

**Consultation Response from KC,
Highways Development Management**

2024/91199 140A, Manchester Road, Longroyd Bridge, Huddersfield, HD1 3JA

**Demolition of existing building and erection of student accommodation with ancillary spaces,
associated garden area, store and landscaping, access and car parking**

Date Responded: 13/08/2024

Responding Officer: CNB

Responding Ref: K5-4SE/16

This application is for the demolition of an existing building and the erection of a 49 bed student accommodation block with access and car parking off A62 Manchester Road, a 30 mph two-way single carriageway primary distributor road of approximately 10.2m width with footways on both sides and street lighting present. There are No Waiting at Any Time TRO markings to both sides at the site frontage with a bus lane opposite to the east of the site.

A62 Manchester Road hosts a high frequency bus route and there are stops within 60m of the proposed site entrance. The closest convenience store is approximately 60m from the site and it is approximately 1km to Huddersfield town centre.

There is a PROW HUD/327/30 that runs adjacent to the site along the eastern boundary. The Kirklees PROW team have commented individually about their concerns with the impact of the application on the PROW and we would refer you to these specialist comments. We have added a footnote relating to the PROW.

There have been 15 slight and serious collisions recorded along A62 Manchester Road between the signalised junction with Langroyd Lane (approximately 70m to the west of the site) and the signalised junction with A62 Castlegate (approximately 700m to the east of the site), however most of these were at the junctions, as would be expected, and we do not consider that the application proposals would exacerbate the opportunity for these types of collisions along Manchester Road.

There is currently a parking area to the front of the existing building with an existing dropped crossing and the proposals are to narrow this access and this may require either a kerbed junction or narrowing of the existing dropped kerb with reinstatement of the full kerb, full details of the proposed changes to the access will be required. The new access would need to be done under the correct legal agreement with the council as Highway Authority.

No visibility splays were provided with the proposed access, however, based on maps, we consider that a splay of 2.4m x 43m is achievable, however we would need to see this indicated clearly on a drawing.

Drawing No 23-003 Rev C shows a swept path analysis for an 11.85m Kirklees refuse truck accessing the site. Unfortunately, there is no turning within the site and so to service the building will require the vehicle to reverse in across the very busy A62 and this would not be acceptable. It is noted that at the site frontage A62 Manchester Road is three lanes wide and that the queue from the traffic signals at the junction with Langroyd Lane regularly reach the frontage of the site and the reversing of a refuse vehicle in to the site would cause a highway safety concern. Due to this we cannot support the application at this time.

The development proposes 3 car parking spaces and 40 cycle storage spaces. The three car parking spaces measure approximately 2.4m x 4.8m, it is noted that there are support pillars that may narrow the centre parking space, however these sizes are at standards. Drawing No 23-003 Rev C show a swept path analysis showing that cars can exit the parking spaces so they can enter and exit the site in forward gear for highway safety reasons. However, the drawing only shows a swept path for the southernmost (most accessible) space and not for the remaining two. We consider that the middle space should also allow for a car to turn, although this may be more difficult due to the narrowing caused by the support pillars, however we do not consider that the northernmost parking space has sufficient manoeuvring space to allow a car to turn to enter and exit in forward gear, especially if the other parking spaces are occupied. Due to this we feel that this space will not be attractive to drivers and therefore will not be

used or will cause drivers to reverse out on to A62 Manchester Road, which would be a highway safety concern. Due to this we feel that the design only offers two usable car parking spaces. This may be acceptable as general day to day parking can be managed, with the occupants being advised to use sustainable or active travel modes. However, a problem is expected to arise on start/end of term drop-off and pick-up.

For start/end of term drop-off and pick-up we would expect that a booking system would be employed for the spaces with drivers pre-booking a timed slot where they are allowed to unload/load. With 49 student flats and only two usable spaces, at approximately 1 hour per booking, each unloading/loading session would take approximately 24 hours, which we would assume to be 2 x 12-hour days or more. Although not impossible to manage, it may cause issues with drivers and may generate some non-managed parking, which we wouldn't like to see in this location.

With this we cannot currently support the application and wish to object on highway safety grounds.

FOOTNOTE Public footpath Huddersfield 327 is adjacent to the site and must not be interfered with or obstructed, prior to, during or after development works

The Council's public rights of way unit may be contacted by telephone 01484 221000 and ask for Sharon Huddleston. The public rights of way team are based at Civic Centre 1, Huddersfield HD1 2NF and the email address is publicrightsofway@kirklees.gov.uk