

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

2025/92461 adj, 26, East Street, Lindley, Huddersfield, HD3 3NE

Demolition of garage and erection of detached dwelling with formation of new vehicular access to 26 East Street and associated works

Date Responded: 05/03/2026

Responding Officer: CNB

Responding Ref: K2-20SE/27

This application is for the demolition of a triple garage and erection of a detached dwelling with formation of a new vehicular access on to C6107 East Street, a 30mph two-way single carriageway tertiary distributor road of approximately 9m width (approx. 7.5m to the east end of the site and 12m to the west of the site) with footways on both sides and street lighting present.

There are hatched central markings to the west of the site leading to a kerbed central reserve, school zig-zag markings (no stopping Mon-Fri 8:00 to 9:30am and 2:30 to 4:00pm) and a bus stop marking along the full frontage of the site and speed pillows adjacent to the site, indicating a possible previous speeding concern.

The site is approximately 385m from stops on a high frequency bus route, with a single 1-way stop serving buses to Huddersfield within 275m.

There is a convenience store within 220m of the site with further retail and services within 350m of the site.

The site has an overall (except driving) score of 73 on the DfT Connectivity Tool with a driving score of 90.

It is noted that the site is located between two access points for a primary school and so it should be expected that there will be a higher than average volume of traffic on C6107 East Street and pedestrian use of the footway to the frontage of the site during school start and end times.

The proposals are for the demolition of a triple garage and the erection of a detached two-bedroom dwelling and a new vehicular access to serve No 26. The proposed dwelling will be accessed by the existing access to Nos 24 and 26.

The new access for No 26 will require a dropped kerb crossing and this will need to be done under a s184 agreement and a suitable footnote will need to be added. Drawing No ES04.A shows the location of the new access including visibility splays of 2.86m x 65m and these are acceptable, although it should be noted that the drawing does not show the full extent of the splay to the right. The drawing also mentions the introduction of mirrors and we would not support this as a means of creating a safe access due to future maintenance issues, however, with 65m visibility splays and the wall to either side of the access being reduced in height (as suggested on drawing ES04.A) to no more than 0.6m, the mirrors should not be required. The 0.6m height is required for pedestrian intervisibility and is set below the usual 1m height due to the presence of the primary school behind the site.

The existing access is to be used by the existing dwelling at No 24 and the proposed new dwelling and so there should not be an intensification of use of the existing access.

The proposed single 2-bedroom detached dwelling is not expected to generate sufficient trips as to have a severe impact on the operation or efficiency of the local highway network.

The proposed dwelling has two bedrooms (as shown on drawing ES05.#) and to fit to local guidance the development will need to have 2 off-street parking spaces, and these are shown on drawing No ES04.A, however there is a concern that suitable turning space for the vehicles associated with No 24 will be removed or restricted and so we would like to see a swept path analysis that indicates that vehicles parking at No 24 can safely turn within the site (with other cars parked at the new dwelling) so

they can enter and exit the site in forward gear. Drawing No ES04.A should then indicate the turning/manoeuvring area to be used by both No 24 and the proposed dwelling so that they can be protected from obstruction. We would not be able to support any development that will require vehicles to reverse either on or off the classified highway network at this location for highway safety reasons.

No details were provided relating to waste collection and it is assumed that the collection will take place as with the existing dwellings from the kerbside of East Street, however we would like to see a collection presentation point clearly indicating on a drawing, and this can be conditioned.

Unfortunately, due to the lack of information relating to the parking and manoeuvring space for the existing dwelling at No 24, we cannot currently support the application as submitted. If suitable swept path analysis drawings can be submitted to show that all vehicles using the parking spaces at No 24 and the proposed new dwelling can safely enter and exit the site in forward gear, we may be able to reassess the proposals more favourably.