

Address: 43, Broad Lane, Huddersfield, HD5 9BY

About the application

Application number: 2026/92385	
What is the application for?:	Change of use from ground floor and basement education centre (D1) and first flo
Address of the site or building:	51, Broad Lane, Dalton, Huddersfield, HD5 9BY
Postcode:	HD5 9BY

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	No
I am writing as a local resident to formally object to the planning application referenced above. I live a few doors away from the site. While I respect the need for community spaces, I have severe concerns regarding the material planning impacts this development will have on our residential street, specifically concerning highway safety, severe traffic congestion, and critical parking stress. There is insufficient parking provision provided, cars are parking on all the surrounding streets making it difficult for residents to park outside their own homes as the majority of the houses in the area do not have their own drives. At the moment very few attendees walk or cycle to the centre, the majority arrive in cars which need to be parked somewhere. The surrounding area lacks adequate off-street parking and there is nowhere near enough dedicated parking spaces for the expected capacity of the congregation. I am surprised the application states that 14 parking spaces can be provided, this is not possible there is not room around the building for 14 cars to park safely on the building's land. I find the photos on The Transport Assessment plan disingenuous, I have not experienced these empty streets when prayers are taking place. I would encourage planning officers and local councillors to visit the area when prayers are taking place to see for themselves the traffic congestion around Broad Lane and surrounding streets. Demand will spike significantly during specific weekly windows—primarily Friday afternoon prayers and during religious festivals like Ramadan, which will exhaust all available on-street parking. The area cannot absorb any additional overspill. Arrival and departure windows will create traffic bottlenecks on an already busy residential street. Heavy on-street parking or double-parking will restrict access for emergency vehicles (fire engines, ambulances) and essential services like refuse collection trucks. Increased traffic and cars manoeuvring to look for spaces increases the risk of accidents, particularly for children, the elderly, or cyclists in a high-density residential zone. Increased traffic incurs a noise issue. The regular disturbance of car doors slamming	

increased traffic incurs a noise issue. The regular disturbance of car doors slamming, engines idling, and increased vehicle movement, particularly during early morning or late night prayer times.

The application does not state the building will be used on Saturdays and Sundays although I have experienced activities on Saturdays. If this application is approved will that mean weddings, celebrations etc can take place here on weekends which will result on more traffic and cars that need a space to park and the noise that this will generate?

To summarise - my objections are based strictly on the following material planning considerations:

1. Inadequate Parking Provision and Extreme On-Street Parking Stress

The proposal lacks sufficient dedicated, off-street parking to accommodate the capacity of the attendees. Our residential street is already operating at or near maximum parking capacity. The introduction of this facility will create an unsustainable overspill of vehicles onto the public highway. This pressure will be particularly severe during Friday afternoon prayers and major religious festivals, completely exhausting local parking availability and preventing residents from parking near their own homes.

2. Negative Impact on Highway Safety and Traffic Flow

The nature of the use involves compressed arrival and departure windows, which will inevitably create traffic bottlenecks on what is already a busy residential road. The sudden influx of vehicles will lead to hazardous turning manoeuvres, double-parking, and gridlock. This significantly elevates the safety risk for vulnerable road users, including pedestrians, children, and cyclists. Furthermore, heavily congested on-street parking will severely restrict essential access for emergency service vehicles (ambulances and fire engines) and refuse collection trucks.

3. Loss of Residential Amenity (Noise and Access Interruption)

The high volume of vehicle movements will result in an unacceptable loss of residential amenity. Residents will face the frequent obstruction of dropped kerbs, preventing access to private driveways. Additionally, the regular noise generated by vehicles—including car doors slamming, engines idling, and increased traffic flow during early morning and late-night prayer sessions—will cause significant sleep disturbance and disrupt the quiet enjoyment of our homes.

Conclusion

For the reasons outlined above, the proposed development fails to meet local planning policies concerning transport safety, infrastructure capacity, and the protection of residential amenity. I strongly urge the planning committee to refuse this application in its current form unless these severe highway and parking issues can be completely and realistically mitigated.