

Consultation Response from KC, Highways Development Management (HDM)

2023/90075 & 2023/90076 Units A&B, Leeds Road Retail Park, Leeds Road, Huddersfield, HD1 6PF

2023/90075 - Variation of conditions 15 (opening hours) & 20 (goods restriction) on previous permission 93/04925 for retail park and associated uses.

2023/90076 - Erection of store entrance and entrance canopy, formation of trolley bays, external alterations including additional glazing, block up existing entrances, formation of new entrances, associated remedial works on rear elevation, formation of improved pedestrian access from Bradley Mills Road, reconfiguration of customer car park and parking spaces and associated landscaping works

Date Responded: 21/03/2024 | Responding Officer: A Darwin | Responding Ref: HDC 5-11NW/21

RECOMMENDATION: No objection, subject to conditions

Introduction

Two planning application (2023/90075 & 2023/90076) have been submitted in relation to Units A & B at Leeds Road Retail Park, to enable amalgamation of the two existing retail units and occupation as a single food retail unit.

The proposal includes internal changes to the existing retail units, but no changes to the GFA are proposed and will remain at 2,348sq.m. The two existing retail units are not currently in use, but have most recently been occupied by bulky goods and comparison goods retail uses, which are understood to fall under use 'Class E (a) - Display or retail sale of goods, other than hot food'.

To accommodate the proposed food retail use, external changes to the building, landscaping, parking and pedestrian access routes within the site are proposed. However, no significant changes to the servicing arrangements or works that affect the highway network are proposed.

The following supporting information has been provided that is relevant to highway and transportation matters:

- Transport Statement by Vectos dated October 2022;
- Proposed Site Plan by HTC Architects ref. 2905-P403 rev H.

Application 2023/90075

Planning application 2023/90075 seeks to vary condition 15 (opening hours) & 20 (goods restriction) on previous permission 93/04925 for the retail park and associated uses.

To support the variation of condition 15 and 20, the supporting Transport Statement (TS) includes an assessment of the implication of the proposals in terms of trip generation and traffic impact (in both operational and safety terms), with the TS report concluding that:

'This report has demonstrated that the proposed development would have no material impact on the operation of local highway network. There is also no reason to believe that it will have a detrimental impact upon highway safety. As such the impact of the development cannot be concluded to be severe.'

HDM do not fully agree with the methodology used with the Transport Statement. However, given the units existing retail use (non-food), and their location on an established retail park that includes a variety of complimentary retail uses, HDM agrees with the TS conclusion that the proposal would not have a material impact on the operation of the local highway and transport network.

Therefore, HDM have no objection to the variation on Conditions 15 and 20.

Application 2023/90076

Planning application 2023/90076 seeks external alterations to accommodate the proposed food store unit, which includes the following:

- New store entrance and canopy;
- Formation of trolley bays;
- External alterations including additional glazing, blocking up existing entrances and formation of new entrances;
- Remedial works on rear elevation;
- Formation of improved pedestrian access from Bradley Mills Road;
- Reconfiguration of customer car park and associated landscaping works.

The main highways and transport implication of the proposal are the changes to the proposed car parking, which result in a loss 31 parking spaces. However, the proposals demonstrate that 111 spaces would remain that directly front the amalgamated unit A and B, which HDM consider is sufficient to accommodate the proposed food retail unit, particularly as the car parking layout is proposed to be improved with larger parking spaces and wider aisles that should make the parking arrangements operate more efficiently.

Therefore, HDM have no objection to the reduction in parking spaces numbers, subject to the car parking still being used on a communal basis with the wider retail park, which appears to be the case based on the proposal plans (e.g. as there is no segregation between the adjacent parking area to the north).

The proposed car parking arrangements include the provision of 5 disabled / accessible parking spaces, which appears to be a reduction from the existing provision of 9 spaces within the applications redline boundary. This is not considered to be adequate and should be increased to a minimum of 7 disabled / accessible parking spaces (6% of the overall provision) in accordance with DfT guidance document 'Inclusive Mobility'. The 2 additional disabled / accessible parking spaces could be accommodated by reallocation of 2 of the proposed parent and child spaces to the north of the store entrance (that are currently disabled/accessible parking spaces). Therefore, these changes can be secured by planning condition.

The supporting Transport Statement suggests that secure cycle parking will be provided for the development. However, none appears to be shown on the site plan. Therefore, the provision of secure, covered cycle parking for customers and staff should be secured by condition, with a minimum of 11 spaces recommended (e.g. equivalent to 10% of the car parking provision).

As confirming in the consultation response from the Councils Environmental Health Team, Electric Vehicle (EV) charging facilities are required for the development, which should be secured by condition.

In summary, HDM have no objection in principle to the external changes that are proposed. However, additional disabled / accessible car parking spaces, cycle parking and EV charging facilities are required, which should be secured by condition. Suggested wording for the proposed planning conditions are as follows:

Disabled / accessible car parking condition:

The development shall not be occupied until the details and provision of a minimum of 7 disabled / accessible car parking spaces have been submitted to and approved in writing by the Local Planning Authority. The disabled / accessible car parking spaces shall then be implemented prior to occupation of the development and maintained thereafter.

Reason: To provide inclusive car parking provision for all users of the development.

Cycle parking condition:

The development shall not be occupied until the details and provision of a minimum of 11 secure, covered and inclusive cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall then be implemented prior to occupation of the development and maintained thereafter.

Reason: To ensure the development facilitates and encourages access by cyclists.

Electric Vehicle Charging Points condition:

See Environmental Health response dated for 06/07/2023 for condition wording.