

**Consultation Response from KC,
Highways Development Management****2025/91083 Waterloo Inn, 609, Wakefield Road, Waterloo, Huddersfield, HD5 9XP****Alterations to former public house to form 2 retail units****Date Responded: 14/08/2025****Responding Officer: CNB****Responding Ref: K11-7NW/3**

This HDM consultation response is based on further or amended plans/information submitted by the applicant in reply to the previous HDM consultation response sent 24/06/2025 and appended below and should be read in conjunction with this response.

The further or amended information consisted of a parking layout plan drawing No 102 Rev B, an unnumbered drawing showing the “reverse parking only” sign layout and a site waste management strategy.

Parking Layout

The previous HDM response indicated a possible layout for parking as the proposed parking area was not suitably sized to allow turning on site, this suggestion was to replicate but formalise the existing observed parking on the site with informative signs requesting that vehicles were reversed in to parking spaces to allow for an exit on to Wakefield Road in forward gear for highway safety reasons. We also requested planters or bollards to separate the parking area from the pedestrian access routes to the existing and proposed uses.

The submitted parking layout fails to do this and proposed a more convoluted and possibly less safe parking layout that includes more manoeuvring within the site. A swept path analysis for a family car was not included to indicate whether the manoeuvring was safe or achievable. The layout of the parking spaces appears confusing to drivers and would require driving across the hatched area of the accessible space in order to reach the middle parking space. We would also point out that the accessible parking space is drawn the wrong way around for use with a “reverse parking only” sign, the hatched area at the end of the space should be located where the rear of the car should be to allow access to rear chair ramps or hoists and the design shown is drawn correctly for a car to drive forward in to the space.

We would also like to see the need to manoeuvre along the front of the building close to the pedestrian access to the retail/office space removed. This area shouldn't be used as an additional parking space as access to it may be obstructed by parked vehicles and it may cause conflict with pedestrians accessing the building.

We assume that the existing parking (as seen on streetview) could not be formalised because there would be insufficient space to include an accessible space without needing to remove or alter the access canopy of the pharmacy.

We cannot support the parking as proposed and shown on drawing No 102 Rev B for highway safety reasons.

The design of the “Reverse Parking Only” signs are acceptable, however as we don't support the proposed parking layout we cannot accept the proposed locations of the signs.

Waste Storage and Collection

We defer to our colleagues in waste strategy in relation to the waste storage requirements and these

comments essentially relate to collection.

The route proposed for waste collection is not acceptable as the land is private and there may not be access for a refuse vehicle along this yard due to obstruction caused by parked vehicles. It would be better to see a waste collection presentation point located where collection could be made from Wakefield Road.

It should also be noted that drawing No No 102 Rev B shows a bin storage location that is accessible to the existing retail and pharmacy only and no details have been provided relating to waste storage and collection from the retail or office aspect of the proposals.

No details were provided relating to the existing residential aspect of the development site, although we would expect these to operate as existing. This may be outside the scope of the current application, however the

We cannot support the waste storage and collection details as presented.

With this we do not consider that the amended plans or further information submitted by the applicant is suitable for removal or discharge of the conditions previously requested.

Conditions

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout and parking have been submitted to and approved in writing by the Local Planning Authority. Before any building is occupied the development shall be completed in accordance with the details shown on the approved plans and retained thereafter.

Reason: To ensure a suitable access and layout in the interests of highway safety

The development shall not begin until a scheme of signage to indicate drivers must reverse in to spaces has been submitted to and approved in writing by the LPA. The scheme so approved shall be implemented before the development hereby approved is first brought into use.

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

The development shall not be brought in to use until a Servicing and Waste Collection Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Management Plan shall include details of how servicing and deliveries to the premises will be made, how waste collection will be managed including the responsibilities for opening the waste access doors and movement of bins on collection day and the return of bins to the bin store to avoid obstruction of the highway or footway. The development shall thereafter be operated in accordance with the approved Servicing Management Plan.

Reason: To ensure that, having regard to its location and the restricted servicing facilities available, the site is not used in an over-intensive and inappropriate manner in order to protect the amenities of all other road users and in the interests of highway safety.

Footnote

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.

Previous comments (submitted 24/06/2025)

This application is seeking retrospective permission for alterations to a former public house to form two retail units, the application is retrospective as one of the retail units is already operating as a pharmacy. The premises fronts on to A629 Wakefield Road, a 30mph two-way single carriageway primary A-class distributor road of approximately 15m width with a hatched central reserve, footways on both sides and street lighting present. Approximately 25m to the east of the site access is a busy signalised junction with A642 and this junction experiences congestion at busy times with queues going back from the traffic signals past the site access. There is a pedestrian crossing associated with the signals and this has a kerbed central reserve opposite the eastern half of the development site. There are No Waiting At Any Time with No Loading TRO markings on both sides and all around the signalised junction.

Wakefield Road hosts a high frequency bus route and there are stops within 125m of the site.

The site has an existing commercial property (beauty parlour) to the rear and residential accommodation above and to the side of the former public house.

No trip generation details were provided, although it is noted that the extant use as a public house would have generated some trips. It is assumed that the majority of trips to the pharmacy would be linked trips with the doctors practice adjacent to the site and it is expected that any linked vehicular trips are likely to use the parking at the doctor's surgery and walk to the pharmacy. With this and due to very limited parking at the site, we do not consider that the proposals would generate sufficient trips as to have a severe impact on the surrounding highway network.

There is a car parking area proposed on drawing No 102 Rev A and this is accessed over an existing dropped kerb crossing.

The parking proposals indicated on drawing No 102 Rev A (after the removal of a low wall) are for 5 parking spaces parallel to the highway. The spaces have dimensions of 2.4m x 4.8m and as such are to guidance, however there is only approximately 4m headway and we do not consider that there would be suitable space to allow cars to be able to safely/easily manoeuvre in and out of the spaces or be able to turn to access and exit the parking area in forward gear. No swept path analysis was provided with the application to show that all the spaces were acceptable. Currently there is informal parking at the site with cars reversing from the highway and parking at right angles to the highway. We think that a better option would be to formalise this existing parking method and mark the parking spaces, enforcing this with bollards or planters to deter overparking and to defend pedestrian routes to the premises. This may reduce the number of parking spaces from five to three but would still be viewed as an improvement on the current use of the parking area. If this latter suggestion was to be adopted then we would need to see the parking spaces indicated on a drawing and we would also request that signs indicating that drivers should reverse into the parking spaces should be included, so that vehicles exit the site in forward gear

and this can be conditioned. If the applicant wishes to proceed with proposed 5 parking spaces, then we would require a swept path analysis to show that cars can safely and easily access the spaces. Any changes to the dropped kerb crossing required by changes to the parking should be carried out within a s184 legal agreement with the council as Local Highway Authority.

A waste bin storage area is indicated on drawing No 102 Rev A to the rear of the building and we would advise that you consult with our colleagues in the Kirklees Waste Strategy unit to check if a suitable number of bins is proposed for the full development. This would need sufficient space to be able to separate residential and commercial waste and recycling, but would not be suitable as a collection point as it is too far away from the adopted highway and we doubt that a collection vehicle would access the rear of Deal House in order to reach the bin storage area and so we would like to see a collection presentation point located to the rear of the highway on Wakefield Road and marked clearly on the drawing. We would also like to see a brief servicing and waste collection management plan provided that indicated how and where servicing and waste collection will take place and also who will have the responsibility for moving and returning bins to the collection point to avoid them obstructing the parking spaces or the footway/highway for road safety reasons. This can be conditioned.

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

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Reason: To ensure that, having regard to its location and the restricted servicing facilities available, the site is not used in an over-intensive and inappropriate manner in order to protect the amenities of all other road users and in the interests of highway safety.

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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

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