

Consultation Response from KC, Highways Development Management
2026/91505 Fleece Farm, 15, Midway, South Crosland, Huddersfield, HD4 7DA
Prior notification for change of use of agricultural building to 6 dwellings and associated works
Date Responded: 14/07/2026
Responding Officer: CNB
Responding Ref: K3-24/7
This is a prior notification application for the change of use of 2 agricultural buildings to 6 dwellings within a farmyard with an existing access off Midway, a 30mph two-way single carriageway rural distributor road of approximately 7m width with a footway on the side of the application site and street lighting present. The site is approximately 120m from stops on a low frequency bus route and approximately 520m from stops on a high frequency bus route. The site is approximately 1km from the closest convenience store and other retail and services. The DfT Connectivity Tool gives a score of 51 and a driving score of 82 which is regarded as very high for driving and so we would expect most trips to be made by private car. We would not expect a development of this size to generate sufficient trips as to have a severe impact on the operation or efficiency of the local highway network, however we would expect an intensification of use of the access with the development. PROW bridleway HUD/229/50 runs adjacent to the proposal site along James Lane, and this must not be interfered with or obstructed, prior to, during or after development works. No vehicular access from the proposal site would be allowed along the PROW. The site benefitted from pre-application highways advice as part of 22/21248 and was previously refused for Prior Notification as 25/93450 due to the proposed buildings not having a suitable existing access to a public highway. The current application is virtually identical to the previous refusal but is accompanied by a Legal Advice Note from Clarion Ref: KLB/443047.1 and the Transport Note as submitted with the previous application. It is noted that the red-line boundary shown on the location plan Ref (EX) 002 does not connect with the adopted highway and as such makes the development site landlocked, however Drawings No (20) 002 Block Layout and (20) 003 Proposed Block Layout both show a larger red-line boundary that does connect to the adopted highway. Confirmation should be sought as to the full extent of the red-line boundary and if it connects to the adopted highway network. This was highlighted with the previous application's Highways response and clarification that the proposal site is not landlocked is still required. Considering this issue was highlighted at the pre-app stage and with the previous application and was the sole reason for the refusal we are very disappointed that the applicant has once again decided to ignore this concern. The accompanying Legal Advice Note indicates that the access will be across the existing hard-standing as shown on drawing (20) 003 Proposed Block Layout, however the red line boundary on the location plan has not been adjusted to indicate this. There is no indication within the cited planning appeals listed in the Legal Advice Note that the application sites covered did not have a red line boundary that connected to the adopted highway network. The access is existing over a dropped kerb crossing and is currently used by farm traffic. It measures

approximately 6m wide and this would be acceptable for two cars to pass. It is noted that the access is gated and we would like to see either the gates removed or set back 5m from the rear of the highway to allow a car to pull clear of the highway while waiting for the gates to be opened and this should be conditioned.

No visibility splays have been submitted for the access, as we would expect an intensification of use of the access with the development, we would like to see visibility splays of 2.4m x 43m clearly displayed on a drawing. These should be to the nearside kerb and cross nothing greater than 1m in height. If these full visibility splays cannot be achieved then we would be happy to see a reduction in the Y-length of the splay based on observed 85th percentile speed data obtained from an ATC on Midway and constructed to Manual for Streets calculations. This should be conditioned for highway safety reasons. This information was requested in the previous refusal and so again we are disappointed that the applicant has decided not to obtain this information prior to the current application. Without this information we cannot assess the safety of the proposed access.

The proposals are for 6 two-bedroom dwellings and to follow local guidance this would require 2 off-street parking spaces per dwelling with one visitor parking space per 4 dwellings. Drawing No (20) 003 Proposed Block Layout shows that 12 resident spaces and two visitor spaces can be provided with suitable turning and manoeuvring space and this is acceptable.

The parking areas should be either finished with a permeable surface or include suitable drainage if an impermeable surface is to be provided, no water run-off should be allowed to enter the highway. This should be conditioned.

As the development is accessed by a private driveway, the Kirklees Waste Strategy team have indicated that a refuse collection wagon would not access the site and so we would need to see details of a suitable bin collection presentation point located at the rear of the footway where any bins won't obstruct the access to the site or the footway or highway for highway safety reasons and this should be conditioned. Details of the requirements can be obtained from the Kirklees Cleansing department document and found here, <https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf>

With this we consider the application to be acceptable on highways grounds with the following conditions

CONDITIONS

Prior to the development being brought into use, the sightlines of 2.4m x 43m along Midway 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

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking and re-enacting that order) any gates or barriers for or over a vehicular access or egress shall be set back 5m from the back of the footway on Midway and shall be hung as to only open inwards. So long as such gates or barriers are in position they shall be retained to only open inwards.

Reason: In the interests of highway safety and to avoid the need for vehicles to wait in the highway

Prior to occupation of the development hereby approved, all areas shown on the approved plans to be used by vehicles and pedestrians, including roads, footways/paths, cycle tracks, loading, servicing and parking areas shall be laid out, surfaced and drained such that loose materials and surface water does not discharge or transfer onto the highway, and shall thereafter be retained and maintained for the lifetime of the development.

Reason: In the interests of highway safety and amenity, and to achieve a satisfactory layout in accordance with Policies LP20, LP21 and LP24 of the Kirklees Local Plan and the National Planning Policy Framework.

Before development commences, details of suitable storage, bin presentation points and access for collection of wastes from the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Reason: In the interests of amenity and highway safety and to meet the requirements set out in Local Plan Policy LP24 part d(vi).

FOOTNOTE

Public bridleway HUD/229/50 is adjacent to the development site and must not be interfered with or obstructed, prior to, during or after development works

The Council's public rights of way unit may be contacted by telephone 01484 221000 and ask for Sharon Huddleston or via the email address publicrightsofway@kirklees.gov.uk