Consultation Response from KC, Highways Development Management
2026/91437 Blacker Farm, Park Lane, Emley, Huddersfield, HD8 9QS
Alterations to existing building to form 3 dwellings, demolition of stables and erection of 2 dwellings with associated works
Date Responded: 30 June 2026 Responding Officer: Sheila Henley Responding Ref: K17-23/8

Recommendation: Additional information and revisions

Plan ref: H_01_SP - access 1; H_01_SP - access 2; H_01_SP – access; 340-25-PL01 rev B3340-25-PL03 rev A - Access Road; 2496-0001 - Fire Tender Vehicle Tracking

The proposal is for five dwellings, including three conversions of one four bedroomed unit and two three bedrooms, plus two new four bedroomed dwellings. There is to be retention of the existing three bedroomed farmhouse.

The site would be dependent upon motorised vehicles being more than 550m to the east of Park Lane and over 1.2km from the facilities within the centre of Skelmanthorpe with the need to pass along an unlit, narrow unadopted lane to reach a footway on the southern side of Park Lane.

PROW Bridleway DEN/27/10 passes along the private lane to just west of the site before it turns north then east passing by the existing menage. Whilst the Bridleway along the lane is for pedestrian, cyclists and equestrian users, the lane provides pedestrian as well as vehicle access and passage to and from Blacker Farm. Footpath DEN/26/10 passes at south and connects to the Bridleway crossing the lane. The PROWS are not highlighted on the plans and greater conspicuity is necessary, particularly given the narrowness of the verges and of the crossing point subject to the views of the PROW team. The PROWS must not be obstructed during demolition and construction works.

To encourage sustainable travel and Active Travel objectives as well to support policy LP20 and LP22, cycle parking is proposed for each unit, but this not illustrated. This will need to be an enclosed and secure storage facility reached conveniently by a path. Details for approval will be necessary which could be secured through a planning condition.

Additionally, there will be need to install electric vehicle charging points for each unit to also support lower emissions and policy LP24. Again, details for approval will be necessary secured through a planning condition.

The gated access to the proposal site is to be retained from the eastern end of the shared surface private lane which is served from a priority junction at Park Lane. Park Lane has adequate visibility in each direction of 2.4 x 43m to the north and maximised 2.4 x 34m to the south. Speeds from the south are likely to be less than the posted 30mph speed limit. Vegetation would need to be cut back regularly on the northern side of the junction to retain the visibility extent.

The existing lane is of single vehicle width often less than 3.0m wide with passing of vehicles mostly achievable at the occasional field gate. It is to be provided with five passing places every 80m by localised widening of the lane to 5.5m with these passing places to be of c6.0 lengths. These would improve inter visibility along the lane and reduce the risk of uncertainty for bi-directional passing of vehicles, pedestrians, cyclists, and equestrian users. Typically, safety risks increase for passing on streets below 3.5m in width. The distances of the passing places are suitable given maximum distances are 200m. The widths are adequate for smaller vehicles, but longer lengths ones should be considered for at least two bays to better accommodate the passage of larger vehicles.

It is to be resurfaced; although no materials are annotated and these details will be necessary for approval such as by a planning condition.

Nonetheless, the lane would remain unsuitable for road adoption as highway maintainable at public expense despite the requirement to serve six dwellings and the PROWs. Owners and occupiers will need to be made aware of access arrangements as well as liabilities and responsibilities including upkeep of communal areas, such as the lane.

Within the proposal site the lane continues to an area of existing hardstanding for parking and turning. Some buildings are to be demolished, and the existing hardstanding removed and reconfigured to provide pedestrian and vehicle access, parking, and turning to the existing and proposed dwellings.

The car parking areas for the dwellings with side-to-side driveways are narrow given the larger size of cars nowadays. 3.0m wide driveways should be considered where there is a separate path to the main entrance and 3.2m where shared with a paths or adjacent walls. Such widths allow greater, more convenient access to vehicle doors and for door openings. There may be amenity issues associated with the driveway parking between the existing farmhouse and the proposed courtyard three bedroomed unit which the LPA may wish to consider further.

The pedestrian and vehicle areas would require surfacing in a permeable material for which details would be necessary for approval.

The amount of car parking per unit, including that for the existing unit, is in keeping with the Kirklees Highway Design Guide SPD recommendation for two spaces for three bedroomed units and three spaces for the four bedroomed units. An extra visitor space would be prudent to provide two spaces to meet the one per four units suggested in the KHDG SPD. This would provide greater flexibility in keeping with policy LP22.

There is space for bins storage at each dwelling. The Highway Statement suggests that there will be a bin collection point within 25m of Park Lane, but this is not illustrated on plans and glosses over the excessive pull distance and public safety risks from pulling along the lane and obstruction of the lane on storage albeit for a temporary period. Private collection arrangements may be necessary, and further information is requested on collection arrangements and any bin collection point identified.

It is noted that fire and rescue services would be able to reach within 45m of the existing and proposed dwellings as demonstrated by the submitted swept path analysis.

Fewer vehicle trips are likely to arise from the proposal than the extant use suggesting that the impact on the highway and PROW network would be improved and usage of the PROW would be by no means excessive. From the submitted Highway Statement there are three trips predicted in the traditional weekday morning peak hour and four trips in the afternoon peak hour based on the industry standard TRICs database of trip rates collected from surveys of housing and other land uses. It is understood that the site experienced many vehicle movements in the past associated with 17 livery stables with up to 20 horses, 30 hunting dogs and hunt meetings and there remains regular traffic: although not to such numbers as previously. The extant livery operation had / has the potential to create up to four trips per day, per stable by the owners' vehicles, often at peak times. If all horses were to have different owners, the site could experience 80 trips per day with up to 40 trips during the highway network peak hours. Hunt meets would have attracted large, grouped, vehicle movements. In addition, there were / are regular trips to horse shows with the requirement for horse boxes plus frequent visits associated with vets, farriers, horse trainers, foodstuff suppliers. These were and can be more than a minimum of four times per week.

In terms of impact on road safety, there would be fewer movements overall as well as in the weekday peak periods. The proposed passing places would assist with user safety along the lane, including for those using the PROWs. A couple of passing places should be lengthened to assist with the passage of larger vehicles. The PROWs must be given greater consideration, including conspicuity, such as of the crossing of the Footpath.

Bin pull distances would be excessive and a potential public safety hazard on pulling and from storage in the vicinity of the junction of the lane with Park Lane. This should be reconsidered.

The submitted Highway Statement analyses the historic Police recorded and verified personal injury collision data for the five-year period until December 2024, the latest public data available. This covered a distance of 150m in each direction from the proposed development access at Park Lane to note one incident within Skelmanthorpe attributable to driver error or inexperience. This remains the case at the time of writing this response.

Whilst an unsustainable location travel wise, access and passage are available along an unadopted lane which includes a Bridleway with Footpath crossing it. There is a gated entrance to the premises. The provision of passing bays, adequate on-plot parking, and the lessening of the amount of traffic when compared to the extant and current use suggests that the proposal will not give rise to a negative material impact on highway network functionality. Yet, to fully meet policy LP21, additional information is required on:

i. PROWs
ii. Waste collection
iii. Cycle parking
iv. Visitor parking
v. Evcp’s
vi. Surfacing materials.

A revision to extend the lengths of at least two of the passing bays would be beneficial to better accommodate larger vehicles, plus an additional visitor parking bays with details of the other requirements provided; although these can be covered by planning conditions, if appropriate.