

**Consultation Response from KC,
 Highways Development Management**
2021/94052 former police station, Bradford Road, Fartown, Huddersfield, HD2 2QF
Erection of extension and alterations to convert former police station to offices
Date Responded:02/02/22
Responding Officer: CNB
Responding Ref:K5-9SE/9

This application is for the erection of extensions to convert a former single storey police station into a two-story office with parking area and an existing access on to A641 Bradford Road. Bradford Road is a busy 30mph 5 lane dual carriageway primary distributor road with a parallel service road opposite the development site, footways and street lighting are both present. Immediately to the north of the proposal site the speed limit changes to 40mph while to the south is a signalised junction with A641/Spaines Road. Due to the traffic signals, there is congestion and queuing past the application site in the peak hours. There are No Waiting at Any Time with No Loading TRO markings to the south of the site.

The road hosts a high frequency bus route with stops on both sides. The road is a main route into the town centre from the northern suburbs of Huddersfield and Brighouse. There are bus stops within 140m of the proposal site on a frequent route (at least 4 buses per hour during weekdays) linking the site to Huddersfield town centre and the train station.

There has been one recorded injury accident in the vicinity of the site within the last 5 years and the proposals would not be likely to increase this type of collision.

Pre-application advice was provided as 18/20223 and issues concerning access and parking were highlighted. An application for offices and student accommodation on the site was refused as application No 20/90072. This application differs significantly from the previous applications with the size of the development being reduced significantly and only a single office use being proposed. It should be noted that drawing N2102-AL 04 Rev A indicates that there is a separate entrance and staircase to student flats at the first floor, we assume this is an error and should have been removed from the previous drawing and that no student flats are associated with this current proposal.

No trip generation details were provided with the application although we consider the proposals will cause a slight intensification of trips above those expected from the existing land use. However, we do not consider this to be great enough to cause a severe impact on the operation or efficiency of the local highway network.

The access is existing and is on to a dual carriageway and so only left in/left out movements will be allowed and signing indicating this should be clearly displayed for highway safety reasons.

Due to the access being on to a busy dual carriageway, all vehicles should be able to enter/exit the site in forward gear for highway safety reasons and suitable manoeuvring space should be made available to allow turning within the site. Drawing No 2102-AL 04 Rev A shows 4 parking spaces with a small amount of manoeuvring space. No swept path analysis was provided to show that the vehicles can turn on site, however the space appears to be just large enough to allow cars in each of the spaces to turn so they can enter/exit the site in forward gear.

There is no local guidance for commercial parking requirements, however the application form suggests that 4 staff would be employed on site (3.5 full time staff equivalent) and so we consider this amount of parking would be acceptable. Any visitor parking could be managed by the applicant/occupier.

Drawing No 2102-AL 04 Rev A indicates that a bin storage area will be located to the rear of the car park, and this is suitable as a storage area providing the turning space for the car park is maintained. No details have been provided relating to the collection of the waste, however as the storage point is only 15m from the edge of the adopted highway and the bins could be placed closer than this within the car park, this would be a suitable collection presentation point.

With previous applications we requested a construction access management plan due to the location of the proposal site. The changes to the proposals from previous applications means that the car park now remains untouched and can therefore be used for materials storage and contractor parking, however we do accept that some deliveries may need to be made from off the highway and would request that these are undertaken away from the peak hours. This should be conditioned.

With this we consider that the application is acceptable on highways grounds with the following condition.

Condition

During construction of the approved premises, no deliveries or loading shall be made from the adopted highway on A641 Bradford Road during the peak highway hours, these being 07:00 to 09:30 and 16:00 to 18:00 on weekdays.

Reason: In the interests of highway safety and to avoid inconvenience to highway users.