

**Consultation Response from KC,
Highways Development Management**

2022/92194 Land adj, 21, Thomas Street, Lindley, Huddersfield, HD3 3JJ

Outline application for erection of care home (Use Class C2) of up to 60 beds with associated access

Date Responded: 28-11-2022

Responding Officer: Mark Berry

Responding Ref: 2-20SE-4

This is an outline application for the erection of a care home (Use Class C2) of up to 60 beds with associated access at land adjacent to 21, Thomas Street, Lindley, Huddersfield.

The application is supported by a Transport Assessment prepared by Sanderson Associates.

This is summarised as follows:

The site is surrounded on three sides by Thomas Street, Brian Street and Thorncliffe Street.

On street parking is unrestricted on the roads adjacent to the site with on street parking accommodated within parking laybys on Thomas Street (site side) and Thorncliffe Street (both sides). Thorncliffe Street is a bus route with a bus stop on the site frontage which includes a build out and shelter.

The PRoW map shows a 560m long public footpath between West Street (north) and Plover Street (south) which passes the western boundary of the site.

The proposals are to redevelop the brownfield site to create a new residential Care Home (use class C2) for 60 residents, together with 21 car parking spaces with access from Brian Street. The proposed use is commensurate with the previous use of the site as a Care Home (class C2), which ceased operation in or around 2002 with the site cleared in 2013.

Since its closure the only planning permission issued related to 12 semi-detached dwellings, granted in outline in 2012. This was never implemented.

Staff provision is anticipated to be 48 full time equivalent operating over three shifts to provide 24-hour care. There would be a maximum of 16 staff on site at any one time.

The site has two formal vehicular access onto Brian Street incorporating kerbed radii and dropped kerb pedestrian crossings at the bell mouth with tactile paving. The site also has an access for a vehicle onto Thomas Street which comprises a dropped kerb footpath crossing. Again, pedestrian crossing facilities are provided including tactile paving.

The main pedestrian access to the building will be on the western elevation facing the development car park with pedestrian footpath routes within the site which connect to Brian Street and Thomas Street.

The access visibility is shown with 43m in both directions on Brian Street measured from a minor road distance of 2.4m. The visibility is appropriate for the speed limit on Brian Street.

A dedicated secure communal cycle store and external bin store is shown to be provided on the west side of the building.

Highway Safety Section Comments

1, Parking is in high demand in this area. Visibility from that access will be reduced as parking will take place up to the entrance point.

2, The implication of having the bin store and deliveries on Thomas St exiting on to an existing parking lay by is that when the site comes into operation Highway safety will receive complaints from the development that they cannot get the bins emptied or deliveries in or out.

Highways Development Management comments:

1, Servicing looks to be a problem from an existing layby on Thomas Street which is well used for parking already and alternative servicing proposals need to be considered.

2, Waiting restrictions should be shown to be provided to either side of the junction to assist visibility on to Brian Street.

3, Existing accesses on Brian Street and Thomas Street should be shown to be closed,taken up and reinstated as footway.