

Consultation Response from KC Highways Development Management		
2026/92191 Land to the south of Common Lane, Denby Dale, Huddersfield, HD8 8YN		
Conversion and extension of existing barn to form single dwelling		
Date Responded: 15/10/26	Responding Officer: M Zenner	Responding Ref: 17-10/43
RECOMMENDATION: There are no objections in principle to the proposals, however some amendments and further information should be provided. Further information/amendments are required in relation to: ➤ HDM requires the gate to be set back a minimum of 5m from the edge of the adopted highway; ➤ Cycle parking is required; ➤ The waste management store or a bin collection point in close proximity to the public highway should be demonstrated (this must not impede existing sight lines onto Common Lane); ➤ Parking for four vehicles should be demonstrated within the site and HDM would recommend that the turning space is enlarged to ensure vehicles egress the site in forward gear. Development Overview: The submitted application is described as the conversion and extension of an existing barn to form a single dwelling. HDM notes the proposed dwelling has four bedrooms and the main pedestrian entrance to the building is located centrally on the site frontage. The site is located on land to the south of Common Lane, where there is an existing vehicular entrance in place. Common Lane is a narrow carriageway with some informal passing places along its length. Common Lane is subject to the national speed limit of 60mph, although it is considered that vehicle speeds in the vicinity of the site are likely to be below the speed limit due to the narrow nature of Common Lane which does not allow simultaneous access and egress along its length. There is also limited forward visibility available within the vicinity of the site and those travelling by active travel are on carriageway. Reference to Plans/Documents: ➤ Application Form; ➤ Planning Statement; ➤ Site Plan as existing and proposed – Dwg 2026/80 P03; ➤ Plans & Elevations As Existing – Dwg 2026/80 P01; ➤ Plans & Elevations As Proposed – Dwg 2026/80 P02. Policy: Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24, Kirklees Highway Design Guide SPD.		

Traffic Impact/Network Assessment:

It is understood the existing site has a barn located on it and there have been some sales of eggs from the site over recent years.

No details have been provided in relation to the current uses on the site and the trips associated with them. HDM envisages that the proposals may result in a small increase in trips to and from the site, however, it is not considered that these will cause a severe impact on the local highway network.

Whilst Common Lane forms part of the adopted highway, it is of variable width in places and may not be wide enough for two vehicles to pass. There is no segregated footpath for pedestrians and no street lighting present.

Vehicular Access:

The proposed site access is the existing gated access to the site which is approximately 5.5m wide. The existing gates are set back less than 3m from the adopted highway and would result in cars overhanging the carriageway whilst opening the gate which could cause obstruction and compromise highway safety at the site access. Therefore, HDM requests that the gates must be set back a minimum of 5m from the public highway to ensure that no blocking back of the public highway results from the proposals.

No visibility splays have been provided for the site access, however, it is considered that the access is existing and whilst the proposals may result in a small increase in trips to and from the site it is unlikely that this would cause a severe impact on the highway network in the vicinity of the site.

HDM notes that there is gravel proposed on the driveway; gravel can reduce road surface resistance to skidding. HDM notes that the proposals also include block paving for the first 6.7m depth of the site entrance and considers this is an adequate distance to ensure gravel does not spill over onto the public highway.

Parking:

The Kirklees Highway Design Guide states that 'it is considered that new:

- 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces;
- 4+ bedroom dwellings provide three off-street spaces;
- 1-2 bedroom apartments provide one space (3+ bed two spaces);
- One visitor space per 4 dwellings is considered appropriate'.

On this basis the proposed dwelling should be provided with four car parking spaces, three for the residents and one visitor parking space. Two cars are shown on the submitted proposed site layout plan, one either side of the pedestrian door to the dwelling. Whilst it is considered that the site can accommodate four parked cars, the layout is quite tight and would benefit from an enlarged area to enable vehicles to turn and exit in forward gear.

Applicants are required to provide an electric charging point for the dwelling to encourage the use of electric and low emission vehicles.

Whilst the Highway Design Guide recommends one cycle space per unit, HDM encourages the provision of one cycle parking space per bedroom to comply with the standards set out in LTN 1/20. Cycle parking should be provided at ground floor level in an accessible location. No cycle parking appears to be outlined within the submission which needs to be provided.

Public Transport:

The closest bus stops are a considerable distance from the site located on Miller Hill. The southbound bus stop is approximately 759m from the site with a walk on-street down Common Lane, onto Hollin Edge and onwards to Miller Hill. The bus stop is located on a narrow footway and has a pole and timetable in place.

The services that operate from the stop are no 90 and 94 towards Barnsley.

The closest bus stop operating in a northbound direction is located approximately 1015m from the site on Miller Hill and has a level access kerb in place along with a pole and timetable. The stop is served by services 90,94 and D3.

There are stated to be 1-4 bus services per hour from both of these stops.

The closest school bus services run along Wakefield Road and Barnsley Road. Service 424 provides transport to Scissett Middle School.

The closest train station is Denby Dale and it's located approximately 1km from the site.

On the basis of the extensive distance to public transport services, HDM considers the development is likely to be heavily car dependent.

PROW:

There are no PROW routes through the site but two located in close proximity to the site that connect to Common Lane. DEN/114/10 is located along Stubbin Lane. DEN/115/10 connects to Common Lane further to the west and extends along White Close Lane.

Waste Management:

Applications for planning permission that propose new development, conversions or changes of use resulting in additional residential units or houses of multiple occupancy, are required to submit plans for the storage, kerbside presentation and collection of waste from all properties, including the means of access for refuse collection vehicles, as part of the validation process.

HDM would recommend the applicant review the Kirklees Waste Management Design Guide For New Developments (Oct 2020) which sets out the refuse requirements per dwelling and for bin collection points. A bin collection point should be provided in close proximity to the adopted highway and must not impede existing sight lines from the site access.

Access arrangements for fire tenders should be considered and compliance with the West Yorkshire Fire & Rescue Service Access advice which states that appliance access should be to within 45m of all parts of a dwelling.

Conclusion: There are no objections in principle to the proposed, but further information and amendments should be provided. See recommendation for further details.