

**Consultation Response from KC,
Highways Development Management****2025/90657 54, Victoria Street, Clayton West, Huddersfield, HD8 9NW****Erection of three dwellings****Date Responded: 20/06/2025****Responding Officer: CNB****Responding Ref: K17-38/5**

This application is for the erection of three dwellings with parking within the garden of an existing detached bungalow fronting on to Victoria Street, a 30mph two-way single carriageway local access road of approximately 5.6m width with footways on both sides and street lighting present. Victoria street has a steep gradient past the site, dropping down from the junction with Chapel Hill, and this may have resulted in speeding issues in the past as there is some traffic calming (speed tables) on Victoria Street including just to the northwest of the application site.

The site is located approximately 80m from stops on a medium frequency bus route and approximately 300m from stops on a second medium frequency bus route. It is approximately 400m to the closest convenience store and post office and approximately 420m to the closest primary school.

There were no injury accident collisions recorded at the southern end of Victoria Street or on Chapel Hill to either side of the junction with Victoria Street.

The site is currently used as a garden and garage/parking for No 54 and we would expect suitable off-street parking based on existing standards to be maintained for the existing dwelling. Details will need to be provided.

The new vehicular access to the off-street parking would be over a dropped kerb crossing and this would need to be constructed within a s184 agreement with the council as Local Highway Authority.

No visibility splays were shown for the new access, and we would need to see that suitable visibility splays were available for the access of 2.4m x 43m based on the road speed of 30mph and this should be conditioned. If the applicant feels that the 85th percentile speed is lower than 30mph and wishes to use a shorter Y-splay length, then we would need to see speed survey evidence and the method of collecting this would need approving prior to the speed survey being carried out.

The applicant should also show that adequate visibility is made available to vehicles turning left into Victoria Street from Chapel Hill so that they can have clear sight of vehicles manoeuvring in/out of the proposed parking spaces, this would include a height limit of 1m on all walls and vegetation on the southern boundary of the site. This should be conditioned.

In consultation with the Kirklees Highway safety Team, a concern was raised that vehicles manoeuvring in/out of the southeastern driveway could cause conflict with the pedestrian crossing zone on Chapel Hill across the end of Victoria Street and to avoid this the highway safety team have recommended that tactile paving is installed on both sides of the crossing point and a bollard is added between the crossing point and the southernmost driveway to prevent vehicular overrun into the pedestrian crossing area. These two issues should be addressed by the applicant with the highway safety proposals added to the drawing and this should be conditioned and will need to be carried out under the correct legal agreement with the council as Local Highway Authority (most likely a s728 agreement).

Drawing No 682_A03 indicates that the dwellings will have 3 bedrooms and for a dwelling of this type and size we would expect to see two off street parking spaces per dwelling. Drawing No 682_A02 shows that two off-street parking spaces can be provided for each dwelling, however the parking for the existing donor dwelling looks a little tight and may require some improvements. It is noted that the proposals would lead to 4 dwellings being included on the site (the existing and three new ones) and local standards require that there is 1 visitor parking space per 4 dwellings within a development. No visitor parking spaces were indicated, however there may be on-street parking available between the proposed and existing dwellings for a visitor space, although this space will be available to all users and cannot be guaranteed to be available for visitor parking.

We would request that the parking layout for the existing dwelling is improved from what has been submitted on drawing No 682_A02 with the access widened sufficiently to take two cars and still have suitable space for a pedestrian access to the dwelling (the drawing suggests that a pedestrian could not access the site if two cars were parked as shown on the drawing).

No details were provided relating to waste storage and collection for the existing dwelling and given the layout indicated on drawing No 682_A02 we doubt that a bin could be left for collection without obstructing either the access or the footway which would be viewed as a highway safety concern. A waste collection presentation point for the existing dwelling should be clearly indicated on a drawing where it is accessible to a collection team member but not where it may obstruct the parking or access to No 54 or obstruct the highway or footway.

Drawing No 682_A02 indicated storage for 6 bins off-street to the south of the development site. This is acceptable as it would not obstruct the footway or highway, but it is noted that the route to the bins may be past a parked car and it is unlikely that a collection team member would move the bins so close to a parked car and so we would like to see a clearly marked collection route between the bin storage and the edge of the highway where collection may take place clearly indicated on the drawing. For further details of the requirements for waste storage we would recommend you consult with the Kirklees Waste Strategy team.

With this we cannot currently support the application as submitted due to a shortage of information to allow us to fully assess the impacts of the proposals on the local highway network and on road safety.