

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

**2022/93938 First and Second Floors, Shopping Precinct, New Street and Albion Street,
Huddersfield, HD1 2TR**

**Change of use from A1 (business retail and storage) to C3 (residential) 18 studio flats at first
and second floors and external alterations**

Date Responded: 05/12/23

Responding Officer: CNB

Responding Ref: K5-7SW/32

This application is for the change of use from A1 retail and storage to 18 studio flats on the first and second floor of an existing building within Huddersfield town centre retail area. The site is fronted by New Street, a cul-de-sac that is a part of the town centre pedestrian zone with vehicular access via Albion St to the rear. Albion St is a 30mph two-way single carriageway town centre access road of approximately 7m width with footways on both sides and street lighting present. There are No Waiting at any Time TRO markings with No Loading flashes opposite and a combination of No Waiting at any Time, Loading Only and pay and display car parking bays on the near side. The road is exit only at its northern end. Albion St provides access to two car parks, the civic centre and Huddersfield police station.

The site is located within the Huddersfield town centre commercial and retail area and as such is in a very sustainable location with many shops and services within a short walk and Huddersfield bus station within 400m and Huddersfield railway station within approximately 700m.

No parking is included within the proposals, however, due to the sustainable town centre location of the site and the numerous public car parks within a short walking distance we have no highways concerns about this. It was confirmed that there would be no loss of car parking at the decked public car park with the development in operation.

This application is an amended version of an earlier application for 34 studio flats at the same site and HDM comments were provided for this earlier iteration (and are appended below).

The new proposals have reduced the number of flats to 18 and have added a bin store and a cycle store as requested in the previous comments. All other aspects of the proposal remain the same as previously and as such the previous set of highways comments should be read in conjunction with these new comments that address the changes to the proposals.

The cycle storage is located on the first floor or the northern half of the site, this has no direct internal connection to flats number 1 to 8 on the first floor and 14 to 16 on the 2nd floor, this is just over half of the flats with no direct access to the cycle store. We feel that the design is ill thought out and quite poor and the sustainable travel element of the development has come a long way behind other constraints and as such does not fit in with Kirklees policy on the promotion of sustainable travel choices, and this is very disappointing.

A possible improvement to cycle parking would have been to have communal access to the cycle store from the first floor decked car park accessed from Albion Street through the existing doors (may need improvement for cycle access), with a further pedestrian door accessing the southern half of the development from the car park, this would enable cyclists from the whole development to access the cycle store without the need to use a narrow staircase and have to walk around the outside of the building to then access their flat. We are unsure if the access across the car park would be available, we asked for details of the relationship with the car park and the development previously but received no reply on this.

No details of the cycle storage were provided with the revised plans beyond the location of a room. No details of cycle rack or mounts so that cycles can be securely fixed were provided. Without adequate levels of security, the cycle storage will not appear attractive to cyclists to leave their cycles and again would dissuade residents from using sustainable active modes of travel, again against Kirklees policy.

If the cycle storage is to be accessed via the northern stairwell, then a cycle gutter should be included within the stairwell so that cycles can be wheeled up the stairs rather than carried or dragged.

The waste storage area is likewise ill thought out and badly located as again only 11 of the flats would be able to directly access the bin store without needing to take their waste in to the street and carry it around the building and this carry distance would be above the recommended distances provided in building regs and Kirklees waste storage and collection guidance. The Kirklees waste strategy team have provided a consultation response to the proposed waste storage, and we defer to their judgement on this. However, the waste storage location is accessed via a pedestrianised zone that is not a suitable route for a refuse vehicle to get within the recommended bin drag distances. Due to this, the collection would need to be made from either Princess Street (approximately 90m from the bin storage point) or from Albion Street (approximately 105m from the bin storage point). There is insufficient space on New Street to allow a refuse vehicle to turn and we would not wish to see a refuse vehicle having to reverse along a pedestrianised retail area for highway safety reasons. We would like to see a waste management strategy plan that ensures that waste can be collected safely and that there will be no waste left on the adopted highway or within any pedestrianised zones within the town centre. This should be conditioned as pre-commencement.

Due to the town centre location of the proposal site and the access and parking issues that this may cause, we would like to see a construction access management plan that provides details on the proposed access for construction vehicles and the locations of contractor parking and on-site materials storage and site facilities. This should also provide details of deliveries and parking for deliveries and how these will be managed to avoid obstruction of the adopted highway or the spaces on the existing rooftop car park. This can be conditioned.

Due to the very poor locations of the cycle storage and the waste storage areas we can only now support the development on balance and with the following conditions.

Conditions

Prior to development commencing, details of the management and maintenance of communal refuse storage areas by a designated private management company shall be submitted to and approved by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Reason: In the interests of amenity and highway safety and to meet the requirements set out in Local Plan Policy LP24 part d(vi).

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction workers and delivery parking facilities and the location of materials storage and site facilities. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Reason: In the interests of highway safety

Original Comments (submitted 13/02/23)

This application is for the change of use from A1 retail and storage to 34 studio flats on the first and second floor of an existing building within Huddersfield town centre retail area. The site is fronted by New Street, a part of the town centre pedestrian zone with vehicular access via Albion St to the rear. Albion St is a 30mph two-way single carriageway town centre access road of approximately 7m width with footways on both sides and street lighting present. There are No Waiting at any Time TRO markings with No Loading flashes opposite and a combination of No Waiting at any Time, Loading Only and pay and display car parking bays on the near side. The road is exit only at its northern end. Albion St provides access to two car parks, the civic centre and Huddersfield police station.

The site is located within the Huddersfield town centre commercial and retail area and as such is in a very sustainable location with many shops and services within a short walk and Huddersfield bus station within 400m and Huddersfield railway station within approximately 700m.

No parking is included within the proposals, however, due to the sustainable town centre location of the site and the numerous public car parks within a short walking distance we have no highways concerns about this.

It should be noted that the application doesn't indicate how the proposals will interact with the existing rooftop car park adjacent to the proposal site. We would not like to see a reduction in public town centre parking caused by the proposals.

No details were provided relating to waste storage and collection beyond the mention that "ample refuse storage is also provided for the proposal, with space allocated close to the proposed development to the internal courtyard of the site" The internal courtyard is not clearly indicated on the supplied drawings and there is no indication of a route through from the proposed dwellings to any internal locations within the site. We would need to see how the waste from the proposed dwellings would be collected, including the position of a collection presentation point adjacent to a suitable adopted highway and located to follow Kirklees waste strategy guidance. This could be conditioned.

Due to the town centre location of the proposal site and the access and parking issues that this may cause, we would like to see a construction access management plan that provides details on the proposed access for construction vehicles and the locations of contractor parking and on-site materials storage and site facilities. This should also provide details of deliveries and parking for deliveries and how these will be managed to avoid obstruction of the adopted highway or the spaces on the existing rooftop car park. This can be conditioned.

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

Conditions

Before development commences, details of suitable storage, bin presentation points and access for collection of wastes from the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Reason: In the interests of amenity and highway safety and to meet the requirements set out in Local Plan Policy LP24 part d(vi).

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction workers and delivery parking facilities and the location of materials storage and site facilities. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Reason: In the interests of highway safety