

**Consultation Response from KC,  
Highways Development Management****2023/93782 14, Firth Street, Huddersfield, HD1 3BA****Erection of extensions and alterations to form 16 student apartments****Date Responded: 17/05/2024****Responding Officer: CNB****Responding Ref: K6-9NE/5**

This application is for the erection of extensions and alterations to an existing building to form 16 student flats fronting on to B6243 Firth Street, a 30mph one-way (eastbound) secondary distributor road of approximately 8.9m width with footways on both sides and street lighting present. The road is marked with the left lane as straight on and the right lane as right turn in to King's Bridge Road which runs as a one-way road southbound. There are No Waiting At Any Time TRO markings at the junction to the front and side of the development site with No Waiting Mon – Sat 8am to 6pm TRO markings along Firth street and Limited waiting bays marked Mon – Sun 8am to 6pm 1 hour no return 1 hour on King's Bridge Street.

There are stops on two high frequency bus routes within 75m of the site and it is approximately 1.2km from the main Huddersfield bus station and rail station. The closest convenience store is approximately 70m away, the university main campus is approximately 400m away and the shops and services in Huddersfield town centre are within approximately 950m. This would place the site at a reasonably sustainable edge of town centre location.

The application is to extend the existing student accommodation from three 3-bedroom houses to one 16-bedroom block.

No trip generation details were provided with the application, but given the type of accommodation, sustainable location and local parking restrictions we do not consider that the site would generate sufficient trips as to have a severe impact on the operation and efficiency of the local highway network. It is expected that there would have been a small number of trips generated with the existing use for servicing, management and drop-off/pick up and the proposals are not expected to increase this level of trips, apart from the drop-off/pick-up which is covered below.

Due to the type and sustainable location of the proposals we would not require any parking to be associated with the development and none is shown on the supplied drawings. However, to maintain this we would like to see a condition that limits occupants to full time students for the lifetime of the development.

There was no cycle parking provided with the proposals and we feel this is a serious omission, especially when the Design and Access Statement states that "Students living in the proposal will walk and bike as their primary mode of travel" and we would like to see suitable safe and secure cycle storage facilities provided at the site. This should be covered and secure and suitable for 16 cycles (one per dwelling). There appears to be a space on the lower ground floor that may be suitable, although the access would be via steps and so a cycle gutter would be required and the space may be too narrow for standard stands. Provision of residents' cycle storage can be conditioned.

Quite often with student halls of residence there is a limited number of car parking spaces that can be utilised for start and end of term drop-off and pick-up with a pre-booking arrangement set up to limit demand, however in this case there is no on-site parking and on-street parking in the immediate vicinity is very limited due to TRO restrictions. However, within 30m of the proposed building entrance there is

approximately 29m of limited waiting bays on King's Bridge Street that allow for 1 hour parking, and this should be suitable for drop-off and pick-up facilities at the start and end of term, although it is appreciated that these spaces will be in demand from other uses including other neighbouring student flats and a convenience store and may not always be available. There is an H-bar marking adjacent to the limited waiting bays that appears to be left over from a previous car mechanic's garage access that has since been redeveloped in to student flats and it may be possible have this removed and the limited waiting bays extended, and the applicant may wish to look in to this course of action and consult with the Kirklees Highway safety team for advice.

Bin storage is to be provided within a courtyard to the rear of the building with collection access being through an underpass to Firth Street, where collection will be made from the adopted highway. For details of size and number of bins we would refer to consultation comments provided by our colleagues in Kirklees Waste Strategy team, however the collection layout is acceptable on highways grounds. It is noted that currently the existing residents' bins are stored on-street (on the footway) and this obstruction would be removed with the proposals.

Due to the limited parking around the site we would request that a construction access management plan is conditioned and this should provide details of the vehicular access to the site by deliveries, contractors vehicles and construction machinery, including details of parking for deliveries and contractors vehicles, location of materials storage and site facilities and the use of any highway management in the event that deliveries need to be made from on-street locations either on Firth Road or King's Bridge Street and the use and retention of wheel washing facilities to avoid mud or debris from being dragged on to the adopted highway. This is to avoid obstruction of the highway or footway for road safety reasons.

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

#### Conditions

Before development commences, details of suitable cycle storage facilities 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: To comply with the Council's sustainability objectives and to meet the requirements set out in Local Plan Policy LP22 part g.**

Condition relating to occupancy limited to students only (standard wording needs providing)

**Reason: In the interests of amenity and highway safety**

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, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. 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**

## Footnotes

It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the Highways Structures section for works near or abutting highway and any retaining structures. Contact Farhad Khatibi (structures team leader 01484 221000) at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail.

Any works within the adopted highway fronting the property will need to be constructed under the correct legal agreement of the 1980 Highways Act. 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.