

DC Admin

From: Danielle Cooper
Sent: 22 January 2026 10:10
To: DC Admin
Subject: FW: Application 2025/93286 – Highway safety and access to private lane

Good morning,

Please can the below email be redacted and added as a representation for the above application.

Thanks,

Danielle

From:
Sent: 11 January 2026 15:39
To: DC Admin <DC.Admin@kirklees.gov.uk>; Danielle Cooper <Danielle.Cooper@kirklees.gov.uk>; Highways ROSS <Highways.ROSS@kirklees.gov.uk>
Subject: Application 2025/93286 – Highway safety and access to private lane

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Dear Danielle Cooper (*Planning Officer*) and KC Highways Development Management,

I am writing in connection with application 2025/93286 (Holmfirth Tech, 140 Huddersfield Road).

The application includes, within the red line, the sole vehicular access to the site via a steep, narrow private lane which is not in the applicant's ownership and is signed as "no unauthorised access". This lane provides the only means by which vehicles can reach the car park.

The Council's own planning record shows that this access has always been regarded as sub-standard and requiring tight control in the interests of highway safety. The original permission (ref. 2023/93106) imposed Condition 2 expressly "to ensure the site can be made safe and accessible and in the interests of highway safety and pedestrian safety", requiring permit-holder-only use of the car park and measures to "reduce the number of vehicles using the narrow access road".

In the subsequent variation (ref. 2024/91458), KC Highways Development Management stated that they did not support the variation of Condition 2 or the removal of the related safety controls, and there is no formal highways consultation response on that file supporting the weakening of those restrictions. The physical characteristics of the access have not changed.

As the current application proposes extended hours and continued public use of the car park via the same narrow, steep and sub-standard private access, the authority must determine whether unrestricted use of that access is acceptable at all. Highway safety risks arising from the geometry and visibility of the lane are

not time-dependent, and if unrestricted use is unsafe at extended hours, it cannot be safe during the existing hours either.

In addition, the applicant has confirmed that the lane is third-party land. The development therefore depends on an access that is not within the applicant's ownership or control, and the authority must be satisfied that there is a realistic prospect of lawful access being available or otherwise restrict or prevent reliance on that access.

I ask that the highway authority and case officer assess whether this private lane is suitable to serve a public car park at all, and that any decision on this application reflects the Council's own recorded finding that use of this access must be strictly controlled in the interests of highway safety.

Kind regards,