

**Consultation Response from KC,
Highways Development Management****2025/90657 54, Victoria Street, Clayton West, Huddersfield, HD8 9NW****Construction of three dwellings with associated parking, amenity space and bin storage****Date Responded: 01/08/2025****Responding Officer: CNB****Responding Ref: K17-38/5**

These comments are based on revised plans submitted by the applicant and should be read in conjunction with the original consultation comments submitted on 20/06/2025 and appended below. The revised plans have removed 1 of the dwellings and have changed the parking provision accordingly and added safety interventions requested by Kirklees Highway Safety Team.

This application is for the erection of two 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 suitable alternate parking for two vehicles for No 54 has been indicated in the revised drawing 682-A02 Rev D.

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.

Visibility splays of 2.4m x 43m were shown on the revised drawing 682-A02 Rev D, however these were incorrectly constructed, didn't show the full extents of the splays and indicated that the splay to the left was over third-party land. However, we consider that if the splays had been drawn from the edge of the carriageway instead of the rear of the footway as shown, then the splay would be wholly within the applicant's land and the adopted highway and because of this we would be happy to see the indication of the visibility splays included as a condition, although the revised drawing should show the full extent of the 43m Y-distance.

The revised drawing 682-A02 Rev D showed that the boundary treatments would be lowered to no higher than 1m for visibility reasons and this is acceptable.

Kirklees Highway Safety team was initially concerned with the possibility of manoeuvring vehicles coming into conflict with pedestrians crossing Victoria Street at the junction with Chapel Hill and requested a bollard and tactile paving at the crossing. Due to the changes in layout of the development the chance of conflict has been reduced and so there is no longer a need for the bollard to be installed, and this should be removed from the drawing and a revised version of Drawing No 682_A02 Rev D should be provided indicating this. Kirklees Highways Safety Team have still requested the installation

of tactile paving at the crossing over Victoria Street at the junction with Chapel Hill and this should be laid out in accordance with Kirklees Standard Details for textured footway surfaces at uncontrolled pedestrian crossings (as shown in standard details drawing HD/SD/11/11B). This should be carried out within a s278 agreement with the council.

Drawing No 682_A05 Rev A 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, these are clearly shown in drawing No 682_A02 Rev D and this is acceptable. AS the number of dwellings has been reduced to below 4 then there would be no requirement for a separate visitor parking space within the site.

Suitable bin storage and collection points are indicated on drawing No 682_A02 Rev D to allow a roadside collection and this is acceptable.

Drawing No 682_A02 Rev D shows the location of an internal retaining wall to the south of the parking area and this may need to be assessed by the Kirklees Highways Structures team if it may impact on the support of the footway/highway along either Chapel Hill or Victoria Street. Our preference would be to see the parking area reduced in size to accommodate two cars per dwelling at 90degrees to Victoria Street with the additional parking shown to the south of this site retained as the existing sloping garden with just a small area levelled to create the bin storage/collection point. However, if the applicant wishes to proceed with the additional off-street parking, then they may need to provide technical details of the retaining wall to the Kirklees Highways Structures team.

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

Conditions

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout, external highway safety works 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

Prior to the development being brought into use, the sightlines of 2.4m x 43m along Victoria Street shall be shown on a plan and presented to the local planning authority for written approval and afterward these visibility splays be cleared of all obstructions to visibility exceeding 1m in height and these shall be retained free of any such obstruction throughout the lifetime of the development.

Reason: To ensure adequate visibility in the interests of highway safety

Footnotes

Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the highways structures team for works near or abutting highway and any retaining structures. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to Farhad Khatibi (structures team leader 01484 221000) at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail.

The granting of planning permission does not authorise the carrying out of works within the highway and any works within the adopted highway will need to be constructed under the correct legal agreement of the 1980 Highways Act. 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.

Original comments (submitted 20/06/2025)

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.