

Consultation Response from KC, Highways Development Management
2026/90331 5, Park Riding, Northgate, Honley, Holmfirth, HD9 6QL
Change of use and alterations to convert residential annex to 1 dwelling
Date Responded: 03/07/2026 Responding Officer: CNB Responding Ref: K3-50/32
This application is for the change of use and alterations to convert a residential annexe to a two-bed detached dwelling within the grounds of an existing dwelling with a shared access on to C574 Northgate a 30mph tertiary distributor road of approximately 5.3m width with a footway on the side of the application site and limited street lighting present. There is a PROW footpath HOL/15/70 located to the northeast of the application site that terminates at the site access. This application was initially discussed at Highway Surgery where the HDM team had concerns with the proposals given the constrained layout of the site and access and presence of the PROW. The application was accompanied by a Highways Note dated 3rd Feb 2026 from Aimee Thompson Transport Planning. The proposals would remove the annexe designation from the proposal site and this would become an independent detached dwelling and this would intensify the use of the existing access. The access is located on the outer radius of a bend on the C574 and so the full 2.4m x 43m visibility splays should be achievable and this is demonstrated on drawing No 001 Rev B in Annexe C of the Highways Note and is acceptable. The access in to the site is approximately 3.4m wide (extending back from the rear of the highway for approximately 11m) and we do not consider this to be suitable for two way traffic movements, meaning that there is the possibility that a car may need to wait on the adopted highway (and blocking the access to the PROW) while a car exiting the site clears the access and this would be a highway safety concern. Details would need to be provided to show how two vehicles, one entering and one exiting the proposal site at the same time can be accommodated without causing a highway safety concern. We are aware that an increase in width of the access may be undeliverable due to the conservation requirements to the front wall of the listed Park Riding building. We would not support any development that generates increased vehicular movements or manoeuvring on the PROW. The PROW should remain unaltered and unobstructed during any construction work or during the normal operation of the development. The proposals would separate the two-bedroom annexe from the two-bedroom doner house, and this would mean that each dwelling would require two off-street parking spaces. These are shown on drawing No P001 Rev 00 (included in Annexe B of the Highways Note) with two tandem parking spaces adjacent to the front door of the proposal (annexe) building and two parking spaces to the southeast of the proposal (annexe) building. As Northgate is a classified road (C574) the site would need to allow internal turning/manoeuvring so that vehicles can enter and exit the site in forward gear for all three dwellings using the access. A swept path analysis was provided for the proposal and doner buildings on drawing No P003 rev 00 and this shows that a 4.8m design vehicle can turn on site from

all the parking spaces, although there may be issues if the rear car in the tandem parking spaces needs to leave as there is very limited space to temporarily relocate the front car and still allow easy manoeuvring and access. No swept path analysis was provided for the garage and parking spaces for No 3 Park Riding, although there looks to be sufficient space to allow turning and so this is not a concern. We would like to see the drawings marked with an area of shared turning to protect this space from obstruction to guarantee that all cars can turn and manoeuvre on site so they can enter and exit the site in forward gear for the lifetime of the development.

We would also need to see the location of a bin collection presentation point clearly indicated on a drawing and this should be located where it is accessible to collection crew, but where it won't obstruct either the parking spaces, access or turning area or the footway or highway for road safety reasons.

Without the above requested information, we cannot fully assess the impacts of the proposals on the operation of the local highway network and on highway safety and therefore cannot support the application at this time.