradient that has no footways in place at the location of the rear access. The access is adjacent to residential terraced dwellings and a car park for the neighbouring block of apartments.

Reference to Plans/Documents:

- Planning Letter Dated 18/05/26;
- Planning Statement – Use, Operation and Transport Impact;
- Cover Letter Dated 11/06/26;
- Highway Response Statement Dated 09/06/26.

Policy: Local Plan Policies – LP19, LP20, LP21, LP22, LP23, LP24.

Traffic Impact/Network Assessment:

Previously no survey data or highway assessments were provided in relation to the proposals, HDM requested further information to ascertain the existing level of trips for all the uses currently operating from the site and the likely trips for the proposals. In the latest information provided, there is some breakdown of the proposed uses and likely numbers of visitors to the site for each use, however, these are indicative numbers and no TRICS or survey data has been provided to ascertain what the likely trip generation of the proposed uses is and how it compares to the existing use. The applicant has stated that the proposed use is comparable in scale and intensity to the previous commercial use on the site and is not expected to materially increase vehicle movements, but there is no evidence provided to back this up.

The applicant has provided details of the proposed floorspaces within the building as follows:

Ground Floor:

Retail Space / Prom Dress Fitting - 60 sq m

Seated Bar / Café – 42 sq m

Ancillary areas such as toilets, fitting rooms, bar, preparation and circulation 36 sq m

Total floorspace 138 sq m

First Floor:

Acting / theatre / education (including auditorium, stage, changing areas, WC's, storage and circulation) 241 sq m

Stage of which 30 sq m

Total floorspace 241 sq m

Overall building floorspace 379 sq m

The submission does not provide any assessments of the existing trip generation at the site or the likely trip generation resulting from the proposals which was requested previously and should be provided. It is HDM's view that the proposals are likely to increase the level of trips at the site and as such a Transport Statement should have been provided that provides an assessment of the local roads and junctions to ascertain the potential highway implications and cumulative highway impacts of such a development.

Access Arrangements:

HDM previously requested clarification over the access arrangements at the site, the supplementary information provided states that customers will access via Huddersfield Road unless they require accessible access for the first floor theatre, which they state is provided via Back Lane, however no detail is provided as to how visitors will be aware of these arrangements.

Staff are stated to access via Huddersfield Road. The submitted information states that staff numbers are low with typically 1-2 per use, but does not provide a total number within the submission which should be provided.

Servicing & Waste Management:

HDM requested further information on servicing and waste management and the applicant has confirmed that 95% of deliveries will be taken at the front on Huddersfield Road with 5% using the rear loading bay use. The details provided seem light on detail and HDM is concerned that the applicant is assuming that the frontage on Huddersfield Road will have available parking, as it is public highway this may not be the case.

The submitted information states that the retail unit will have small parcel deliveries by royal mail and DPD. The café is stated to have monthly staff collections from suppliers and the applicant states that no large vehicles or frequent servicing is required.

In terms of waste management the applicant states that the existing bin storage will be retained, but there is no evaluation / information of whether this is adequate to service the range of uses outlined which includes a café.

The applicant states the current collection point is off Back Lane to the rear and the applicant proposes to use Kirklees Trade Waste Service.

Parking:

HDM previously requested more information in regards to parking at the site. The latest information supplied does not provide any details of existing car or cycle parking for the site, but states that five vehicle spaces are available on street on Huddersfield Road, however, it is HDM's view that these cannot be guaranteed as they are publicly available spaces. These spaces are also detailed to be used as the location for servicing for 95% of deliveries.

Government's policy on parking is set out in the National Planning Policy Framework. The NPPF states that when setting local parking standards for residential and non-residential development, policies should take into account:

- the accessibility of the development
- the type, mix and use of development
- the availability of and opportunities for public transport
- local car ownership levels, and
- the need to ensure an adequate provision of spaces for charging plug-in (which may include on-street charging facilities) and other ultra-low emission vehicles in accordance with West Yorkshire Low Emissions Strategy.

The Kirklees Local Plan states that car parking provision in new developments will be determined by the above criteria (Policy LP22). LP22 also states that new developments will incorporate (in their curtilage) flexibly designed and sufficient parking provision for private cars, considering a range of solutions. Policy LP22 also states that provision will be made to meet the needs of cyclists for cycling parking in new developments and that provision will be made to accommodate the needs of people with disabilities.

No information has been provided in relation to the likely car parking demands and cycle parking demands at the site and no provision has been made for the needs of people with disabilities. No off-street car parking, cycle parking or accessible parking has been provided as part of the proposals.

The applicant states that a large off-street car park is located opposite the premises which is available for use on an informal basis. However, no details have been provided in relation to the location, size or hours of provision of the car park or the use and operating hours of the business linked to the car park.

HDM is concerned that Huddersfield Road is a 40mph road and there are no existing pedestrian crossing facilities within the vicinity of the site and therefore, even if an acceptable car parking arrangement / agreement was able to be provided; safe access to the site for those on foot from the car park may not be available.

As the site does not appear to have any staff or visitor car parking available, HDM considers that any increase in parking demand would be likely to result in additional parking on Huddersfield Road, Back Lane or other local roads.

Public Transport:

There is a bus stop clearway located adjacent to the frontage of the building to the west and there are bus stops located on Huddersfield Road and on Stocks Bank Road further north also. However, bus services along the site frontage are infrequent. The closest westbound services that operate 1 – 4 buses per hour are serviced by a bus stop on Stocks Bank Road and a similar level of eastbound services are available from a bus stop located further east on Huddersfield Road.

Pedestrian Access:

The existing pedestrian access points to the site are not proposed to change as part of the proposals, however, the submission states for theatre use accessible access is available from Back Lane. It is unclear how this will be evident to visitors to the site who may not have visited before.

Footways in the vicinity of the site are narrow in nature at approximately 1.25m width and may not accommodate wheelchair users where street furniture is located on the footway. There are no pedestrian crossing facilities within the vicinity of the site.

Conclusion: HDM objects to the proposals, see recommendation for further details.