

**Consultation Response from KC,
Highways Development Management****2023/90421 Commercial Inn, 43, Church Street, Paddock, Huddersfield, HD1 4UB****Conversion of public house to create 5 flats and 2 retail units and associated works****Date Responded: 12/09/23****Responding Officer: CNB****Responding Ref: K5-1SE/41**

This application is for the conversion of a public house to create 5 flats with parking and a new access on to Speedwell Street, a 30mph two-way single carriageway local access road of approximately 5.8m width with footways on both sides and street lighting present.

C640 Church Street fronts the site and is a 30mph two-way single carriageway local distributor road of approximately 9.7m width with footways on both sides and street lighting present Church Street joins Speedwell Street at a four arm priority junction and there are No Waiting At Any Time TRO markings on both sides on each arm of the junction, extending along the full frontage of the site along Church Street.

Church Street hosts a medium frequency bus route and there are stops within 35m of the site, with stops on a high frequency route within 470m of the site.

The closest convenience stores are approximately 220m from the site.

The junction of Church Street and Speedwell Street has a junction speed table which may indicate speeding issues in the past. A search of the Kirklees accident database reveals 6 collisions within the local area in the last 5 years (2 serious and 4 slight in severity), however none of them occurred at the junction adjacent to the site and we don't consider that the proposals would intensify the opportunity for these types of collisions to occur in the future.

No trip generation details were provided with the application, however we do not expect development of this type and size to generate sufficient trips as to have a severe impact on the operation and efficiency of the local highway network, especially since the existing use would have generated some trips.

There is to be a new vehicular access from Speedwell Lane to access the parking and this will require a new dropped kerb crossing, this should be done under a s184 agreement with the Council as Highway Authority and a footnote should be added relating to this.

The Proposed Site Plan drawing (100)03 shows 6 off-street parking spaces with some turning/manoeuvring space. Local standards for this type and size of development would require 1 space each for the 1 and 2 bed apartments and 2 spaces for the 3-bed apartment with 1 visitor space per four units and this would require 7 off street parking spaces. It may be possible that the single visitor parking space could be accommodated on street along Speedwell Street adjacent to the proposal site between the site access and the junction with Church Street. Due to No Waiting at Any Time TRO markings along the Church St frontage of the site, no on-street parking would be available in this location. It should be noted that there is a doctor's surgery on the opposite side of Speedwell Street to the proposal site and so on-street parking may be in high demand by this competing use, however, outside surgery times there may be available space.

There is a cycle store marked on drawing (100)03, however no details have been provided about the store and from the drawing it looks open and therefore possibly not safe and secure and therefore would not be attractive to cycle users in the dwellings and would not support the use of sustainable travel choices. Details for the cycle parking should be provided and this should be conditioned.

The parking spaces should be surfaced according to national guidance on permeable finishes or should have suitable drainage if a sealed finish is used. Permeable guidance can be found at www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens . This should be conditioned.

The bin storage area as shown on drawing (100)03 may not be suitable as a collection presentation point as it doesn't look fully accessible to collection crew. The bin storage should be based on guidance provided by the Kirklees waste strategy team and details can be found at <https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf> . The details of the waste storage and collection should be provided and this should be conditioned.

With this we consider the application is acceptable on highways grounds with the following conditions and footnotes.

Conditions

Prior to the development being brought into use, the approved vehicle parking areas shall be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded; and thereafter retained throughout the lifetime of the development.

Reason: In the interests of highway safety and to achieve a satisfactory layout

No dwellings are to be occupied until details of cycle storage facilities have been provided and approved in writing by the Local Planning Authority, the approved facilities shall thereafter be retained for the lifetime of the development.

Reason: To comply with the Council's sustainability objectives

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).

Footnotes

The granting of planning permission does not authorise the carrying out of works within the highway and the changes to the access within the adopted highway fronting the property will need to be constructed under a section 184 agreement of the 1980 Highways Act (vehicle crossings over footways and verges). You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution.

The approved vehicle parking areas will need be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded.

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