Consultation Response from KC, Highways Development Management
2026/91638 Amateur Rugby League Clubhouse, Newsome Panthers JARLFC, Hall Bower Lane, Newsome, Huddersfield, HD4 6RN
Demolition of existing clubhouse and erection of new clubhouse, ancillary works including additional carparking and improvements to site access
Date Responded: 30 July 2026 Responding Officer: Sheila Henley Responding Ref: 6-8SE/4

Recommendation: Additional information and revisions.

The proposal includes replacement changing rooms with a new clubhouse and additional car parking for Newsome Panthers with four changing rooms, a wrestle room and a gym, storage room, a social room, bar, kitchen, meeting / class room, and bathroom facilities.

Plan ref: A108- Existing Site Plan, Paragon Highways Drawing 0001 Visibility Drawing within the Transport Statement.

Connectivity: The site is reliant on car-based travel despite a bus stop being within 400m, there are limited day time services. There are no footways immediately adjacent the site, but there is one opposite and a crossing point and landing as part of the access works ought to have been considered to support walk ins and those travelling by bus. PROW footpath HUD/186/10 passes across the entrance to the parking areas and provides a further connection for walkers when fine. It must not be obstructed. The crossing point should be enhanced subject to the view of the PROW team.

To improve sustainable travel, the proposal includes cycle parking for a minimum of six cycles with the type and location for the cycle stands / store to be agreed. The amount is reasonable in absence of any parking standards and above the typical minimum of two spaces for such uses. The stands must be positioned at convenient location to the building entrance, connected by a path and observable. Any cycle parking for staff should be in an enclosed and secure storage facility. This requirement would support policy LP20, Active Travel objectives and mode choice. The provision can be a subject of a planning condition.

Electric vehicle charging should be considered too. Typically to cover 10% of the car parking spaces. This would support sustainability and lower emissions in keeping with policies LP20 and LP24. This too can be covered by a planning condition.

Access: The proposal site is to continue to be served from the unadopted lane / way from the public road at Hall Bower Lane where the existing junction allows for two-way movement but has restricted visibility. The lines of sight are to be improved by setting back the boundary walls. The splay extents are based on the recorded 85th percentile speeds from a speed survey in Jan / Feb 2026. Analysis of the survey found 85th percentile speeds of 28.3mph for those travelling north and 25.3mph for those travelling south, equivalent to splays of 2.4 x 35m to the north and 2.4 x 39m to the south.

These are acceptable**,** and these splays must be kept clear of obstruction at a height not exceeding 1.0m. It would be beneficial if the land in advance / abutting the public road was dedicated as highway and offered for road adoption. Refer: https://www.kirklees.gov.uk/beta/transport-roads-and-parking/road-adoption.aspx

The access way to the car parking area varies in width from 5.5m to over 8.0m in width along its length and would remain suitable for bidirectional movement and passing of pedestrians and cyclists.

Internals: The proposal indicates an expansion of the hard surfaced areas to provide extra car parking with a new club house and allied facilities. Servicing of the site as well as the emergency vehicle route are to continue as existing from the access with Hall Bower Lane.

New hardsurfacing should be of a permeable type or a surface water drainage scheme installed. Details are necessary to confirm.

Details of bin storage and confirmation of collection arrangements are necessary.

For the increase in car parking, there is lack of supporting evidence that the amount of car parking is sufficient for the intended purposes. For instance, no data has been provided on current usage of ins and outs to establish the parking accumulation rather it is based on anticipated operational need and an indication of average attendance of 200 visitors at the busiest time on a Saturday when matches are played at home plus provision for five staff. It is noted that the Newsome Panthers operate on a Monday to Thursday between February and October 16.30 – 20.00hrs and Saturday 10.00 - 12.00hrs for Junior Training and 13.00 – 17.00hrs for a home game between March and September. Berry Brow FC use the facilities between September and March too. There is reference to use of the cricket ground car park as well when there are no cricket matches taken place, suggesting that there can be some overlap. No mention is made of the additional traffic and parking demands from events, meetings and functions events. This should be evaluated, quantified and details provided.

There is a discrepancy between the submitted documentation and plans over the number of spaces proposed with reference to an increase in 20 spaces from 27 to 47 spaces in the Application Form and a total of 55 in the Transport Statement, and a few more seem to be illustrated on the Block Plan. Clarification is required.

No spaces are shown for accessible bays, passenger vans, or minibuses. Usually, staff bays will need to be allocated and identified by markings or signage. Typically, accessible bays are provided at 5% and evcp's at 10% of the total car parking provision. Motorcycle bays should be considered. Details and revisions are necessary

It is noted that car share is prevalent at an occupancy of three of four persons per vehicle suggesting a requirement of between 55 and 71 spaces on including staff. Priority of use of the car parking spaces is to be given to car sharers which is beneficial, but it is unclear how such parking is to be managed. The increase in floorspace and activities within the proposed clubhouse may attract more users or alteration in the duration of stay, vehicle occupancy, and sharing arrangements, suggesting that more parking may be required on-site to avoid a return to on-street parking. A management plan would be prudent for to cover future operation, including events etc., before construction if the proposal is approved. Additionally. this can be covered by a planning condition too.

Road Safety and Network Functionality: The proposal is likely to meet policy LP21 by providing a significant benefit to the highway network from the enhancement to the visibility splays and removal of overspill parking despite the relatively low flows along Hall Bower Lane. Those recorded in the January / February 2026 survey indicated a daily average of 1043 vehicle movements over a 24-hour period.

It is disappointing that there is to be a lack of provision for pedestrians, especially at the public road interface.

Clarification of the amount of vehicle parking and categorisation is necessary to ensure that policy LP21 is fully met and LP22 is addressed.

The analysis in the submitted Transport Statement of The Police recorded and verified personal injury collisions for the 5-year period up to December 2024 within the vicinity of the proposed development site found two slight injury accidents within the search area to not suggest issues with the road conditions. This remains the case on rolling forward to the time of writing.

Summary: Doubtless there would be a positive material change to highway safety and network functionality from the removal of on-street parking and the access junction sight lines, but clarification is necessary over the amount of parking spaces required given the focus on matches and training and absence of detail on usage when the cricket club and events etc are operational. Other parking details are needed to ensure there will be sufficient parking spaces to serve the site, and less risk of a return of on-street parking and adverse impacts. A first principal approach is often used in absence of parking standards as is the case in Kirklees, or by comparison with Authority standards from a similar location where typically amounts are based on one space per three players / visitors plus one space per three staff with allowance for increases in activities, floorspace and events with a car parking / visitor management plan. The amount of parking required will likely be greater and exceed 70 spaces.

An amended proposed block plan would be beneficial to illustrate the surface materials and amount of parking and categories of spaces for staff parking and car sharers as well as to show the necessary to provisions for accessible spaces. Verification of bin storage and collection arrangements are required too. Enhancements to sustainable travel, mode choice and the lowering of emissions would arise from cycle parking for staff and visitors but would be increased further by installation of evcp's and other facilities, such as for pedestrians, including the crossing point of the public footpath, and to provide parking for motorcyclists.