

CV HINCHLIFFE – HOPSTRINE FARM

**PROPOSED FIELD ACCESS AT HOPSTRINE FARM,
HUDDERSFIELD ROAD, SHELLEY, WEST YORKSHIRE**

TRANSPORT STATEMENT

October 2025

apk/2503/ts3

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**PROPOSED FIELD ACCESS AT HOPSTRINE FARM,
HUDDERSFIELD ROAD, SHELLEY, WEST YORKSHIRE**

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1 TRANSPORT STATEMENT

1.1 Introduction

1.1.1 This report sets out proposals for a new field access to B6116 Huddersfield Road at Shelley, near Huddersfield. The field provides pasture for Hopstrine Farm with the new access required to replace the existing access which is unsuitable for use by modern farm vehicles. The new field access would be used by small numbers of farm vehicles, such as various sizes of tractor, consistent with use of the field for agricultural purposes.

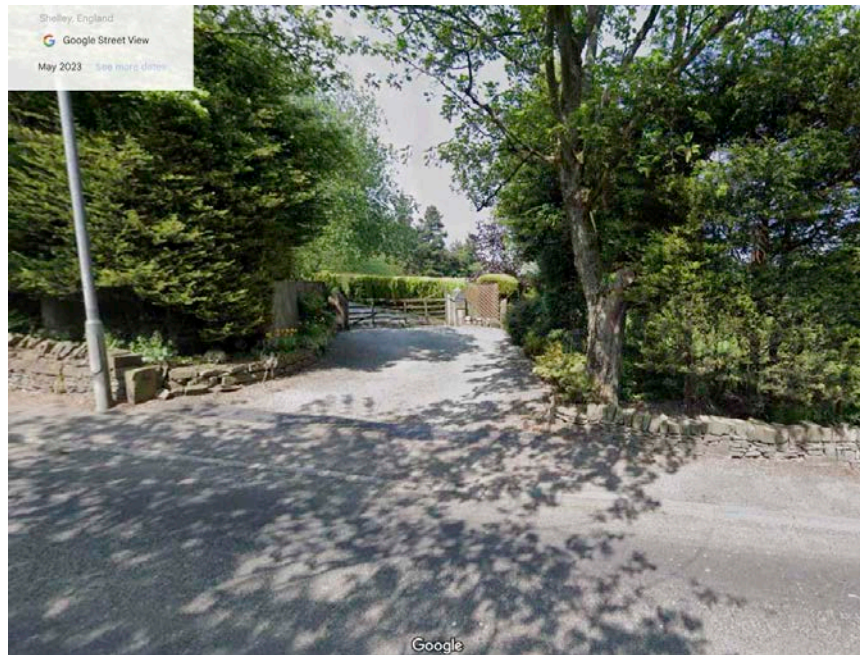
1.1.2 The new access to Huddersfield Road would be centred 19 metres to the east of the existing access and is proposed in a gap between mature trees so that a suitable visibility splay is available. It should be noted that planning permission for a field access to the highway would not ordinarily be required, however as access to a classified road is proposed (B6116), planning permission is needed. A location plan for the new access is included as figure 1, with a more detailed site plan included as figure 2.

1.1.3 Separately, a new farm track would be laid out within the field that would connect to the new access to Huddersfield Road. The new farm track is considered 'reasonably necessary' for the purposes of agriculture such that under the terms of the Town and Country Planning General Development Order, the new farm track is considered permitted development¹ that does not require planning permission or Council approval. The new farm track would be provided before the proposed new access to Huddersfield Road is brought into use, with further information provided in section 1.5 of this report.

1.2 Existing Conditions

1.2.1 The existing field access track is shared with a nearby dwelling, as shown in the extract from Google Street View and the photograph below. A wooden gate provides access to the single dwelling, with a metal gate providing access to the field to the right of dwelling, as may be seen in the photograph. Use of the existing access to the field therefore involves a right-angle turn through the field gate, such that the existing means of vehicular access to the field is unsuitable for use.

¹ Part 6 of the Town and Country Planning General Permitted Development Order defines 'any excavation or engineering operations which are reasonably necessary for the purposes of agriculture' as permitted development on agricultural land (such as Hopstrine Farm) which is an agricultural unit of 5 hectares or more.



The Existing Access From Huddersfield Road (from Google Street View)



The Existing Metal Gate Field Access (Photograph)

1.2.2 As may be seen in the extract from Google Street View above, the existing shared access is by way of a dropped footway crossing with the access leading to the field providing a crushed and rolled stone surface. A string of sett pavements is provided at the back of footway where the existing access is 6.0 metres in width. The existing access narrows to around 5.0 metres approaching the field, with the gate into the field 3.9 metres wide and aligned at right angles to the access. Visibility to the left and right onto Huddersfield Road for a driver exiting the existing access is restricted by the proximity of trees and bushes to each side of the access.

1.2.3 In the vicinity of the site, Huddersfield Road provides a single two-lane carriageway generally 6.4 metres in width. The carriageway is undulating, with the new field access located on the outside of a slight bend. Traffic movement on this section of Huddersfield Road is subject to a 40mph speed limit, with a 30mph speed limit coming into operation approximately 75 metres to the east (on the Skelmanthorpe side of the new access).

1.2.4 On the nearside of the carriageway, a footway varying between 1.2 and 1.4 metres is available. There is also a grassed nearside highway verge, at the back of footway, with a low stone wall (of about 600mm) marking the highway boundary at the back of the verge (with the width of footway, plus verge and wall totalling 2.4 metres at the proposed access location). A post and wire fence is provided on the field side of the boundary wall for stock control purposes.

1.2.5 A traffic count was undertaken on the Huddersfield Road site frontage on Monday 3 March 2025, from 11:00-12:00, the results of which are set out in the table below. The survey indicates traffic flows at a modest level, with a total two-way hourly flow of 354 vehicles, which observations on site confirm to be well within capacity, with the highway operating satisfactorily. There were no vehicle movements into or out of the field during the survey period.

Direction	Cars and Light Vans	OGV2	OGV1	PSV	Motor Cycles	Pedal Cycles	Total
Eastbound towards Skelmanthorpe	170	1	0	2	0	0	173
Westbound towards Shelley	176	0	3	2	0	0	181
Two-Way Total	346	1	3	4	0	0	354

Table 1.1 Existing Traffic Flows on Huddersfield Road on the Site Frontage

1.2.6 To consider visibility requirements at the new access, a traffic speed survey was undertaken on Huddersfield Road on Monday and Tuesday, 3 and 4 March 2025. The speed of a minimum of 100 vehicles approaching the proposed access location in each direction was recorded on each day, in free-flow traffic conditions. Weather conditions on the survey days were favourable, with a dry road surface and no incidents that would materially affect traffic speed. The 85th percentile vehicle speed is the parameter used in assessing visibility requirements (the speed exceeded by only 15% of the sample) with the highest daily value used for analysis.

1.2.7 The results of the survey are summarised below and set out in full in Appendix A, with traffic speeds shown to be broadly consistent with the 40mph speed limit:

- 85th percentile traffic speed on Huddersfield Road westbound (towards Shelley) - 65.9kph (40.9mph)
- 85th percentile traffic speed on Huddersfield Road eastbound (towards Skelmanthorpe) - 63.9kph (39.7mph)

1.2.8 Road traffic accident data for Huddersfield Road has been checked with no traffic accidents involving personal injury recorded within 200 metres of the site location in the last 5 years.

1.3 The Proposed Access to Huddersfield Road

1.3.1 The new access to Huddersfield Road for which planning approval is now sought is shown in figures 3 and 4 (in magenta). The drawings also show for information (in grey dotted lines), the new farm track within the field, which is considered committed development and for which planning permission is not required. The drawings are based on a topographical survey inset within an Ordnance Survey background, with figure 3 showing the proposed access layout and figure 4 including key dimensions.

1.3.2 The new access to Huddersfield Road would be constructed in a gap between mature trees with removal of only an elderberry bush required, as may be seen in the photograph below. As indicated in the site plan included as figure 2, the planning application area for the new access is 23.65sqm. which includes the existing footway, verge and highway boundary wall, extending back over a distance of 2.4 metres from the edge of carriageway. As demonstrated in section 1.4 below, sufficient land is available to provide the appropriate visibility splay at the new access.

- 1.3.3 The new access to Huddersfield Road would be laid out as a splayed dropped footway crossing, similar to the existing access. The footway crossing would be constructed in accordance with the Council's Standard Detail which is included as Appendix B. The new access would be lightly trafficked, with the design robust so that a range of agricultural vehicles and tractors can be accommodated.



Proposed Access Location

- 1.3.4 The new access would be 8.5 metres wide at the highway boundary, denoted by the low stone wall at the back of the highway verge. The access would be splayed to provide a 11.04 metre crossing width at the edge of carriageway, (10 x 915mm standard concrete kerbs plus 5mm joints), set at a 30mm upstand from the carriageway, with a dropper kerb of the same length at each end of the crossing. The footway crossing would be 'blacktop' surfaced, to the Council's normal standard with a string of block paving would be provided across the new access at the rear of the crossing (as at the existing access).

1.4 Visibility at the New Access

- 1.4.1 The siting of the new access to Huddersfield Road has been considered to ensure that visibility consistent with normal highway standards is available, based on observed traffic speeds (DMRB Document CD123). The new access would be centred 19.0 metres to the east of the existing access and 11.0 metres from the tree at the eastern field boundary. From a 2.4 metre set-back at the centre of the proposed access a driver exiting onto Huddersfield Road would have clear vision to the nearside edge of carriageway, to left and right over a distance of 120 metres.

1.4.2 With regard to visibility to the left from the proposed access, the 'Skelmanthorpe' gateway sign in the nearside highway verge is behind the visibility splay and therefore does not materially affect operation. Also, to the east of the proposed access, a lighting column is within the visibility splay, at the back of footway 7.5 metres from the centre of the access. This type of situation is commonplace and is dealt with in Manual for Streets, with paragraph 7.8.6 indicating that provided a pedestrian or vehicle is not wholly obscured, a material impact on road safety is not anticipated. In this instance, the lighting column is regarded as a slender structure that would have only a slight effect on vision of a pedestrian or vehicle such that visibility to the left at the proposed access is considered satisfactory.

1.4.3 Visibility to the right from the proposed access is available over the full 120 metre major road distance, from a 2.4 metre set-back. Due to the location of the access on the outside of a slight bend in Huddersfield Road it is appropriate to draw the visibility splay to the tangent point, 80 metres to the west of the proposed access. In this way, visibility to the right at the proposed access is consistent with normal highway standards. It is notable that the driving position in most agricultural vehicles is significantly higher than in a typical car, with drivers eye height of around 2.5 metres compared with a drivers eye height of around 900mm in most cars, which is beneficial from a road safety viewpoint.

1.5 The Proposed Farm Track

1.5.1 As set out in paragraph 1.1.3, the new farm track within the field is considered permitted development and as such is put forward at this stage for information only as formal approval by the Council is not required. The alignment and key dimensions for the new farm track are however indicated in figures 3 and 4, with the new farm track to be provided before the proposed new access to Huddersfield Road is brought into use.

1.5.2 The new farm track would be gated, with a pair of gates erected within the field, adjacent to the highway boundary. 2 x 4.6 metre gates (2 x 15 feet) would be used for this purpose, with the gates opening into the field when access is required. Siting the gates in this way rather than setting them further back into the field avoids creating a pull-in which from experience, could be used for dumping rubbish or other anti-social behaviour and maximises the field area available for agricultural use. The existing field boundary fence would be realigned to connect with the field gates to provide a secure boundary to the field.

1.5.3 Within the field, the new farm track would be provided with a crushed and rolled stone surface, with existing turf and topsoil stripped and re-used within the field. The track would taper down gradually from an 8.5 metres width at the field edge, to a 3.5 metre width at a point 22 metres from the edge of carriageway. The track would extend into the field initially running perpendicular to Huddersfield Road then turning on a 20.0 metre radius to run level (along a 181.75m contour).

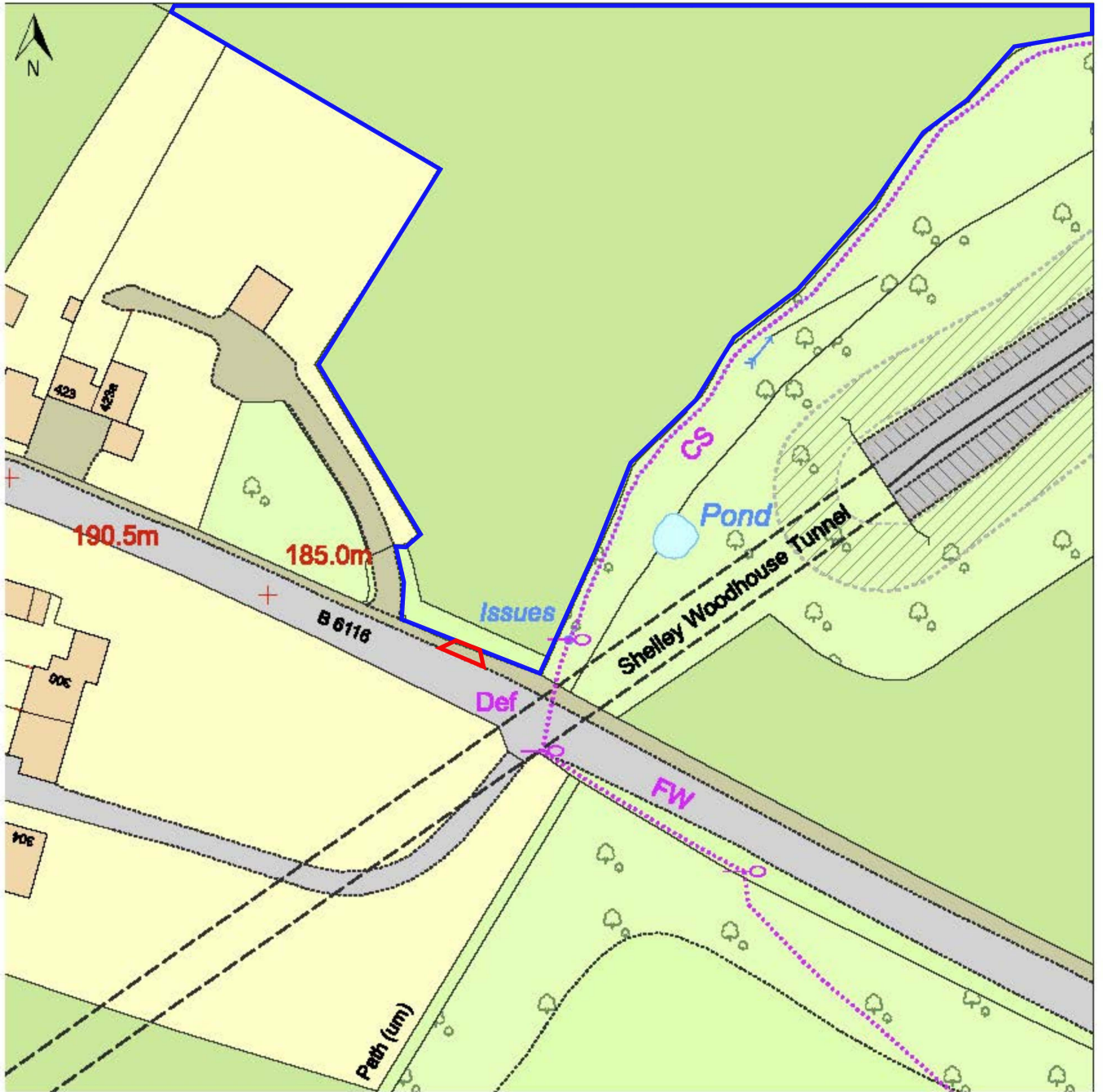
1.5.4 As land within the field at the access location is around 600mm below the footway level (182.7m AOD within the field compared with a footway level of 183.3m AOD), the new farm track would slope down into the field from the highway boundary. The initial 7.6 metre length within the field would be at a maximum gradient of 1 in 20 (5%). Thereafter, the farm track would slope down at a gradient not exceeding 1 in 10 (10%), meeting existing ground level (181.75m) at a point some 22 metres from the edge of carriageway.

1.6 Concluding Remarks

1.6.1 This report sets out proposals for a new field access to B6116 Huddersfield Road at Shelley, Huddersfield. The field provides pasture for Hopstrine Farm, with the new access required to replace the existing means of access which is narrow, poorly aligned and unsuitable for use by modern farm vehicles.

1.6.2 The new field access to Huddersfield Road would be constructed in a gap between trees on the Huddersfield Road frontage. The access would be lightly trafficked and constructed in accordance with normal highway standards, with an appropriate visibility splay. The design is robust so that a range of agricultural vehicles and tractors can be accommodated.

1.6.3 Having regard to the above, it is considered that the proposed field access at Huddersfield Road, Shelley, Huddersfield is acceptable from a transport viewpoint.



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0100031673 Created using Plans by Emapsite



Scale: 1:1250

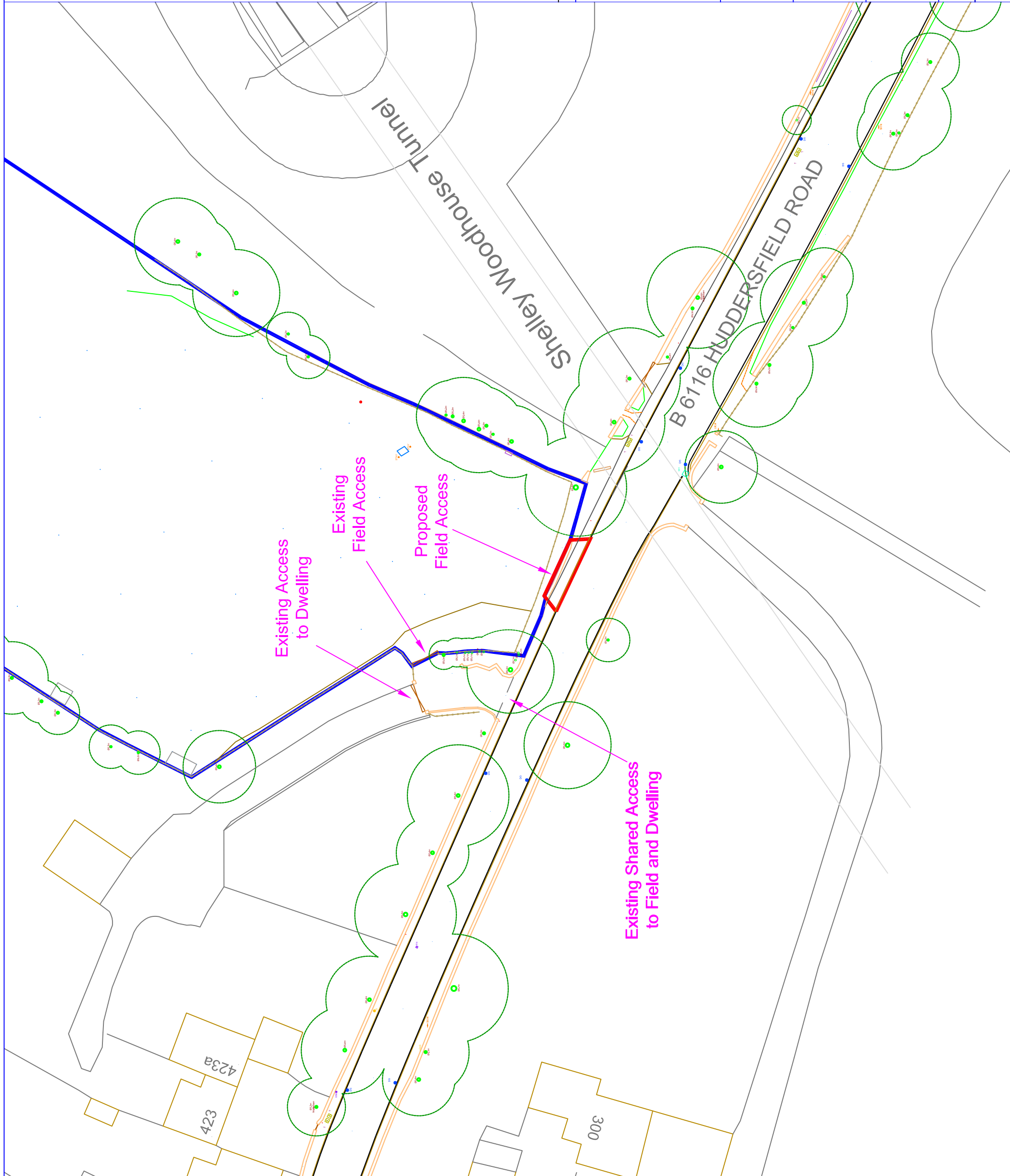
Paper Size: A4

Figure 1
Location Plan
Proposed Field Access at
Huddersfield Road, Shelley,
Huddersfield HD8 8NE

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Notes

FIGURE 2



APPLICATION BOUNDARY

Application Site Area
23.65sqm

Rev	Date	Lines amended	Drawn	Chkd

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Client
 CV HINCHLIFFE
 HOPSTRINE FARM

Project
 PROPOSED FIELD ACCESS AT
 HOPSTRINE FARM, HUDDERSFIELD
 ROAD, SHELLEY, WEST YORKSHIRE

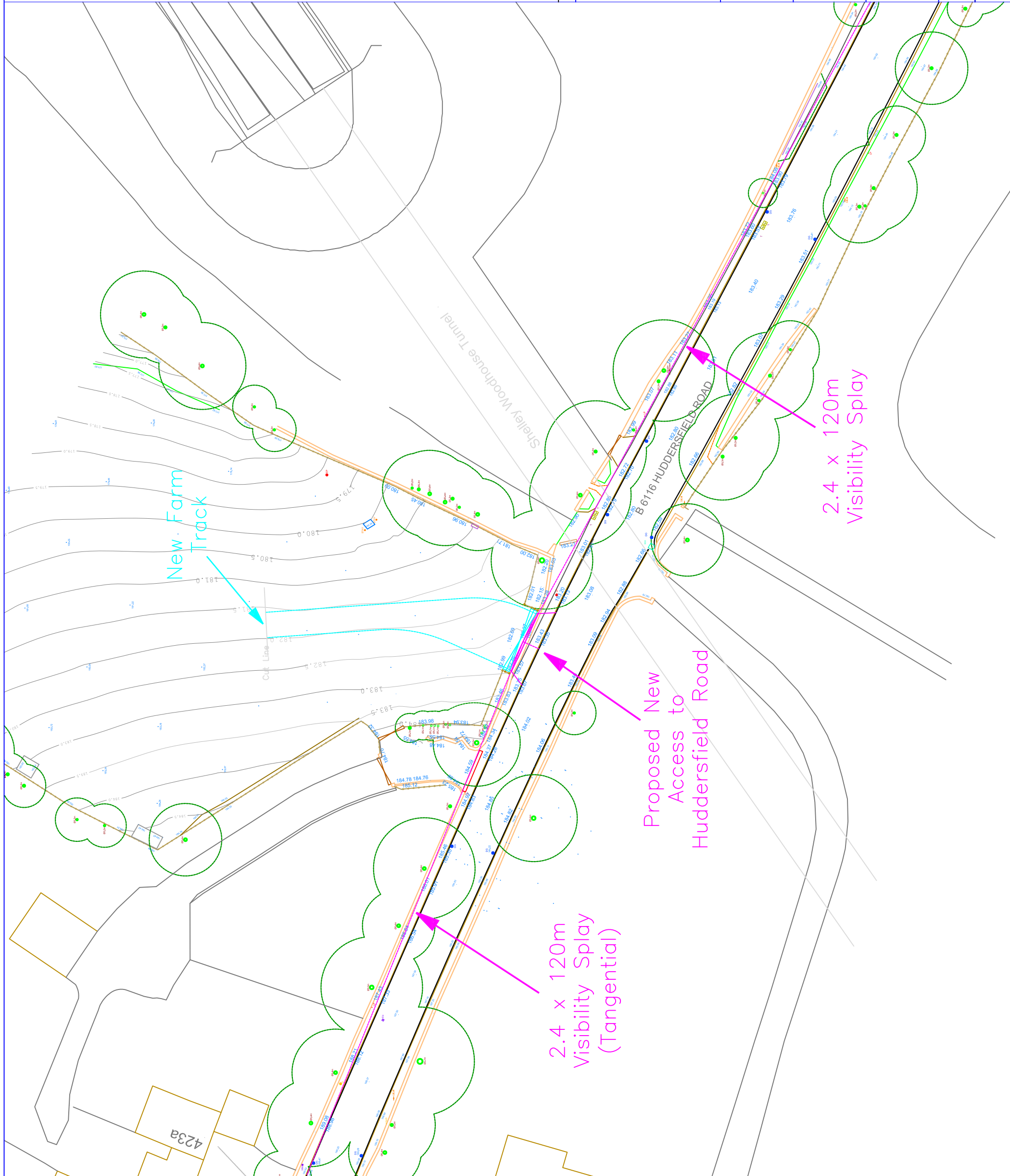
Title
 SITE PLAN

Scale 1:500	Sheet A3	Drawn AK
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Drawing No. 2503-01	Rev C
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Notes

FIGURE 3



Rev	Date	Lines amended	Drawn	Chkd

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 ROAD, SHELLEY, WEST YORKSHIRE

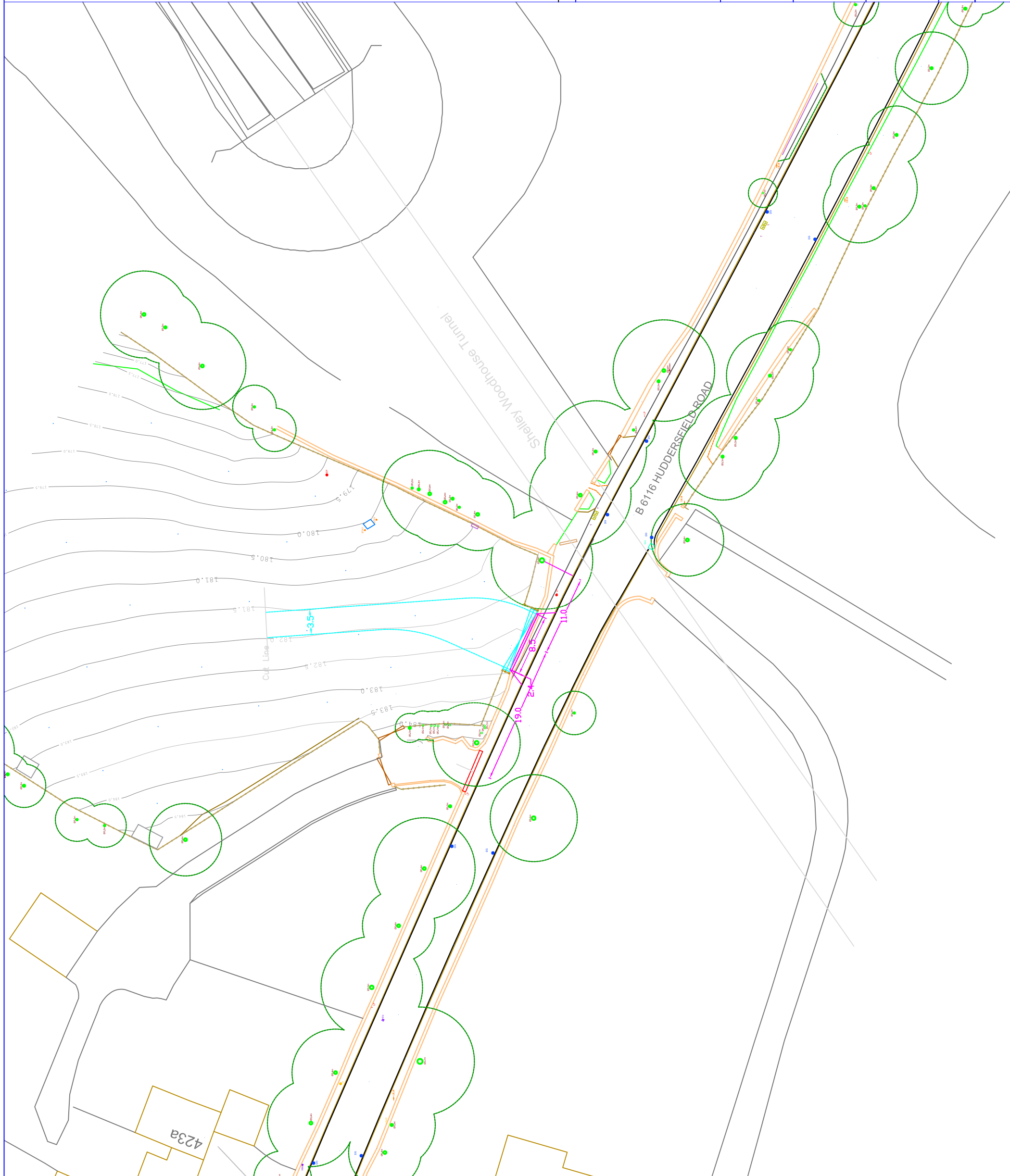
Title
 PROPOSED NEW ACCESS TO
 HUDDERSFIELD ROAD

Scale 1:500	Sheet A3	Drawn AK
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Drawing No. 2503-02	Rev C
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Notes

FIGURE 4



Rev	Date	Lines amended	Drawn	Chkd
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Client
CV HINCHLIFFE
HOPSTRINE FARM

Project
PROPOSED FIELD ACCESS AT
HOPSTRINE FARM, HUDDERSFIELD
ROAD, SHELLEY, WEST YORKSHIRE

Title
PROPOSED NEW ACCESS TO
HUDDERSFIELD ROAD
WITH KEY DIMENSIONS

Scale 1:500	Sheet A3	Drawn AK
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Drawing No. 2503-03	Rev B
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Appendix A

Traffic Speed Survey

Time: 10:00-11:30
 Day: Monday
 Location: Huddersfield Road - 50m west of existing access
85th Percentile: 39.72 mph
85th Percentile: 63.93 kph
 No of Readings, n= 108

Job No.: 2503
 Date: 03/03/2025
 Direction: Eastbound - Towards Skelmanthorpe
 Weather: Sunny and Bright
 Surface: Dry

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	1	27	729
28	0	0	0
29	2	58	1682
30	8	240	7200
31	2	62	1922
32	7	224	7168
33	9	297	9801
34	8	272	9248
35	16	560	19600
36	9	324	11664
37	8	296	10952
38	10	380	14440
39	8	312	12168
40	10	400	16000
41	4	164	6724
42	2	84	3528
43	1	43	1849
44	1	44	1936
45	0	0	0
46	1	46	2116
47	1	47	2209
48	0	0	0
49	0	0	0
Sub Total		3880	140936

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
Sub Total		0	0

$\Sigma v = 3880$

Mean Speed, m = 35.92592593

Standard Deviation, s = 3.80

Velocity, v = 39.72

$(\Sigma v)^2 = 140936$

Traffic Speed Survey

Time: 13:15-14:45
 Day: Tuesday
 Location: Huddersfield Road - 50m west of existing access
85th Percentile: 39.06 mph
85th Percentile: 62.86 kph
 No of Readings, n= 109

Job No.: 2503
 Date: 04/03/2025
 Direction: Eastbound - Towards Skelmanthorpe
 Weather: Sunny and Bright
 Surface: Dry

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	1	28	784
29	3	87	2523
30	7	210	6300
31	5	155	4805
32	9	288	9216
33	11	363	11979
34	10	340	11560
35	9	315	11025
36	11	396	14256
37	9	333	12321
38	11	418	15884
39	8	312	12168
40	7	280	11200
41	3	123	5043
42	3	126	5292
43	1	43	1849
44	0	0	0
45	0	0	0
46	1	46	2116
47	0	0	0
48	0	0	0
49	0	0	0
Sub Total		3863	138321

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
Sub Total		0	0

S v = 3863

Mean Speed, m = 35.44036697

Standard Deviation, s = 3.62

Velocity, v = 39.06

(Sv)² = 138321

Traffic Speed Survey

Time: 13:15-14:45
 Day: Monday
 Location: Huddersfield Road - 75m east of existing access
85th Percentile: 40.92 mph
85th Percentile: 65.85 kph
 No of Readings, n= 100

Job No.: 2503
 Date: 03/03/2025
 Direction: Westbound - Towards Shelley
 Weather: Bright
 Surface: Dry

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
10	0		0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	2	54	1458
28	0	0	0
29	2	58	1682
30	3	90	2700
31	2	62	1922
32	4	128	4096
33	4	132	4356
34	5	170	5780
35	15	525	18375
36	16	576	20736
37	6	222	8214
38	5	190	7220
39	11	429	16731
40	7	280	11200
41	3	123	5043
42	7	294	12348
43	3	129	5547
44	2	88	3872
45	1	45	2025
46	1	46	2116
47	1	47	2209
48	0	0	0
49	0	0	0
Sub Total		3688	137630

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
Sub Total		0	0

Sv = 3688
 Mean Speed, m = 36.88
 Standard Deviation, s = 4.04
 Velocity, v = 40.92

(Sv)² = 137630

Traffic Speed Survey

Time: 10:00-11:30
 Day: Tuesday
 Location: Huddersfield Road - 75m east of existing access
85th Percentile: 40.17 mph
85th Percentile: 64.64 kph
 No of Readings, n= 102

Job No.: 2503
 Date: 04/03/2025
 Direction: Westbound - Towards Shelley
 Weather: Bright
 Surface: Dry

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
10	0		0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	1	27	729
28	1	28	784
29	3	87	2523
30	2	60	1800
31	2	62	1922
32	3	96	3072
33	9	297	9801
34	11	374	12716
35	16	560	19600
36	12	432	15552
37	6	222	8214
38	5	190	7220
39	8	312	12168
40	7	280	11200
41	3	123	5043
42	7	294	12348
43	3	129	5547
44	2	88	3872
45	1	45	2025
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
Sub Total		3706	136136

Speed (mph)	No. of Readings	Sum of Speeds	Sum of v ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
Sub Total		0	0

Sv = 3706

Mean Speed, m = 36.33333333

Standard Deviation, s = 3.83

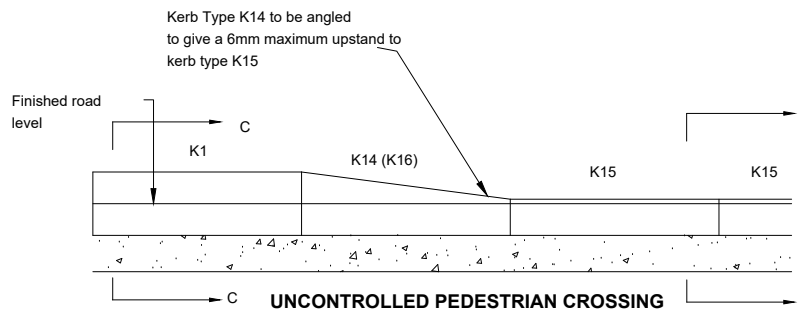
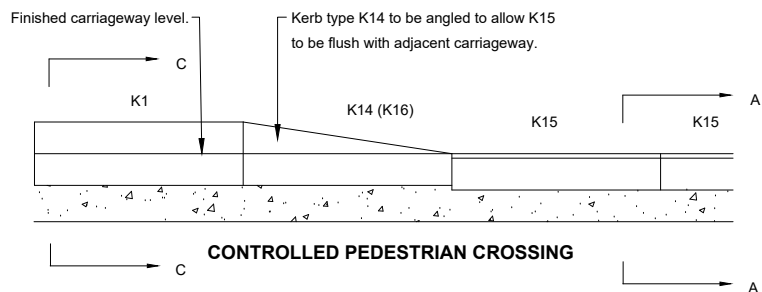
Velocity, v = 40.17

(Sv)² = 136136

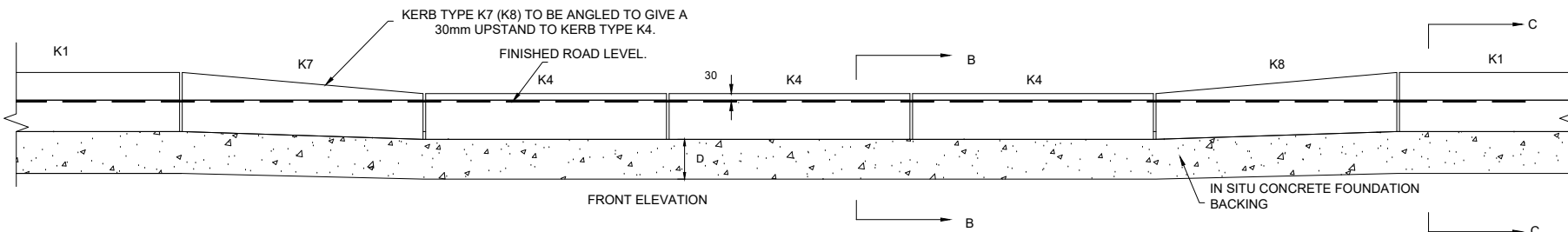
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Appendix B

PEDESTRIAN DROPPED CROSSING (1 DROPPER + N CENTRES = PC/N)

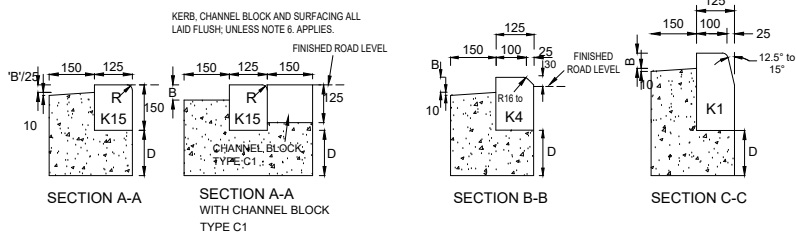


VEHICULAR DROPPED CROSSING (1 DROPPER + N CENTRES = VC/N)



NOTE

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. WHERE THE SUFFIX "V" IS INCLUDED GRADE C25/30 CONCRETE SHALL BE USED IN FOUNDATIONS AND BACKING. ALL OTHER INSITU CONCRETE SHALL BE CLASS C8/10 OR ST2
3. CENTRE KERBS TO BE HALF KERB LENGTH WHEN LAID TO RADII LESS THAN 15 METRES.
4. NUMBER OF CENTRE KERBS WILL VARY.
5. K15 KERBS TO BE SET FLUSH TO CHANNEL BLOCKS EXCEPT WHERE BACKFALL TO FOOTWAY IS UNAVOIDABLE IF SO SET K15 KERBS 6mm ABOVE CHANNEL BLOCKS FOR DRAINAGE PURPOSES
6. CHANNEL BLOCKS SHALL NOT BE PROVIDED IF CARRIAGEWAY SURFACING IS NOT INCLUDED IN THE WORKS.



STANDARD DETAILS

Scale
NOT TO SCALE

Drawn
AKKV/AA

Checked
DB

Commercial Regulatory and Operational Service
Highway Design
Flint Street, Fartown
Huddersfield, HD1 6LG

Project
KERB TYPE PC & VC

Title

Section
HD

Date
AUG 22

Drawing No. HD/SD/11/06B