

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

2026/91571 Land off, Linfit Lane, Kirkburton, Huddersfield, HD8 0TX

Prior notification for proposed alteration of private way for agricultural use

Date Responded: 9 July 2026

Responding Officer: Sheila Henley

Responding Ref: 11-22/21

No Objection subject to conditions and advisory.

Plan ref: 2547 0001A.

The proposed new recessed and gated access for agricultural use is to be positioned some 80m to the north of the existing. It is to have entry spays, a 5.5m width for the first 10.0m into the site and hard surfaced on altering the boundary. 2.4m x 90m visibility splays are to be provided in each direction based on the Design Manual for Roads and Bridges guidance for recorded 85th percentile vehicle speeds rather than the 60mph speed limit. Recorded 85th percentile speeds in March 2026 were approximately 35mph northbound and 36mph southbound. Sections of the existing boundary wall along the frontage are to be reduced to a maximum height of 1.0 metre above adjacent carriageway channel level to ensure suitable intervisibility between drivers emerging from the access and approaching vehicles on Linfit Lane. The new access would replace an existing access to its south which would be closed and the boundary and land reinstated.

The proposed access would be an improvement over the existing by being hard surfaced before entering and exiting onto the carriageway thereby reducing the risk of mud and debris being tracked onto the highway from waterlogging. The hard surfacing must be in an approved surface material, such as tarmacadam.

It would increase the lines of sight. Visibility to the south from the existing access is currently restricted to approximately 22 metres, resulting in a shortfall of approximately 68 metres when compared to the required standard with higher recorded speeds on passing of 43mph northbound and 42mph southbound.

Additionally, it would allow vehicles to pull off the road more quickly on arrival and not overhang on departure due to the recess. Vehicles would be able to conveniently and safely enter and exit the field in a forward gear demonstrated at Appendix B of the submitted Technical Note which shows vehicle tracking for the anticipated vehicle types associated with the use of the field of a Land Rover towing a horse box that is likely be transporting horses, other livestock, or supplies, etc. The proposed gates will need to open inwards.

The new access will require a dropped crossing of the footway and unlikely to require removal of any utility poles. These works will require a separate permission from Highways.
<https://www.kirklees.gov.uk/beta/transport-roads-and-parking/dropped-kerbs.aspx>

Additionally, these must be undertaken to the Kirklees specification and by a contractor accredited to work on public roads to the satisfaction of Highways.

The proposals do not raise significant issues for road safety and network functionality to meet policy LP21. The replacement access would replace a substandard facility with one of appropriate geometric and technical standards. The level of traffic is expected to be like the existing usage.

Accordingly, these proposals are considered acceptable from the highway perspective for no objection to be raised subject to a request for conditions and advisory.

Conditions:

- a) **Approved Access and Visibility Splays:** Prior to the first use of the development hereby authorised, the means of vehicular access to and from the site shall be laid out, constructed and made operational in the position shown on the approved plan 2547 0001A, including a dropped crossing of the footway, entries splayed outwards at an angle of 45 degrees, visibility splays of 2.4 x 90m in each direction, gates setback 10.0m and hung to open inwards only. The area of access road within 10.0m of the carriageway edge shall be surfaced in a bituminous macadam or other approved material. The visibility splays shall be retained clear of all obstruction to visibility greater than 1.0m in height above the adjoining carriageway for the lifetime of the development.

Reason: To ensure a satisfactory means of access and adequate visibility in the interests of highway safety.

- b) **Closure of Redundant Access:** The existing access to the highway as marked on the approved plan 2547 0001A shall be permanently closed and the footway and boundary reinstated in accordance with a detailed scheme to be agreed by the Local Planning Authority concurrently with the bringing into use the new access.

Reason: In interests of highway safety.

Advisory:

- i. **Dropped crossing:** The granting of planning permission does not authorise the conducting of works within the highway, for which the written permission of the Local Highway Authority is required.

You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the site access.

This process will involve entering into a licence with the Council under s184 of the Highways Act 1980 or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay use.

Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.