

Consultation Response from KC, Highways Development Management
2023/91408 Land adj, 21, Thomas Street, Lindley, Huddersfield, HD3 3JJ
Erection of care home (Class C2) with sub-station, associated car parking, access, servicing, landscaping and other associated works
Date Responded: 10-July-2023. Responding Officer: Mark Berry Responding Ref: 2-20SE-4

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.

This application is supported by Transport Assessment prepared by Sanderson Associates.

This is summarised as follows:

The Proposal

The proposals are to redevelop the brownfield site to create a new residential Care Home (use class C2) for 60 residents, together with 20 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 and with the site cleared in 2013.

Access

Vehicular access to the site is proposed from an improved site access located on Brian Street towards the western end of the site frontage, in the vicinity of one of the former accesses to the site. A dropped kerb pedestrian crossing will be provided at the site access bell mouth and incorporating tactile paving.

Visibility for the site access has been calculated based on the vehicle speeds. The 85 percentile speeds have been used to calculate visibility splays based on guidance contained in Manual for Streets. At a minor road distance of 2.4m visibility to the east is 32.8m and visibility to the west is 30.3m.

There is on street parking on Brian Street and the Highway Authority have raised concerns that visibility from the access could be affected by vehicles parked on street. The Highway Authority consider that measures to manage parking would be required on Brian Street at either side of the site access. Drawing 152986-001 at Appendix C shows the access visibility with parking measures (with details to be agreed with the Council) on the north side of Brian Street and extending 13.5m to the east of the access and 10m to the west of the access. Worst case on street parking is shown indicatively with visibility shown to approaching vehicles to the east and west of the access between parked cars.

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.

The development will reduce the number of vehicular site accesses from 3 to 1, with the access on Brian Street to the east of the site frontage and the access onto Thomas Street becoming redundant. The redundant accesses will be permanently removed and reinstated as footway within the highway boundary.

Parking including cycle parking.

Kirklees do not have specific car parking standards. The level of parking is considered operationally sustainable given the active and public transport accessibility of the site. 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 only 16 staff on site at any one time. It is anticipated that 16 staff would need 10 spaces leaving 10 visitor parking spaces.

Cyclist access to the site will be via the all-purpose access on Brian Street, leading to a dedicated secure communal cycle store on the west side of the building.

Servicing

Refuse collection is proposed kerbside from Brian Street with the refuse vehicle standing on the waiting restrictions at the site access. A 6m x 3m service bay is shown provided within the car park adjacent to the main entrance to facilitate all other regular daily servicing from an off-road position. Swept path assessment of a minibus and an ambulance servicing the site using the service bay has been undertaken which demonstrates that regular service vehicles can access and egress the site in forward gear.

Travel Plan

A Travel Plan is provided for the development as part of the planning application submission. The Travel Plan sets out measures to encourage the uptake of sustainable travel modes to support the residential Care Home.

Previous application

A similar application number 2022/92194 was refused in March on highways grounds as follows.

The proposed site access arrangements did not provide a safe means of access to and from the site for all road users, including emergency and servicing/delivery vehicles, as the proposed visibility splays at the Brian Street site entrance would be significantly detrimentally affected by the prevalence of on-street parking.

The servicing/delivery arrangements at the north of the site were inadequate given the requirement to cross an existing layby and full height kerb to access the site. No demonstrably feasible servicing/delivery access arrangements were submitted which would not prejudice the free flow of traffic on the site's surrounding streets.

Without the provision of safe visibility splays and the provision of on-street car parking mitigation measures on Brian Street (such as waiting time restrictions) it was the considered view of Officers and Kirklees Council Highways Development Management (as the Local Highway Authority) that the proposal would lead to an unacceptable impact on highway safety and was therefore contrary to Policy LP21 of the adopted Kirklees Local Plan, Highway Design Guide Supplementary Planning Document, and National Planning Policy Framework (Chapter 9) Paragraph 111.

Officers noted the brownfield nature of this site and its previous uses and consider that the site could be developed with a safe means of access for all road users, however the applicant was unwilling to amend

the application considering the technical consultee advice received for works which are necessary to make the proposed development acceptable in planning terms.

Highways Development Management Conclusion.

This application includes revised proposal which satisfactorily address the previous reasons for refusal and Highways Development Management have therefore no objection to these proposals.

Recommended conditions:

Measures to manage parking.

The development shall not commence until a scheme detailing measures to manage parking on Brian Street to either side of the side access and all associated works, together with appropriate Safety Audits has been submitted to and approved in writing by The Local Planning Authority. Unless otherwise agreed in writing no part of the scheme shall be brought into use until the approved scheme has been implemented.

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

Access Sightlines to be provided.

Before development commences, the sightlines from the Brian Street access of 2.4m x is 32.8m to the east and 30.3m to the west as shown on the Sanderson Associates Visibility at site access plan number 152986-001 shall be cleared of all obstructions to visibility exceeding 1 m in height and these shall be retained free of any such obstruction.

Reason: To ensure adequate visibility in the interests of highway safety

Travel Plan

No part of the development shall be brought into use until a Full Travel Plan for the site, has been submitted to and approved in writing by the Local Planning Authority. The Full Travel Plan shall include: - Measures, objectives and targets for reduced car usage and increased non-car transport usage, including modal split targets; - The provision of Travel Plan Co-ordinator including roles, responsibilities and annual monitoring; - The provision of travel Information; - Implementation and review timescale; - Enforcement, sanctions and corrective/review mechanisms. The measures contained within the Travel Plan shall be implemented in accordance with the approved timescale, except where the monitoring evidence demonstrates that a revised timescale/measures to achieve trip targets are necessary, in which case the revised details would be implemented.

Reason: To comply with the Council's sustainability objectives

Secure covered cycle parking

Before development commences details of secure covered cycle parking 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

Closure of existing access

No part of the development shall be brought into use until the existing accesses from Brian Street to the east of the site frontage and the access onto Thomas Street have been permanently closed [and any redundant footway crossings removed, and the footway reinstated] and the new access has been constructed and brought into use in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason To avoid danger and inconvenience to highway users.

Construction Management Plan (CMP)

Prior to the commencement of development (including demolition and ground works) a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include a timetable of all works, details of point(s) of access for construction traffic, vehicle sizes and routes, times of vehicle movements, parking for construction workers, signage, temporary drainage arrangements, pre-development road condition surveys, wheel washing facilities within the site, lighting during construction works, hours of working, details of dust, noise and vibration suppression measures and details of the disposal of surface water from the development including methods to manage silt. The development shall be carried out strictly in accordance with the CMP so approved throughout the period of construction and no change therefrom shall take place without the prior written consent of the Local Planning Authority. Upon completion of the development, post-development road condition surveys and a schedule of remedial works shall be submitted to and approved in writing by the Local Planning Authority, and the approved remedial works shall be carried out following the completion of all construction works related to the development.

Reason: In the interests of amenity and highway safety, to ensure the risk of flooding does not increase during the construction phase, to limit the siltation of any on-site surface water features, and to accord with Policies LP21 and LP52 of the Kirklees Local Plan. This pre-commencement condition is necessary to ensure appropriate measures to protect amenity, maintain highways safety and reduce flood risk are agreed at an appropriate stage of the development process.

Footnote;

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) regarding obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.