Consultation Response from KC, Highways Development Management
2022/93932 Crown House, 12, Southgate, Huddersfield, HD1 1DE
Change of use of Crown House to provide student-only living accommodation (sui generis) in the form of studios (198), with ancillary concierge and communal facilities including an open plan lounge, coffee bar and gym at groundfloor, with laundry, car parking, cycle store, parcel store and plant rooms at basement level and associated works including the installation of new cladding and fenestration to the elevations with a new roof garden atop the building
Date Responded: 09/03/23 Responding Officer: CNB Responding Ref: K5-7NE/54

This application is for the change of use from offices to student accommodation (sui generis) at an existing office building fronting on to A62 Southgate, a 30mph two-way dual-carriageway primary distributor road of approximately 21m width adjacent to the proposal site, although this width varies along its length with the addition of turning lanes, with footways on both sides and street lighting present. To the front of the proposal site there is a staggered signalised pedestrian crossing and to the north of the site is a signalised junction with Northumberland Street/Leeds Road. There is a lay-by to the front of the site with No Waiting At Any Time TRO markings and this is assumed to be the drop-off point for the demolished leisure centre that was located behind the site (this is now within planning permission 21/91544 for the erection of a University Campus). The A62 hosts a high frequency bus route although the closest stops are on Lord Street and Kirkgate, approximately 200m away.

The vehicular access to the proposal site is along Old Leeds Road, a 30mph two-way single carriageway local access road of approximately 7.4m width with footways and street lighting on both sides.

The site is located on the edge of the town centre and is approximately 300m from supermarkets, 350m from town centre shops and services and 480m from Huddersfield railway station. The site is approximately 500m from the main University of Huddersfield Queensgate campus.

The site is linked to the University campus by pedestrian footways adjacent to A62 Southgate, however the route may require a diversion to the opposite side of the road via signalised pedestrian crossings as there is no crossing immediately adjacent to the University campus across A629 Wakefield Road, which would be the direct route between the site and the campus. A brief investigation of the direct route between the proposal site and the campus also reveals that a cycleway along this route would probably not be compliant with LTN1/20 due to the existing footway having sections below 3.5m width and therefore would not be suitable for upgrading to a split pedestrian/cycle way. There is a cycle-way scheme along the inner side of A62 Queensgate ring road between Alfred Street and the Shorehead Roundabout which does not reach the proposed site but may include pedestrian and cyclist crossing facilities over Wakefield Road adjacent to the University campus, although its construction cannot be guaranteed.

The proposals are for 198 student bedrooms with a reception and private coffee shop, gym and study/meeting areas for residents use only on the ground floor. Due to the type of accommodation proposed we consider the trip generation would be lower than the existing office use or consented accommodation use (85 residential units as permission 21/92282) and as such would not have a severe impact on the operation or efficiency of the local highway network.

The access via Old Leeds Road is existing and is suitable for cars, delivery vehicles and servicing, with a turning head suitable for a refuse vehicle.

The proposals are to include storage for 196 cycles in a secure room in the basement. No details have been provided to show how this number of cycles would be stored within the room (approx. 14m x 7m). We would need to see details of the storage proposals showing racks/stands within the room that would allow this quantum of cycles to be stored safely, allowing access to the cycles without the risk to other cycles being stored. This should be conditioned.

The proposals are for 14 car parking spaces within the basement with strict controls on the use of them by residents and for drop-off/pick up dates. The spaces shown on drawing No P101 Rev A are shown

as 5m x 2.4m (6m x 4.25 for the accessibility spaces), although the support pillars do cause a narrowing of the spaces, and spaces numbered 1 to 11 and the accessible spaces have a headroom of 6m to the front for manoeuvring and this is acceptable. Spaces No 12 and 13 are at the end of the site and there may not be suitable turning space to make these spaces fully accessible without the need for excessive reversing and this may make these spaces less desirable.

We would like to see further details of how the parking will be controlled and allocated for both standard term time usage and at drop-off/collection dates and this should be contained within a parking management plan. The parking management plan should contain details of how parking will be allocated to residents, how this will be controlled and how drop off/collection bookings will be made and controlled. It should also contain details on the provision of car parking for staff and servicing/maintenance vehicles. We would prefer to see spaces available for staff rather than rented to residents and these staff spaces should be assessed for the quantity needed and clearly marked on a drawing. This parking management plan should be conditioned.

The application mentions a Travel Plan, however the travel plan submitted with the application is for a different site. We would like to see a travel Plan for this application, and this should be conditioned.

The servicing route for waste collection is along Old Leeds Road and is served by a turning head adjacent to the waste collection point, there are No Waiting at Any Time TRO markings around the turning head and along the north side of the approach road with limited waiting TRO markings along the south side. Drawing No 757-01/ATR-01 from the Transport Statement shows a swept path analysis of an 11.2m refuse vehicle as being easily accessible. The suitability and size of the waste storage area has been commented on by the Kirklees Waste Strategy team.

Due to the location of the site and the limited parking we would also like to see a Construction Access Management Plan provided for the site that would show the route of access to the site, parking for both contractors vehicles and deliveries, storage of materials and details of any traffic management or use of a banksman if required. This should be conditioned.

With this we consider the application to be acceptable on highways grounds with the following conditions.

Conditions
The development shall not be brought into use until details of cycle storage facilities have been provided to and have been approved in writing by the Local Planning Authority, the approved facilities shall thereafter be provided and retained.
Reason: To comply with the Council's sustainability objectives

The development shall not be brought into use until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Car Park Management Plan shall include details of:

i. The allocation of parking spaces to residents and enforcement of non-authorised use.
ii. The allocation and reservation of staff parking places including details of the assessment for the number of staff spaces required.
iii. Information on the booking system for parking spaces for the start/end of term drop off and pick up.
iv. Mechanism for review of the Car Park Management Plan

The development shall thereafter be operated in accordance with the approved Car Park Management Plan.
Reason: 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.

Prior to occupation of any part of the development an interim Travel Plan shall be submitted to and approved in writing by the LPA. The travel plan shall include measures to improve and encourage the use of sustainable transport. The measures will include as a minimum:
- the provision of 'live' and other bus/train information;
- provision of METRO passes;
- car sharing facilities
- the upgrade of bus stops and shelters where necessary;
- the introduction of working practices to reduce travel demand and
- the provision of on site cycle facilities and information.

The Travel Plan will include details of when these measures will be introduced.

To support the promotion of the use of sustainable modes the travel plan will also include: how the travel plan will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site; a program for monitoring the travel plan and its progress and how the travel plan and its objective of more sustainable travel will be promoted. The approved travel plan shall thereafter retained throughout the lifetime of the development unless otherwise agreed in writing by the LPA.

Within the first 3 months of any part of the development being brought into use a Full Travel Plan shall be submitted to and approved in writing by the LPA and thereafter the development will be operated in accordance with the agreed travel plan.
Reason: To comply with the Council's sustainability objectives

The development shall not be brought into use until details of cycle storage facilities have been provided to and approved in writing by the Local Planning Authority. The approved cycle storage will then be installed in accordance with these approved details and the facilities shall thereafter be retained.
Reason: To comply with the Council's sustainability objectives

Before development commences, details of a construction access management plan should be submitted and approved in writing by the Local Planning Authority. The plan should include access routes to the site, provisions to be made for the parking, loading and unloading of contractors' plant and equipment, the storage of building materials and the parking of the workforce within the site during construction works and any traffic management or banksman requirements for deliveries.
Reason: In the interests of highway safety