

KIRKLEES METROPOLITAN COUNCIL INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended)

DELEGATED DECISION TO DETERMINE APPLICATIONS FOR CONSENT, AGREEMENT OR APPROVAL REQUIRED BY CONDITION

Reference No:	2026/44/91639/W
Site Address:	Fartown Village Hall, Ball Royd Road, Fartown, Huddersfield, HD2 1AN
Description:	Discharge of condition 3 (vehicular parking/management) on previous permission 2025/91019 for change of use from village hall F2(b) to mosque F1(f)
Recommending Officer:	Emma Thompson

DECISION – Discharge of Condition - Approved

I hereby authorise the approval of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.

Kirsty Nicholls

AUTHORISED OFFICER

Date: 08-Sep-2026

Officer Report:

Discharge of condition 3 (vehicular parking/management) on previous permission 2025/91019 for change of use from village hall F2(b) to mosque F1(f)

This application is for the discharge of condition 3 of previous permission 25/91019 for a change of use from village hall to mosque. This condition was added to control parking as there was a concern raised by Kirklees Highway Safety Team regarding possible parking issues in the immediate area with the development.

Condition 3:

The development hereby approved shall not be brought into use until a vehicle parking and management plan has been submitted in writing to the Local Planning Authority. The vehicle parking and management plan shall include details of:

- i. Trip generation and expected parking demand at the site
- ii. Resident Liaison member of staff and contact details
- iii. Method(s) of informing resident of events taking place where high volumes of guests are expected. (for example this might include leaflet, text, website, notice board etc).
- iv. the use of car park attendant/s and marshals
- v. An overflow parking plan and the use of stacking within the existing car park.
- vi. Monitoring schedule of on-street parking generated by the development and the means of mitigation in the event of repeated anti-social parking and obstruction.
- vii. Promotion of the use of sustainable and active travel
- viii. Mechanism for review of the vehicle parking and management plan and undertaking of mitigation in relation to part vi of this condition.

The development shall not be brought into use until the submitted vehicle parking and management plan has been approved in writing by the Local Planning Authority. The development shall thereafter be operated in accordance with the approved vehicle parking and management plan.

Reason: This is a pre-occupation condition to ensure the site can be made safe and accessible and in the interests of highway safety, to ensure pedestrian safety and in the interests of residential amenity and to accord with LP21, LP22 & LP24 of the Kirklees Local Plan and Chapters in the National Planning Policy Framework.

Assessment:

The application has been referred to KC Highways DM for comment.

Trip generation and expected parking demand is addressed in section 3.1.7 to 3.1.11 of the submitted report.

This indicates that there is a shortage of suitable information provided within TRICS to generate meaningful trip rates for a mosque in this location and KC Highways DM agree with this comment. The report attempts to calculate trips from first principles,

Although it is considered that the underlying assumptions used are potentially flawed. The report assumes that everyone travelling to the mosque will be travelling from the immediate area and only 10% will not walk to the site. No account has been taken of the possible fluctuations and people who will attend the mosque, who work away from the immediate location. Figures were provided from NOMIS that suggests that approximately 52% of local people drive a car or van to work and it may be more likely that this 52% would then drive their vehicle to and from the site from their place of work. If this figure was used then approximately 52 vehicles would be present at the site as a worst-case scenario, and this exceeds the capacity of the car park. However, officers recognise this assumption could also be flawed and as such a pragmatic approach is afforded to the scheme. As such KC Highways DM accept that the likely parking demand at the site will lie somewhere between the 11 proposed by Optima and the 52 calculated using NOMIS journey to work data.

Drawing No 0001 Proposed Car Park Stacking presented in Appendix B of the Vehicular Parking & Management Plan shows a maximum of 21 cars can be stacked in the car park and this would significantly reduce the on-street parking demand around the site, whilst KC Highways DM consider the proposed parking demand of 11 to be relatively low, the general methodology of the trip generation is accepted and the stacking arrangements shown in Appendix B to satisfy part i. of Condition 3 are sufficient for discharging this part of the condition..

With regards to remaining points set out, KC Highways DM have commented as follows:

- ii. Resident Liaison member of staff and contact details – this is addressed in section 4.1.2 and is acceptable.
- iii. Method(s) of informing resident of events taking place where high volumes of guests are expected. (for example this might include leaflet, text, website, notice board etc). – This is addressed in section 4.1.3 and is acceptable.
- iv. the use of car park attendant/s and marshals – This is addressed in section 4.1.4 and is acceptable.

- v. An overflow parking plan and the use of stacking within the existing car park. – This is addressed in section 4.1.5 and in Appendix B and is acceptable.
- vi. Monitoring schedule of on-street parking generated by the development and the means of mitigation in the event of repeated anti-social parking and obstruction. – This is addressed in section 4.1.6 and 4.1.7 and is acceptable.
- vii. Promotion of the use of sustainable and active travel – This is addressed in Section 3 Sustainable Travel Initiatives and is acceptable.
- viii. Mechanism for review of the vehicle parking and management plan and undertaking of mitigation in relation to part vi of this condition. – This is addressed in section 4.1.8 and 4.1.9 and is acceptable.

The information and plans contained in Vehicular Parking & Management Plan dated June 2026 Project number 2590 from Paragon Highways are acceptable for discharging Condition 3. The development shall be operated in accordance with the approved parking and management plan in perpetuity.

Decision notice text:

The information and plans contained in Vehicular Parking & Management Plan dated June 2026 Project number 2590 from Paragon Highways are acceptable for discharging Condition 3. The development shall be operated in accordance with the approved parking and management plan in perpetuity.