Highways Response Statement 09/06/2026

Application: 2026/90791
Site: 350 Huddersfield Road, Mirfield, WF14 9DQ
Proposal: All activity can operate within existing Class E

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1. Introduction

This statement has been prepared in response to the Highways Development Management consultation, which requested further information relating to the operation of the site, access, parking, servicing, and associated transport impacts.

The following provides clarification and additional detail to support the application.

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2. Use and Floorspace

The proposals relate to all activity operating within existing Class E;

- Ground floor retail (Class E(a))
- Café (Class E(b))
- First floor drama club/performance space (Recreation Class E(c))

Floorspace for each use is shown on the submitted plans, and an area schedule is provided below to clearly set out the breakdown in writing.

Area Schedule

Drawing Reference: (20)005 – Existing & Proposed General Arrangement

Proposed Ground Floor

Use	Area
Retail Space / Prom Dress Fitting	60 m^2
Seated Bar / Café	42 m^2
Ancillary (including storage, WCs, fitting rooms, bar/prep, circulation)	36 m^2 (approx.)
Total Ground Floor	**138 m^2**

Proposed First Floor

Use	Area
Performance space/drama club use (including a stage, changing areas, WCs, storage, kitchen and circulation)	241 m^2
of which Stage	30 m^2
Total First Floor	**241 m^2**

Total Proposed Floorspace

Use	Area
Ground Floor	138 m^2
First Floor	241 m^2
Total Floorspace	**379 m^2**

Note:
This area schedule has been prepared from the submitted drawing and is intended as an approximate schedule for planning purposes.

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3. Visitor Numbers and Trip Generation

The site operates on a relatively low-intensity and managed basis, with activity spread throughout the week.

Typical usage includes:

- Retail: Business Erika Prom to be moved from 10-12 Old Bank Road, Mirfield WF14 9DN and 26 Huddersfield Road, Brighouse HD6 1HA into this space. This business is appointment-based, approx. 10, 1-hour appointments on Saturdays in peak times (Sept-Nov, Jan-Mar) (20–30 visitors) and 6 on Sundays (12–18 visitors). These customers attend in 1 car as families usually 1 child, 1-2 adults.
- Drama clubs: Business Penguin Acting & Theatre Productions existing groups to be moved from:

- Mirfield Community Centre, Water Royd Lane, Mirfield WF14 9SG
  Thursdays 5-6:30pm and 6:30-7:30pm

- Erika Prom 10-12 Old Bank Road, Mirfield WF14 9DN
  Saturdays 9:15-10:15am

- Christ the King, Stocksbank Road, Mirfield WF14 9QD
  Saturdays 10:30-11:30am and 11:30am-1pm

Small group sizes ranging between 4–15 attendees depending on session. The sessions involve the same children on each day and operate term-time. It operates like this; Saturdays 4 children will arrive at 9:15am for their drama club, 10:30am 2 more children will arrive for singing, then 11:30am 5 more children will arrive for the drama club. These children will then all be there until 1pm meaning there is then 11 children in this group. 2 parents stay in the café area 11:30-1pm.

- Performances/Events: Business Penguin Acting & Theatre Productions to be moved from Old Bank Working Men's Club, 89 Old Bank Road, Mirfield WF14 0HY to new venue.

- Occasional performances (typically 50–80 attendees). We typically operate a summer show (July/Sept) for 1 evening 6:45-8:45pm for friends and family. Then we have a Christmas pantomime (Dec when schools break up) which is usually 4 shows across 3 days mostly matinees (2:30-4:30pm) and an evening (6:45-8:45pm).

In transport terms:

- The majority of visitors arrive via short stay trips or parent drop-off
- Vehicle movements are spread throughout the day, avoiding peak congestion
- Saturday represents the busiest day, with approximately 10–12 vehicle arrivals over a 2–3 hour period
- Staff numbers are low (typically 1–2 per use), generating minimal additional trips. The new location means staff can also walk easily to work (5 min).

The proposed use is comparable in scale and intensity to previous commercial uses of the site, and is not expected to materially increase vehicle movements.

Overall, the proposals are not expected to result in significant increases in traffic generation.

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4. Opening Hours and Peak Activity

The site operates across staggered time periods:

- Retail: Primarily weekends and occasional evenings

- Café: Daytime use supporting other activities
- Drama clubs/performances: Weekday evenings and weekends

Peak activity occurs on Thursdays and Saturdays, and during scheduled drama clubs and occasional performances.

Drama club times and events are staggered, distributing arrivals and departures and reducing pressure on the highway network.

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5. Parking Provision and Justification

On-site provision comprises:

- Space for approximately 5 vehicles at the front of the property

In addition, there is a large off-street car park located immediately opposite the site on Sands Industrial Estate, Huddersfield Road, Mirfield WF14 9DQ, which is available for use on an informal basis.

- The car park owner has indicated that visitors to the site can use this space at their own risk
- The majority of peak activity occurs outside of typical operating hours of the adjacent use.
- The car park has sufficient capacity to accommodate additional vehicles with 9 spaces at the front and numerous to the rear.

While informal, this provides a practical overspill solution.

The applicant is willing to actively manage parking if required:

- Directing visitors
- Managing event parking

For drama clubs parents can be notified by existing WhatsApp groups. For events parents can notify other friends and family attending. The applicant can advise online when purchasing tickets.

Supporting factors:

- Appointment-based visits
- Small group sizes
- Staggered arrivals
- High proportion of drop-off/pick-up trips

Sustainable transport:

- Bus stop directly outside and easy walk from bus stops on Stocksbank Road
- Accessible walking routes
- Train station approx. 15 minutes, walk away

Parking demand is therefore low, well-managed, and unlikely to result in unacceptable on-street impacts.

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6. Cycle Parking

Cycle parking will be accommodated as follows:

- Space available at the rear of the property
- Users will be encouraged to store bicycles within the building where appropriate
- Installation of cycle parking

This provides a secure arrangement suited to the nature of the use, particularly for students.

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7. Access Arrangements

Access arrangements remain unchanged:

- Customer access via Huddersfield Road
- Staff primarily via the front, with occasional rear use
- Deliveries mainly to the front, occasional rear loading bay use – the scale of deliveries is typically very small with prom dresses delivered to the applicant's home address and then these are delivered to the shop by car 3-4 times a year.
- Rear access via Back Lane

These arrangements are appropriate for the scale of development.

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8. Servicing

Servicing activity is minimal:

- Retail: Standard small parcel deliveries via Royal Mail and DPD

- Café: Monthly staff collection from suppliers usually Booker and then delivered via applicants car
- 95% of deliveries to the front
- 5% via rear loading bay

No large vehicles or frequent servicing required.

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9. Waste Management

Waste arrangements:

- Existing bin storage retained
- Current collection point at Back Lane
- Flexibility to relocate if required

The applicant will utilise Kirklees Council's Trade Waste service:

- Commercial waste collection
- Pre-paid waste bag options

This ensures:

- Compliance with local requirements
- Flexible collection arrangements
- Appropriate storage and servicing

Waste will be:

- Stored within the site
- Collected without disruption
- Accessible to collection vehicles

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10. Accessibility

Step-free access is available:

- Ground floor via Huddersfield Road
- Upper floor via rear loading bay

This allows inclusive access with assistance where required.

11. Conclusion

The proposals are low-intensity in nature, with:

- Modest trip generation
- Manageable parking demand
- Appropriate access and servicing

The development will not result in a severe residual cumulative impact on the highway network, in accordance with national planning policy, and the additional information addresses the concerns raised by Highways Development Management.