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| **Consultation Response from KC,<br>Highways Development Management** |
| **2025/91221 HSBC, 2, Cloth Hall Street, Huddersfield, HD1 2EG** |
| **Prior notification for change of use of floors 1-5 inclusive from commercial/business/service to 28 flats/studios (within a Conservation Area)** |
| **Date Responded: 19/06/2025<br>Responding Officer: CNB<br>Responding Ref: K5-7NW/31** |

Kirklees COUNCIL

This consultation response is based on amended plans provided after the previous HDM consultation response (sent 04/06/25 and appended below). The amendments involve changes to the location of access points for the residential and commercial premises, changes to the location of waste storage and the reallocation of space within the basement to increase cycle storage for the residential units.

This application is for the prior notification of a change of use of existing commercial premises to part commercial (ground floor/part of basement) and residential (upper floors/part of basement) in a former bank located within Huddersfield town centre and fronting on to Cloth Hall Street, New Street and Chancery Lane.

The proposed residential and retained commercial use will have access points from New Street and Cloth Hall Lane respectively, these are 30mph one-way town centre access roads of approximately 6m width on New Street with parking and loading bays on both sides and 7m width on Cloth Hall Street with loading bays and pedestrian widening. These form a cross-roads junction with New Street and King Street, both of which are part of the town centre pedestrianised zone.

Around the frontage of the proposal site both streets have No Waiting At Any Time with No Loading TRO restrictions.

The site is located within Huddersfield town centre and is approximately 290m from the bus station and 330m from the railway station with a great number of shops and services located within a short walking distance. The planning Statement submitted with the application suggested that the development may be marketed to students and the main Huddersfield University campus is approximately 500m away.

We would expect trip generation at the site for retail and residential to be lower than the extant use as offices and a bank.

The access to the residential units has been relocated from Chancery Lane to New Street, this removes the need to access the residential aspect of the development via the substandard narrow footway on Chancery Lane and as such is viewed as a highway safety improvement. The ground floor commercial site will now use the access from Cloth Hall Street.

Emergency escape access will be retained from Chancery Lane.

As the development site is located within a very sustainable town centre location we would have no highway concerns that there is no parking associated with the proposals as there are several public pay and display car parks within a short walk and some visitor parking may be available in the pay and display parking bays on New Street, although these are often in heavy demand during the day.

The revised plans (drawing No 2412 09 Rev A) now show that 28 cycle storage spaces are to be made available within the basement with access via either a lift or using a cycle gutter on the stairs between the ground floor and the basement with the access being on to New Street. The previously submitted Design and Access Statement (dated April 2025) indicates that the cycle storage will be in lockers, although no specific details of the type or make of locker were provided. Drawing No 2412 09 Rev A shows the indicative location of the 28 cycle lockers, however they only scale to 0.8m wide and 1.1m deep and this may not be suitable for cycle storage and so details of the lockers to be used and the protection of the provision of the lockers for the lifetime of the development should be conditioned. Cycle parking/storage should be made suitable for e-bikes and include suitable fire safety precautions.

A suitably sized and accessible waste storage room located behind the access lobby for the residential units is shown on drawing 2412 10 Rev A and collection is to be from the ground floor and out on to New Street with, although it is noted that the existing doors on to New Street do not open wide enough to allow an euro-bin to pass through and new doors may be required. An existing waste collection takes place from New Street and there is a dropped kerb adjacent to the waste access so collection can take place from the kebside on Cloth Hall Street. The waste storage and collection for the ground floor commercial unit is indicated on drawing 2412 10 Rev A and access to it is to be from the commercial unit access on Cloth Hall Street, although no further details have been provided. Cloth Hall Street is suitable for waste collection to take place and there is a dropped kerb at the junction with Chancery Lane to allow wheeled euro-bins to be collected.

We would like to see a waste and servicing management plan for both aspects of the development that indicates how servicing to the building and waste collection would be operated to as to avoid waste and recycling bins being left obstructing the footways surrounding the site. This should be conditioned.

Due to the location of the site within the town centre we would also require a construction access management plan to indicate how the construction site would be accessed without causing any obstruction to the surrounding highways and footways, where materials would be stored, how and when deliveries would be made to the site and where contractor parking would be located. This should be conditioned.

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

Conditions
Secure cycle storage and cycle access facilities for the residential apartments as shown on Drawing 2412 09 Rev A shall be installed in accordance with the approved details and made available for use by residents before any apartment is first occupied and shall thereafter be retained as such.
**Reason: To ensure that future occupants have adequate cycle storage facilities, so as to promote sustainable transport options in order to mitigate the highway and transport impacts of the development in accordance with the aims of Policies LP20 and LP21(g) of the Kirklees Local Plan.**

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 and Waste Collection 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.**

Before alterations to the internal layout commence, a Construction Access Management Plan containing details of the provision to be made for the number and size of vehicles expected during the development, parking, loading and unloading of contractors' plant and materials, the storage of building materials and the parking of the workforce during construction works shall be submitted to

and approved in writing by the Local Planning Authority. The conversion and construction works shall be carried out in accordance with the approved scheme.

**Reason: In the interests of highway safety and to accord with LP21 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.**

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Previous Comments (sent 04/06/2025)

This application is for the prior notification of a change of use of a commercial use to part commercial (ground floor/part of basement) and residential (upper floors/part of basement) in a former bank located within Huddersfield town centre and fronting on to Cloth Hall Street, New Street and Chancery Lane.

The proposed retained commercial use will have access points from New Street and Cloth Hall Lane, 30mph one-way town centre access roads of approximately 6m width on New Street with parking and loading bays on both sides and 7m width on Cloth Hall Street with loading bays and pedestrian widening. These form a cross-roads junction with New Street and King Street, both of which are part of the town centre pedestrianised zone.

Around the frontage of the proposal site both streets have No Waiting At Any Time with No Loading TRO restrictions.

The residential aspect of the development proposals is to be accessed from Chancery Lane, a 30mph one-way rear access road of approximately 3.3m width with no or substandard pedestrian facilities over its full length and some street lighting present.

It is noted that there is a substandard pedestrian footway along the end of Chancery Lane between the existing rear access of the HSBC offices and Cloth Hall Street of approximately 0.75m width. This is to serve as access for 28 apartments and may cause safety concerns, although Chancery Lane is expected to carry only very low volumes of traffic. Ideally, we would like to see the main pedestrian access from the front of the building where the footway is much wider and therefore considered a safer access.

The site is located within Huddersfield town centre and is approximately 290m from the bus station and 330m from the railway station with a great number of shops and services located within a short walking distance. The planning Statement submitted with the application suggested that the development may be marketed to students and the main Huddersfield University campus is approximately 500m away.

We would expect trip generation at the site for retail and residential to be lower than the extant use as offices and a bank.

As the development site is located within a very sustainable town centre location we would have no highway concerns that there is no parking associated with the proposals as there are several public pay and display car parks within a short walk and some visitor parking may be available in the pay and display parking bays on New Street, although these are often in heavy demand during the day.

However we would like to see safe and secure cycle storage at the levels proposed in local standards, which is one space per dwelling. The submitted details are for individual cycle lockers to be used, which is acceptable, but drawing No 2412 09 indicates that only 18 cycle lockers will be provided. This falls short of the required 28 lockers based on local standards. We consider that there is space within

the basement to include the full number of lockers, but this may require a rearrangement of the basement layout. It is also noted that the access to the basement is either via the main lift within the residential aspect of the proposals or via a flight of stairs and we would request that cycle facilities such as a cycle gutter is added to the stairs between the basement and the ground floor access to assist in wheeling cycles up and down the stairs. This should be conditioned.

Waste storage and collection is shown to be from the ground floor with a new access created to allow bins to be wheeled to a collection truck on Chancery Lane. We would defer to our colleagues in the Kirklees Waste Strategy Team in relation to the details of the amount of storage required for this type of development (both residential and commercial aspects), however we would like to see a waste and servicing management plan for the development that indicates how servicing to the building and waste collection would be operated to as to avoid waste and recycling bins being left obstructing either Chancery Lane or the footways surrounding the site. This should be conditioned.

Due to the location of the site within the town centre we would also require a construction access management plan to indicate how the construction site would be accessed without causing any obstruction to the surrounding highways and footways, where materials would be stored, how and when deliveries would be made to the site and where contractor parking would be located. This should be conditioned.

With this we consider the application to be acceptable on balance, due to the substandard pedestrian access along Chancery Lane, with the following conditions.

Conditions
Details of a secure cycle storage facility for the apartments based on one space per dwelling and other cycle facilities to allow ease of access for cycles to the storage shall be submitted to and approved in writing by the Local Planning Authority before any of the apartments are first occupied. The facility shall be installed in accordance with the approved details and made available for use by residents before any apartment is first occupied and shall thereafter be retained as such.
**Reason: This is a pre-commencement condition to ensure that future occupants have adequate cycle storage facilities, so as to promote sustainable transport options in order to mitigate the highway and transport impacts of the development in accordance with the aims of Policies LP20 and LP21(g) of the Kirklees Local Plan.**

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.**

Before alterations to the internal layout commence, details of the provision to be made for the

number and size of vehicles expected during the development, parking, loading and unloading of contractors' plant and materials, the storage of building materials and the parking of the workforce during construction works shall be submitted to and approved in writing by the Local Planning Authority. The conversion and construction works shall be carried out in accordance with the approved scheme.

**Reason: In the interests of highway safety and to accord with LP21 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.**