Consultation Response from KC,
Highways Development Management

2025/91185 building at, Back Chapel Lane, Moldgreen, Huddersfield, HD5 9BG

Demolition of redundant engineering building and erection of student accommodation block

Date Responded: 12/11/2025
Responding Officer: CNB
Responding Ref: K5-10SE/7

This application is for the demolition of an engineering building and the erection of a 31-bedroom student accommodation block fronting on to Chapel Lane, an unadopted local access road of approximately 4.5m width with no footways and limited street lighting. The road serves as access to residential dwellings at the western end and a commercial unit at the eastern end.

Chapel Lane runs parallel with A629 Wakefield Road which hosts a high frequency bus route and there are stops within 150m of the site. There is a supermarket within 300m of the site and other retail and services within approximately 500m of the site. The application refers to the proposals as "student accommodation" and the main campus of Huddersfield University is located approximately 1km from the site.

The application site was submitted for pre-application advice as 24/20999 and this raised some highways concerns and requirements. The current application was accompanied by a transport statement as requested.

On the initial application it was noted that the red line boundary shown on drawing No 2917 LOC only surrounds the site and should link up to the closest adopted highway, this has been resubmitted (drawing No 2917 LOC Rev A) and now shows the site linked to the adopted highway network at Chapel Street.

Trip generation for this type and size of development would be expected to be minimal in general operation with a slight uplift at the start and end of term with student drop-off and pick-ups (although we would expect these to be managed). To ensure that this low trip generation is maintained we would like to see a condition added that limits the occupation of the building to full time students only and suitable wording can be provided.

The pre-application advice indicated that the closest bus stop to the site is located approximately 30m from the building entrance, however this is across a grass banking. Evidence shows that there was once a stepped footway linking the bus stop to Chapel Street, however this has not been maintained over time and has virtually disappeared, although evidence of a pedestrian desire line still remains. We requested that the applicant pays to reinstate the pedestrian link and they have agreed to this. Unfortunately the asset manager for Kirklees Council who administer this piece of land has been unable to respond to requests for details of how this can be achieved (as this is not Highways Land a s278 agreement cannot be entered in to). We still consider that the pedestrian link is highly desirable and would go some way to fulfilling the council's aspirations to promote sustainable travel within the district. With this we would like to see the provision of a pedestrian link included as a pre-occupation condition, with the applicant providing the necessary funding for the repairs/reconstruction of the existing pedestrian link. Appropriate condition wording can be provided.

The pre-app consultation response requested that the applicant considers providing a suitable footway along the frontage of the site to allow pedestrians a level of protection as the exit or enter the premises and this is clearly shown on drawing No 2917 (100)05 Rev B and is acceptable.

It was requested that car parking spaces for a minimum of two cars were provided for drop-off and pick-up at the start and end of term times and these have been provided. These can be used for staff maintenance and servicing during the general operation of the building, however for the drop-off and pick-up times we would like to see a parking management plan that allocates a pre-booked timeslot to drivers so that vehicular arrivals and departures are limited and controlled, this should be conditioned.

No other parking is associated with the development, and we would not like to see vehicles from the development parked on Chapel Lane as it is narrow and unsuitable for parking without causing obstruction for delivery and servicing vehicles. There are records of parking issues occurring on Chapel Lane and so we would like a condition that prohibits any student renting a room or staying as a guest at the development from bringing and parking a car to the site. This condition has been used previously with other development and suitable wording can be provided. This should be suitable to ensure that the development is not responsible for any on-street parking on the unadopted roads Chapel Lane or Back Chapel Lane.

Cycle parking is indicated on drawing as being covered and secure and suitable for 36 cycles, this is acceptable. Details of the type and style of cycle stand or locker should be provided, and this should be conditioned. This should be maintained for the full lifetime of the development.

For waste storage details we would request that you consult with the Kirklees Waste Strategy team in order to obtain details of the required number and sizes of waste and recycling bins. A bin store is indicated to the eastern end of the building as shown on drawing No 2917 (100)05 Rev B with a bin collection presentation point indicated adjacent to Chapel Lane, with a dropped kerb to assist waste collection. This is suitable for a highways perspective, however we would like to see a servicing and waste management plan providing prior to first occupation that provides details of how servicing and waste collection will be carried out, including ways to avoid on-street parking that may cause obstruction on Chapel Street, the responsibilities for putting the bins out for collection and returning them to the bin store afterwards to avoid them from obstructing the footway to the front of the proposed building or the highway for road safety reasons.

We would not request a travel plan for this type and size of development although we would welcome any promotion of active and sustainable travel by the operator of the facility.

With this we consider the application to be acceptable on highways grounds with the following conditions.

Conditions (suitable wording to be provided)

Student Occupation Only Condition
HDM recommends a suitable condition is drafted to ensure the landlord has a legal binding clause within their lease agreement to only rent rooms within the residential premises to full time students. The condition and lease agreement to be robust to ensure the Local Authority can control and enforce the restriction on tenants.
Reasons; to restrict vehicle ownership and therefore reduce the amenity impact of any additional parking on the adjacent highway

No cars to be brought to site condition

HDM recommends a suitable condition is drafted to ensure the landlord has a legal binding clause within their lease agreement that forbids the bringing of a vehicle to be parked at the site or on Chapel Street or Back Chapel Street.
Reasons; to restrict vehicle ownership and therefore reduce the amenity impact of any additional parking on the adjacent highway

Conditions
Prior to occupation of the development hereby approved, all areas shown on the approved plans to be used by vehicles and pedestrians, including roads, footways/paths, cycle tracks, loading, servicing and parking areas shall be laid out, surfaced and drained such that loose materials and surface water does not discharge or transfer onto the highway, and shall thereafter be retained and maintained for the lifetime of the development.
Reason: In the interests of highway safety and amenity, and to achieve a satisfactory layout in accordance with Policies LP20, LP21 and LP24 of the Kirklees Local Plan and the National Planning Policy Framework.

Prior to development commencing, a detailed scheme for the improvement of the pedestrian link between the site and bus stops no. 16752 on the north side of A629 Wakefield Road shall be submitted to and approved in writing by the LPA. The scheme shall include details of the reinstatement of a suitable stepped pedestrian access over the banked land between A629 Wakefield Road and Chapel Street. Unless otherwise agreed in writing by the LPA, all of the agreed works shall be implemented before any part of the development is first brought into use.
Reason: To improve public transport infrastructure in the vicinity of the site in accordance with the council sustainability objectives

The development shall not be occupied until a footway as shown on plan no. 2917 (100)05 Rev B, in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. The footway so approved shall thereafter be retained.
Reason: In the interests of highway safety and to allow for safe pedestrian access to and from the site.

Before first occupation, details of the 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.

The development shall not be brought into use until a Car Park (drop-off/pick-up) Management plan has been submitted to and approved in writing by the Local Planning Authority. The Car Park Management plan shall include details of:
i. Resident Liaison member of staff and contact details
ii. Method(s) of booking a car parking space for drop-off and pick-up. (for example this might include leaflet, text, website, notice board etc). These details should be submitted to all residents on being appointed a room in the development but prior to their first arrival.
v. Information for guests on sustainable travel options.
vi. Mechanism for review of the Car Park Management Plan.
The development shall thereafter be operated in accordance with the approved Car Park Management

Statement.
Reason: This is to ensure the site can be made safe and accessible and in the interests of highway safety, to ensure pedestrian safety and in the interests of residential amenity.

The development shall not be brought into use until a Waste Collection and Servicing Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The Waste Collection and Servicing Management Plan shall include details of;
vi. Details of responsibilities for waste bin presentation on collection days, including the prompt return of waste bins to the storage place.
vii. Details of how servicing and maintenance at the premises will be managed to avoid parking on the A62 Manchester Road to the frontage of the site.
viii The use of marshals or banksmen for the manoeuvring of large vehicles that can't turn within the car park.
ix. Mechanism for review of the Servicing and Waste Management Plan.

The development shall thereafter be operated in accordance with the approved Vehicle Access and 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.