

Consultation Response from KC, Highways Development Management
2023/93113 30, Market Street, Huddersfield, HD1 2HG
Change of use and alterations to form student living accommodation with ancillary concierge and communal facilities including roof extension and roof terrace
Date Responded: 09/02/24 Responding Officer: CNB Responding Ref: K5-7NW/57

This application is for the change of use of an office building in to 107 self-contained student apartments with a retail premises on the ground floor and a change of the basement car parking to utility space and fronting on to Market Street, a 30mph two way single carriageway town centre access road of approximately 9.7m width with pay-and-display parking bays opposite, footways on both sides and street lighting present. There are No Waiting at Any Time with No Loading TRO markings along Market Street on the side of the proposal site and No Waiting at Any Time TRO markings up Threadneedle Street, which acts as the access to the existing parking spaces.

The site benefits from being in a very sustainable town centre location with both the main Huddersfield bus and rail stations being within 400m and a variety of shops, supermarkets, and services within 500m. The main University campus is approximately 700m away.

The application was accompanied by a transport statement from C49 Architecture.

The application is to change the use of the building from office space to student dwellings and in order to maintain the low trip rates that would be expected from this use and the accompanying low parking demand, we would request that either a condition or section of the s106 agreement specifies that the dwellings can only be used by full time students.

The proposals are for 107 student residential units and the removal of 18 car parking spaces from the basement. This would leave approximately 4 spaces (although street view suggests it may be possible to achieve 5 spaces with a slight shuffle). These are marked as “staff spaces” but it is not indicated if the staff are for the residential units or for the commercial unit, this information should be provided as part of a parking management plan.

Due to the sustainable town centre location and the type of accommodation being applied for, we would not insist on vehicle parking for the residents, however there will be a demand for parking for drop-off and pick-up at the start and end of each term and some parking should be provided for this. As there is only a limited number of parking spaces then they will need to be carefully managed with space bookings required for students being dropped-off/picked-up. This should be provided as a parking management document that explains in detail how the booking process will operate and be managed by staff on site to avoid over occupation of spaces. This should be conditioned.

The site is proposing 104 cycle stands, as shown on drawing No PL006, however not all of these appear to be under cover or secure. We would request that secure covered cycle storage is provided to make cycle use more attractive to the residents and details of this should be conditioned.

The waste bin storage area is located away from the adopted highway and so the bins would need to be moved by a management company operative on collection day so it adjacent to the adopted highway on Threadneedle Street where collection would take place. This may need to be included in a waste and servicing plan and this may need conditioning. The waste bin requirements should follow guidance provided by Kirklees Waste Strategy team.

The Transport Statement contained a Travel Plan and although we appreciate a travel plan being put in place for the proposals to help promote sustainable travel choices, in this instance we would not wish to follow up any requirement for monitoring. The interim travel plan as submitted would be acceptable as the full travel plan. This is because of the very limited opportunities for modal shift with the proposals.

With this and the inclusion of either a condition or specific s106 wording to restrict the use of the dwellings to full time students only, then we consider the application to be acceptable on highways grounds with the following condition.

Condition

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

- i. Liaison member of staff and contact details
- ii. Restrictions on apartment occupants parking on site and details of any contracts stating this.
- iii. Staff parking arrangements (including types of staff entitled to a space)
- iv. Booking system for parking spaces for start/end of term drop-off/pick-up.
- v. Mechanism for review of the Car Park Management Plan
- vi. waste bin management to place bins in a suitable collection location (not causing obstruction of the adopted highway or footway) and replace them to the appointed storage area after collection.
- vii. Mechanisms in place to avoid waste collection and servicing occurring during days proposed for drop-off and pick-up at the start and end of term.

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

Reason: To comply with the Council's sustainability objectives and in the interests of highway safety and residential amenity.