

## DC Admin

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**From:**  
**Sent:** 16 March 2026 15:07  
**To:** DC Admin  
**Subject:** Planning Application 2026/90331 Letter of objection  
**Attachments:**

**CAUTION:** External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sirs,

Please find attached a letter of objection relating to Planning Application 2026/90331 Application for conversion of residential annex to 1No dwelling at 5 Park Riding, Northgate, Honley, Holmfirth HD9 6QL

I attach a letter of objection, together with two plans (Appendix A and B), together with a covering letter.

I would be very grateful if you could acknowledge receipt of this email and the attachments.

Please do not hesitate to contact me if you would like to discuss any aspects of the contents of this letter. I can be contacted on

Yours faithfully,

3 Park Riding  
Northgate  
Honley  
Holmfirth  
HD9 6QL

Kirklees Council  
Planning and Development Services  
PO Box 1720  
Huddersfield  
HD1 9EL

16<sup>th</sup> March 2026

Dear Sirs,

**Planning Application 2026/90331 (Reference No 2026/62/90331/W)**

**Application for conversion of residential annex to 1No dwelling at 5 Park Riding, Northgate, Honley, Holmfirth HD9 6QL**

We wish to object to the proposed residential development outlined in application 2026/90331 and feel that planning permission for a change in the use of the annex should not be granted for the following reasons:

**Background:**

- The Park Riding site was originally in the ownership of the Holdsworth family and was subdivided in 1997 to form two distinct and separate properties which is best illustrated by the attached filed plan (Appendix A) at HMLR under Title Number YWK 769995 relating to 5 Park Riding.
- In 2021 the applicant lodged a planning application (2021/90219) to convert the former garage into an annex providing residential accommodation. At that time planning permission was granted, but with the condition that the annex should be used solely as ancillary accommodation. The reason given for this condition being imposed was that the site is unsuitable to accommodate a separate dwelling without it being cramped. There have been no material changes to the site since the date of that decision.

**A. Impact on residential amenity:**

**The site:**

- The site layout plans attached to this application are misleading to the extent they fail to delineate all the boundaries of the land comprised within the ownership of the applicant. The site layout plans attached to this application are substantially the same as those submitted with the previous application in 2021 when the planning officer noted that the "curtilage has not been designated". The above filed plan clearly delineates the boundaries of 5 Park Riding and in particular the boundary across the driveway dividing the applicant's property from the adjoining property 3 Park Riding. This illustrates the confined nature of the development site at the front where there is only a small forecourt approximately 6 metres in depth within the curtilage of 5 Park Riding.
- A further subdivision of the site to accommodate a separate dwelling following the original subdivision will lead to the intensification of the use of the site which would be detrimental to the residential amenity of all the neighbouring properties. It would be particularly detrimental to the host dwelling of 5 Park Riding which is in close proximity to the proposed dwelling.

- Whilst it is accepted that the site layout plans may only be indicative, the site layout plans submitted do not clearly show how the land within the curtilage of 5 Park Riding at the front and sides of the applicant's property can be subdivided to accommodate two separate dwellings without detriment to the host dwelling. The close proximity of the host dwelling to the proposed dwelling and the small forecourt are insufficient to provide an appropriate level of privacy, freedom from noise disturbance, ease of access to each property and room for the storage of essential household items such as bins.
- The site layout plans are also misleading in that they do not accurately show the cramped nature of the site at the side of the proposed dwelling. The footprint of the proposed dwelling shown on the site layout plan is actually that of the former garage and outbuilding and does not show the full extent of the footprint of the extended annex which abuts directly onto the field, part of which is in our ownership.

### **Parking:**

- There is insufficient parking space within the curtilage of 5 Park Riding to provide parking for two separate households with two car parking spaces for each property and designated parking for their visitors. There is insufficient space between the host dwelling and the proposed dwelling to provide parking spaces which are large enough to accommodate modern family cars without this having an impact on the residential amenity of both the host dwelling and the proposed dwelling. In particular, there is insufficient space to turn to allow all cars to return to the highway in a forward direction, without the need to move other cars when all other parking spaces are occupied. This was recognised when the previous application was made in 2021 and the local planning authority agreed to the provision of three parking spaces only on the basis that the annex on the site was used as private ancillary accommodation to the host dwelling.
- As previously explained, the site layout plans provided by the applicant do not fully identify the legal ownership of the land within the red line. This is important as the Planning Support Statement lodged with the application states that "The subject site is accessed via a private driveway which opens up into a courtyard and provides parking for the two extant dwellings (5 Park Riding and 3 Park Riding) and the subject annex". It also states that the parking arrangements for the host dwelling and proposed dwelling will "remain within the existing courtyard as shown on the submitted plans" (Page 4).

These statements are misleading as there is no communality of ownership over any part of the driveway between 3 Park Riding and 5 Park Riding with each property having exclusive ownership of that part of the driveway within the curtilage of their respective properties. In particular, it is important to note that:

- The applicant only has a right of way over that part of the driveway in the ownership of 3 Park Riding as shown coloured yellow on the attached site layout plan (Appendix B). The owners of 3 Park Riding do not have corresponding rights over the land within the curtilage of 5 Park Riding.
- It follows that the expression "courtyard" must be construed as being limited to the forecourt within the curtilage of 5 Park Riding as previously defined and that is the only area available for parking their vehicles.
- Neither the applicant nor the owners of 3 Park Riding have any right to park wholly or in part on the driveway shown yellow on the above plan.
- Any indiscriminate parking on the driveway shown coloured yellow on the above plan would prevent the manoeuvring of vehicles requiring access to and from 5 Park Riding. In

addition, such parking would prevent the owners of 3 Park Riding having access to their double garage and adjacent parking area (not shown on the above plan).

- In practical terms any intensification in the use of the driveway caused by the creation of a separate household will have a negative impact on the residential amenity for all neighbouring and future occupiers and is likely to lead to friction and potential disputes between the owners of the respective properties.

#### **B. Highways Safety:**

- The Highways Note attached to this application states that there are “parking spaces for four cars currently provided within the courtyard”. This is factually inaccurate. In their report to the previous application the Council’s Highways Development Management Team held the view that having regard to the limited area available for parking within the curtilage of the applicant’s property they would accept the provision of three parking spaces in total, subject to the condition that the annex was used solely as private ancillary accommodation by one family.
- The application also states that the level of visibility required to safely access the site is achievable (See App C of the Highways Note). The current sight lines are acceptable for vehicles exiting the site onto Northgate. However, this fails to take into account the location of the entrance to the drive which is on a blind bend, making access into the drive from the Farnley Tyas direction hazardous. Any increased user would therefore raise road safety concerns. The position of the entrance to the drive on a dangerous bend also means that there can be no on-street parking.

#### **C. Impact on the Green Belt**

- Converting the annex to a separate dwelling is likely to have a detrimental impact on the Green Belt. At the time of the previous application (2021/90219), officers considered the proposal in terms of it being an “extension” to the main building. This application, however, is fundamentally different, as a separate dwelling cannot be considered as an extension to the main host dwelling. An additional separate dwelling will result in the intensification in the use of the site which will have an adverse impact on the Green Belt over time. In this regard, it is noted that the plans submitted with this application show that because of the limited parking space available for 5 Park Riding, the car parking as shown on the applicant’s plans extends into the area which is currently used as garden land and would result in the creeping erosion of the Green Belt.
- The approval to the previous application withdrew permitted development rights to protect the openness of the Green Belt and to prevent further development which would be cumulatively disproportionate. This is particularly important as the footprint of the original garage has already been enlarged over the years and has been extended into what were originally the adjoining fields in the Green Belt. At the very least, given the potential ability to erect further outbuildings, permitted development rights need to continue to be withdrawn to protect the openness of the Green Belt and the character of the Holme Valley. Now that the annex has been completed, it is evident that any further development of the proposed dwelling would have a negative impact on the visual amenity provided by the Green Belt, both in terms of views and vistas. It is also noted that the current application describes the annex as being of a “substantial” construction. However, the accompanying floor plans for the proposed dwelling show that only limited accommodation is provided more suitable for occasional use such as an annex as originally intended or holiday let, but is unlikely to provide sufficient accommodation for a separate household using it as their main home. This is likely to result in future occupiers seeking to further extend the property.

#### D. Impact on Heritage Assets:

- The applicant notes that at the time of the previous application, officers considered that the relatively modest scale of the extension proposed would not cause harm to the adjacent listed building or its setting. It was noted that the annex “would be approximately 23.5m away from the listed building and would be largely visually separated from the listed building by the existing host building”.
- In their assessment of the impact of the proposals on a Heritage Asset, the applicant claims that this statement supports the assertion that the current application will not harm the Listed Building or its setting. However, the current application is fundamentally different as it involves the creation of an additional unit within the curtilage of 5 park Riding. This intensification of the use of the site and the increased space required for the parking of vehicles (which involves encroachment into land currently used as garden) would be cumulatively detrimental to the setting of a heritage asset and would not be in line with the precautionary approach of preventing the loss or alteration of buildings or landscapes within the curtilage of a heritage asset. The juxtaposition of the cement-rendered annex with a traditional Georgian house constructed in the local gritstone characteristic of the Holme Valley is in itself visually intrusive.

#### E. Conclusion:

In conclusion, we feel that this application to convert the annex from private ancillary accommodation to a separate dwelling should be rejected for the following reasons:

- The site is too cramped to accommodate a separate dwelling and further intensifying the use of the site would be detrimental to the residential amenity of neighbouring and future occupiers.
- Creating a separate dwelling in such close proximity to the host dwelling would result in a loss of privacy for both properties, increase the risk of noise disturbance and make it difficult to access either property if cars were parked between the buildings. The host dwelling would be particularly adversely affected with the loss of two parking spaces and the provision of only one useable space between the properties. It was because of these considerations that the use of the annex was limited to provide private ancillary accommodation and could not be “sold, leased, used as an independent dwelling unit or let out as holiday accommodation”. Since then, there have been no material changes which would justify any change in the use of the annex to a separate dwelling.
- Any presumptions that the decision should be weighted in favour of the applicant can be rebutted:
  - The applicant has failed to demonstrate an “absence of harm” and merely states that the impact of these proposals will be neutral.
  - If granted, the application will not make a significant contribution to the housing stock of the local authority and, if used as holiday accommodation, would not increase the provision of residential accommodation.
  - The application does not involve the conversion of a redundant building in the Green Belt. The original double garage could not be considered a redundant building within the Green Belt as its conversion has resulted in a loss of parking within the development site.
- The proposed change of use will further increase the intensification in the use of the site which will be detrimental to the openness of the Green Belt. In addition, this application may lead to further applications which would be cumulatively disproportionate in scale to the host dwelling and would fail to protect the openness of the Green Belt, the character of the Holme Valley and the setting of a Heritage Asset.

Yours faithfully,

3 Park Riding  
Northgate  
Honley  
Holmfirth  
HD9 6QL

Kirklees Council  
Planning and Development Services  
PO Box 1720  
Huddersfield  
HD1 9EL

16<sup>th</sup> March 2026

Dear Sirs,

**Planning Application 2026/90331 (Reference No 2026/62/90331/W)**

**Application for the conversion of residential annex to 1No dwelling at 5 Park Riding, Northgate, Honley, Holmfirth HD9 6QL**

Further to our email dated 17<sup>th</sup> February we have now had the opportunity to download the applicant's planning application with accompanying site layout plans.

With regard to the site layout plans we do not agree to the driveway in our ownership being shown within the red edging. The development site which is the subject of this application lies wholly within the curtilage of 5 Park Riding and suffice to say that the applicant only enjoys a right of way over the driveway as access to her property.

Furthermore, contrary to the comments made in paragraph (ii) of the applicant's covering letter, the applicant has again failed to fully define all the boundaries of her property on the site layout plans and has also failed to show accurately and precisely the full extent of annex which abuts directly onto the adjoining field, part of which is in our ownership..

Subject to the above we attach our formal letter of objection to the proposed change of use for your consideration.

We would summarise our position as follows:

There has been no change in circumstances that would warrant a change of use. On granting conditional consent to the applicant's original application (2021/90219) for an annex the planning authority took the view that "the site was unsuitable to accommodate a separate dwelling without it being cramped or causing harm to the amenities of the occupants of the adjacent dwellings.....". Hence approval was granted "for the annex to be used solely as ancillary accommodation to the existing dwelling house and as such shall not be sold, leased or used as an independent dwelling unit or let out as holiday accommodation".

This view was also endorsed by the Highways Department who deemed that the provision of three parking spaces would be accepted provided that the annex should be solely used as private ancillary accommodation.

Permitted development rights were also withdrawn to prevent further extensions to the annex.in view of the adverse impact on the Green Belt and the adjoining Heritage Site.

In conclusion it therefore follows that the annex was considered as an extension to the original dwellinghouse for use by a single household. There is nothing in the applicant's Supporting Statement to refute this and therefore the application should be refused

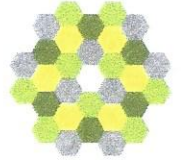
If you have any queries about any aspects of our letter of objection which you would like to discuss with us, please do not hesitate to contact us. Also, we have noted that the applicant has requested that you contact him prior to preparing your recommendation for determination. In the interests of fairness and equality of access, I hope that if this courtesy is extended to the applicant, that it is also extended to us.

Should you wish to contact us, our email address is  
alternatively our mobile telephone number is

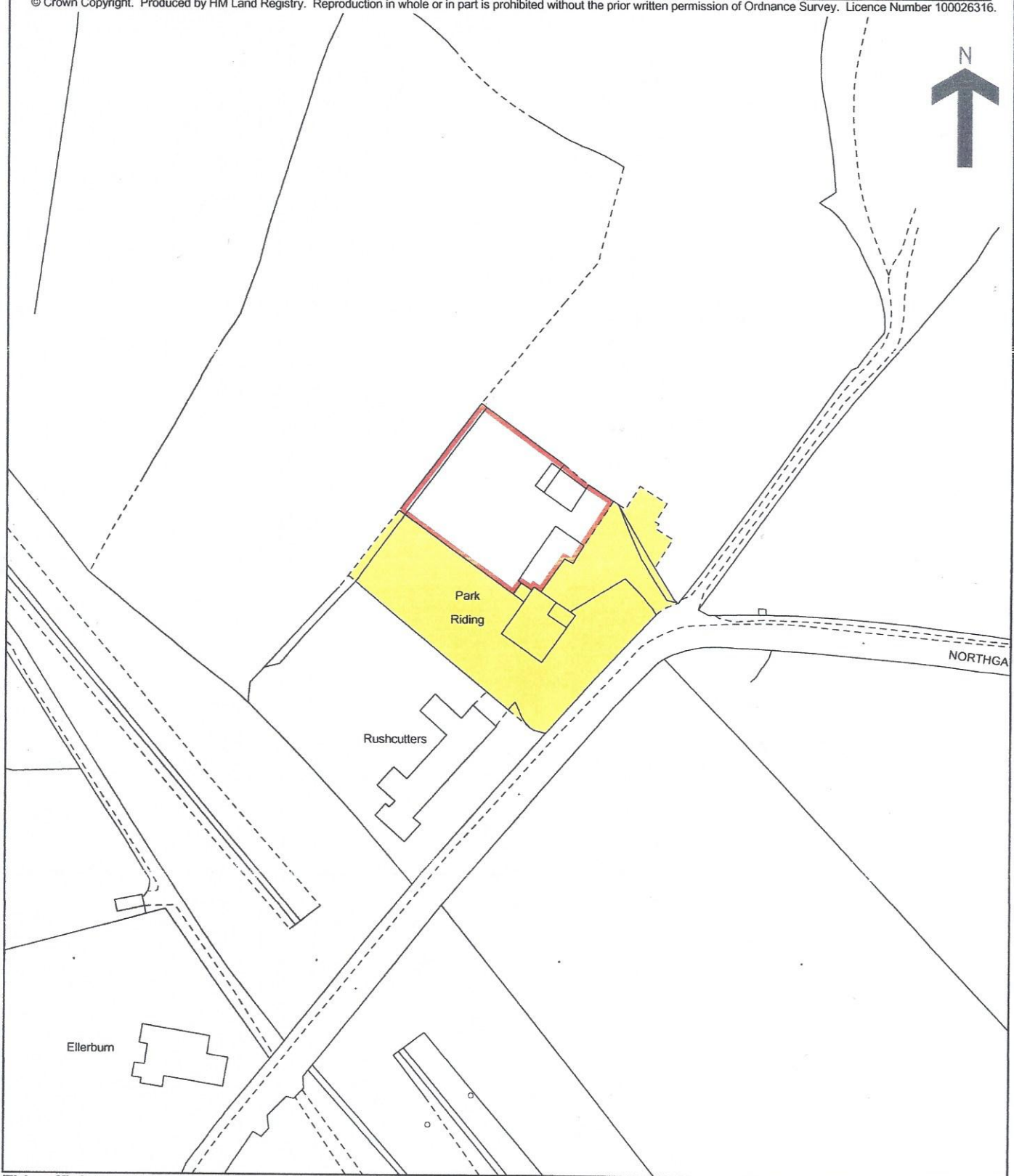
Yours faithfully,

HM Land Registry  
Official copy of  
title plan

Title number **WYK769995**  
Ordnance Survey map reference **SE1412NW**  
Scale **1:1250** enlarged from 1:2500  
Administrative area **West Yorkshire: Kirklees**

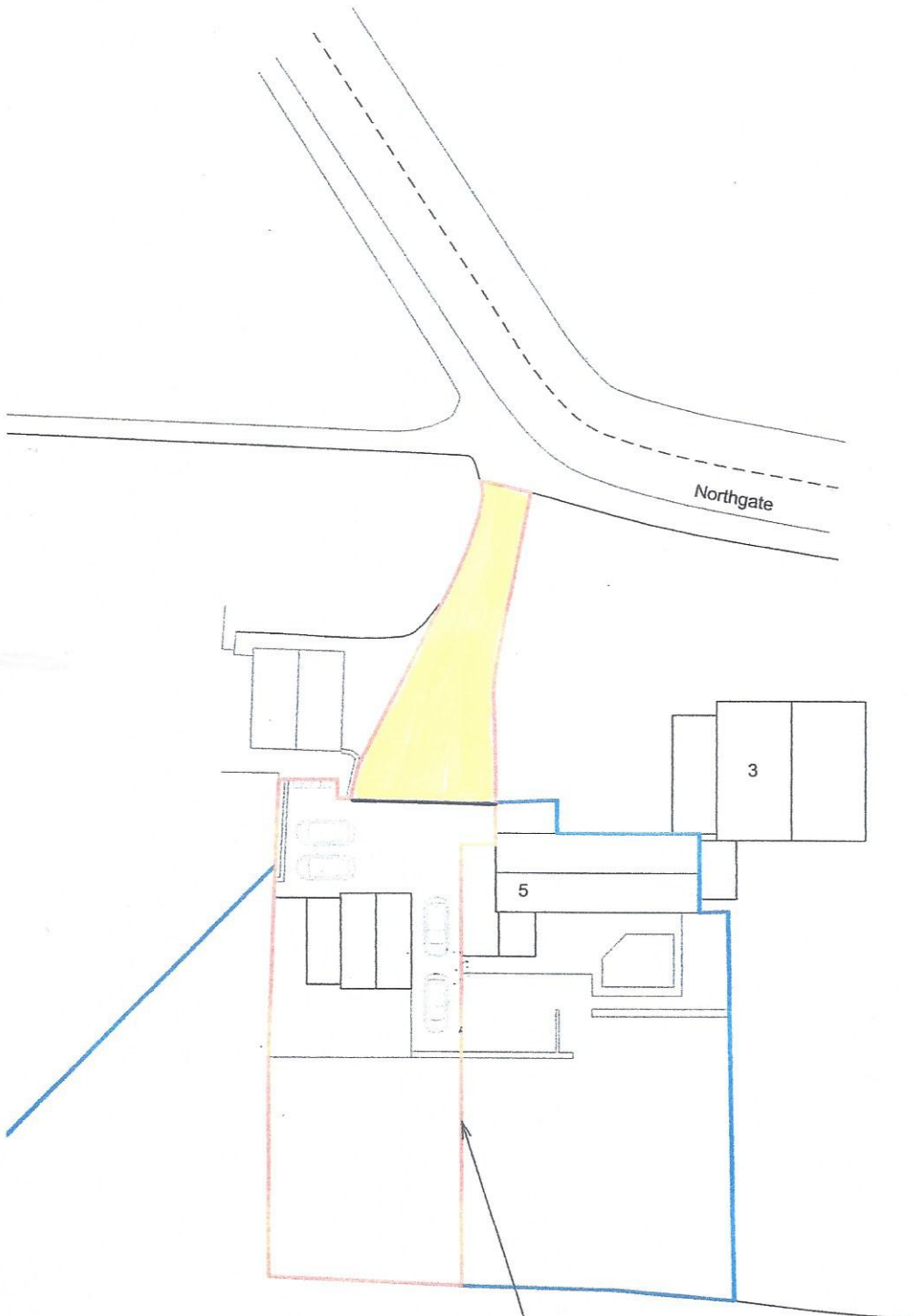


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- General Notes
1. Dimensions are in millimetres unless stated otherwise.
  2. Levels are in metres AOD unless stated otherwise.
  3. Dimensions govern. Do not scale off drawing.
  4. All dimensions to be verified on site before proceeding.



Ranch style fencing and native hedge planting along new boundary line

00	27.09.2023	For Planning	GG
REV	Date	Reason For Issue	Chk

For Planning

DRAWING STATUS

STUDIO. LEPHANT

studioelephant.co

Client  
Mrs A Guest  
5 Park Riding  
Honley  
Holmfirth  
HD9 6QL



Project  
5 Park Riding

Drawing Title  
Proposed Site Layout Plan

Scale at A4 1:500	Date 25.09.23
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