

**Consultation Response from KC,
Highways Development Management****2024/91477 Chutney Mahal, Folly Hall, Huddersfield, HD1 3PA****Erection of extensions and alterations to convert existing building into 32 student apartments****Date Responded: 29/08/24****Responding Officer: CNB****Responding Ref: K6-9NW/3**

This application is for a residential development consisting of a 32-bedroom student accommodation block with lounge, gym, cycle store (all connected with the student accommodation) and two commercial units based in an existing commercial building fronting on to A616 Folly Hill.

A616 Folly Hill is a 30mph two way dual-carriageway main distributor road of approximately 10m width with footways on both sides and street lighting present. At the site frontage the highway has 6 lanes (3 in each direction) and is in the midst of a signalised junction with B6432 St Thomas' Road with No Waiting Mon to Sat All Day and No Loading Mon to Sat 8am to 9:30am and 4:30pm to 6:30pm TRO markings, there is a pedestrian safety barrier along the frontage of the site. There is a traffic signal safety camera located on A616 southbound on the approach to the junction.

There are records of two injury accidents on A616 at the frontage of the proposal site within the last 5 years. We would not consider that the development proposals would be expected to exacerbate the occurrence of this type of collision in the immediate location.

The proposal site is approximately 160m from stops on a high frequency bus route and is approximately 575m to the closest convenience store, 700m to shops and services in Huddersfield town centre and approximately 900m to the Huddersfield University main campus. The site is located in a sustainable edge of town centre location.

The site is located adjacent to the A616 Folly Hall where there is a narrow safety fenced footway along the frontage of the existing building (approximately 1.9m width). This full footway should be retained at its current width, or better still improved in width due to the increase in pedestrian footfall expected by the proposals, and all doors or window fittings should open inwards and not extend on to or over the existing footway to avoid obstruction to all users. No details of the footway are shown on any of the submitted plans.

The site was provided pre-application advice/guidance as 24/20216 for 25 residential units and a transport statement was requested covering specific items listed in the response. This guidance is appended below for reference.

Trip Generation

The nature of use of the site combined with its location would not be expected, during usual use, to generate sufficient trips as to have a severe impact on the operation or efficiency of the local highway network, and so this aspect is not a concern providing the development remains for full-time student use only. We would expect some trip generation for servicing, maintenance and operation of the two retail spaces.

Travel Plan

The pre-application information stated that a travel plan would not be required for these proposals due to the student use, limited number of dwellings proposed, lack of parking and sustainable location, however it was noted that the Transport Statement contained a large section devoted to a travel plan.

The contents of the travel plan are acceptable to promote sustainable and active travel at the site, however we would not wish to proceed with the travel plan past this point due to the very limited impacts that a TP could have with this type of development and no annual monitoring would be required.

No parking is included with the application, and this would be acceptable for student accommodation during term time, however there is a concern relating to drop-off and pick-up at the start and end of term, where no car parking is available. The site is located within the extent of a busy signalised junction, and we wouldn't want to promote any development that may lead to parking or waiting within this area as this would be a highway safety concern. The applicant would need to indicate where any parking would occur for drop-off and pick-up and how this would be managed, this may require some parking spaces added within the design of the building and a car parking management plan to cover how it will be managed. Without these details we cannot support the application. This concern also extends to the retail proposal, however the severity of the concern would be dependent of the type of retail proposed. Further details should be provided.

There is a pay and display car park opposite the site accessed off St Thomas' Road, however there is no direct safe route from the car park to the proposal site without detouring to the far side of the signalised junction to use the pedestrian crossing facilities and we fear that any students using the direct route between the car park and site across A616 Folly Hill would be a highway safety concern (the highway is 6 lanes wide at this location with a very narrow kerbed central reserve).

Cycle parking is proposed within the development, and this should be at one space per unit to be acceptable based on local parking guidance, it is noted that the D&A Statement and states that 15 bikes will be provided, it is not sure if this is referring to cycle parking or a provision of cycles for residents use and this should be clarified. Very few details of the cycle parking were provided. A diagram within the design and access statement shows a two-tier cycle storage rack and this would be acceptable, however we would need to see that a suitable amount of these can be accommodated with sufficient space for removing cycles safely from the racks.

Servicing

No details were provided relating to the servicing or waste collection from the premises. A bin store is indicated on drawing No FLH-PL-003 to the front of the building with a door opening out on to A616 Folly Hill, however this is located within the outer boundaries of the traffic signals adjacent to the southbound stop line on A616 and would be over the traffic detector loops. Any service vehicles waiting in this location are liable to cause an obstruction of the traffic signals, causing them to become inefficient, and a highway safety concern as queuing vehicles may wish to manoeuvre around them and will also obstruct the exit lane from the Broomfield Business Park. It is noted that the approach to the signals along A616 Folly Hill has waiting and loading restrictions, and these may impact upon servicing at the site.

We would need to see a suitable servicing management plan that explains how servicing to the development, including waste management, will be carried out without causing an obstruction to the signalised junction before we could support the current application.

Details of waste management and waste servicing should be approved by the Kirklees Waste Strategy team. The waste management for the residential and retail uses should be clearly divided as they will create different types of waste, with the student apartments being residential and the retail being

commercial waste.

Construction Access Management Plan

Due to the location of the site, close up against a busy A-class main distributor road we would also like to see a construction access management plan explaining how access will be made to the site, the numbers and types of vehicles expected at the site, on-site parking for contractors vehicles and deliveries, location for storage of materials and site facilities and wheel washing facilities to stop mud or debris from being dragged on to the adopted highway for road safety reasons. This should cover all aspects of the development including demolition and build phases.

With this we cannot currently support the application due to a lack of suitably detailed information relating to the full impacts of the development on the operation of the highway network and highway safety and so wish to object on these grounds.

Pre-Application Highways response (sent 07/03/2024)

This is pre-application highways advice for a residential development consisting of a 25-bedroom student accommodation block with lounge, gym, cycle store (all connected with the student accommodation) and two commercial units based in an existing commercial building fronting on to A616 Folly Hill.

A616 Folly Hill is a 30mph two way dual-carriageway main distributor road of approximately 10m width with footways on both sides and street lighting present. At the site frontage the highway has 6 lanes (3 in each direction) and is in the midst of a signalised junction with B6432 St Thomas' Road with No Waiting Mon to Sat All Day and No Loading Mon to Sat 8am to 9:30am and 4:30pm to 6:30pm TRO markings, there is a pedestrian safety barrier along the frontage of the site. There is a traffic signal safety camera located on A616 southbound on the approach to the junction.

There are records of two injury accidents on A616 at the frontage of the proposal site within the last 5 years. We would not consider that the development proposals would be expected to exacerbate the occurrence of this type of collision in the immediate location.

The proposal site is approximately 160m from stops on a high frequency bus route and is approximately 575m to the closest convenience store, 700m to shops and services in Huddersfield town centre and approximately 900m to the Huddersfield University main campus. The site is located in a sustainable edge of town centre location.

For the application we would require a transport statement that covers the following points.

Trip Generation

Due to the sustainable location and no on-site parking to be included, the vehicular trips to the site are expected to be very low and would consist essentially of servicing trips.

Parking

Due to the sustainable location and type of proposal (student accommodation) we would not insist on

any on-site parking. However, we do have a concern relating to the drop-off and pick-up at the start and end of term and would like to see a managed location for this to occur in as use of the highway adjacent to the proposal site would not be acceptable due to highway safety concerns. A parking management plan may be required to cover drop-off and pick-up at the site.

Cycle Parking

This is indicated on the drawing and is noted as being for 25 cycles, however exact details of the storage and the types of stands to be included will be required. The failure to provide safe and secure cycle parking or the use of unsuitable stands that may cause damage to cycles may discourage residents from using cycling as a transport mode and this may go against Kirklees sustainable travel policy.

Waste and Recycling bin storage and collection

A waste storage location is indicated on the submitted drawing to the front of the development with an access opening directly on to A616 Folly Hall. We would recommend that any waste storage is done to standards and guidance provided within the Kirklees Waste Strategy team guidance document, which can be found at <https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf> . We have also asked our colleague in Waste Strategy to provide comments and these will be forwarded as soon as they are available.

Servicing

We would like to see details of how servicing for the site will be operated, given that there is no street frontage available due to the location of the signalised junction. We wouldn't like to see any servicing occurring from A616 within the traffic signals for highway safety reasons. It is noted that previous iterations of the proposals for residential units included an under-croft servicing area, but this has been removed from the current plans, presumably due to use of the existing building. A separate servicing management plan may be required, and this may need to include the commercial units.

The Parking and servicing management plans may be combined if required.

Unless the drop-off/pick-up and servicing concerns are not addressed we may be forced to object to the proposals on highway safety grounds.

Sustainable Travel

We would not request a formal Travel Plan for the site due to the low number of bedrooms and lack of on-site parking, however we would appreciate the submission of a travel plan statement (this may be included within the transport statement) that indicated how sustainable travel use and information will be promoted to the residents to encourage the use of sustainable and active modes of travel to fit in with Kirklees sustainable travel policies. We would not wish to have any annual monitoring carried out.

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.