



14 July 2026

HIGHWAYS NOTE

SITE: 5 PARK RIDING, NORTHGATE, HONLEY

SUBJECT: PLANNING APPLICATION FOR CONVERSION OF EXISTING RESIDENTIAL ANNEX TO 1NO RESIDENTIAL DWELLING

CLIENT: MS A GUEST

- 1.1 This response is submitted following the Highway Development Management consultation response dated 3rd July 2026.
- 1.2 The applicant notes that the Highway Authority has accepted that the existing access achieves the required 2.4m x 43m visibility splays and that the site is capable of accommodating the required parking provision and vehicle turning facilities. The remaining comments relate to the operation of the existing access, the adjacent Public Right of Way, protection of turning areas and bin presentation arrangements.
- 1.3 It is also noteworthy that the annexe is already occupied residentially and that the access has operated for many years serving multiple residential units without recorded safety concerns.

Access Width and Vehicle Movements

- 1.4 The proposal relates to the change of planning status of an existing residential annexe to an independent dwelling. The annexe already exists, is occupied for residential purposes and is served by the established vehicular access from Northgate. No alterations are proposed to the access arrangement.
- 1.5 Whilst it is acknowledged that the proposal may result in a modest increase in vehicle movements compared to the annexe remaining ancillary to the main dwelling, this increase would be extremely limited. The development would comprise two modest two-bedroom dwellings sharing a single access. Such a level of activity would be expected to generate only a small number of daily vehicle movements.
- 1.6 Importantly, the access has historically served more than one residential unit. The existing arrangement has operated for a considerable period without any known highway safety issues, recorded accidents, or operational problems associated with vehicles entering and leaving the site. The proposal therefore represents a very limited intensification of an established residential use rather than the creation of a new access or a significant increase in traffic.
- 1.7 The Highway Authority raises the possibility of two vehicles meeting within the access. Given the very low traffic generation associated with two small residential properties, the likelihood of simultaneous opposing movements occurring is extremely limited. Even if such a situation were to arise, drivers would have clear visibility of the access and would be able to exercise normal courtesy and give-way behaviour, as commonly occurs at numerous shared residential accesses throughout the district.

Public Right of Way HOL/15/70

- 1.8 The Public Right of Way is an existing feature and its relationship with the site access remains unchanged from the current situation. The proposal does not involve any alteration to the route, alignment or status of the Public Right of Way.
- 1.9 The applicant fully accepts that the Public Right of Way should remain unobstructed during both construction and subsequent occupation of the development. No parking, turning or manoeuvring areas are proposed within the Public Right of Way and no development is proposed which would prejudice its continued use.
- 1.10 The proposal simply formalises the occupation of the existing annexe as a separate dwelling and does not materially alter the established relationship between the access and the Public Right of Way.

Turning Area

- 1.11 The submitted swept path analysis demonstrates that vehicles associated with the proposed dwelling and the existing dwelling can enter, turn and leave the site in a forward gear. The applicant is willing for the shared manoeuvring area shown on the approved layout to be retained for turning purposes and, if considered necessary by the Local Planning Authority, this could be secured through an appropriately worded planning condition requiring the turning area to remain available and unobstructed for the lifetime of the development. The turning area is shown on the site layout, a copy of which is attached at **Appendix A**.

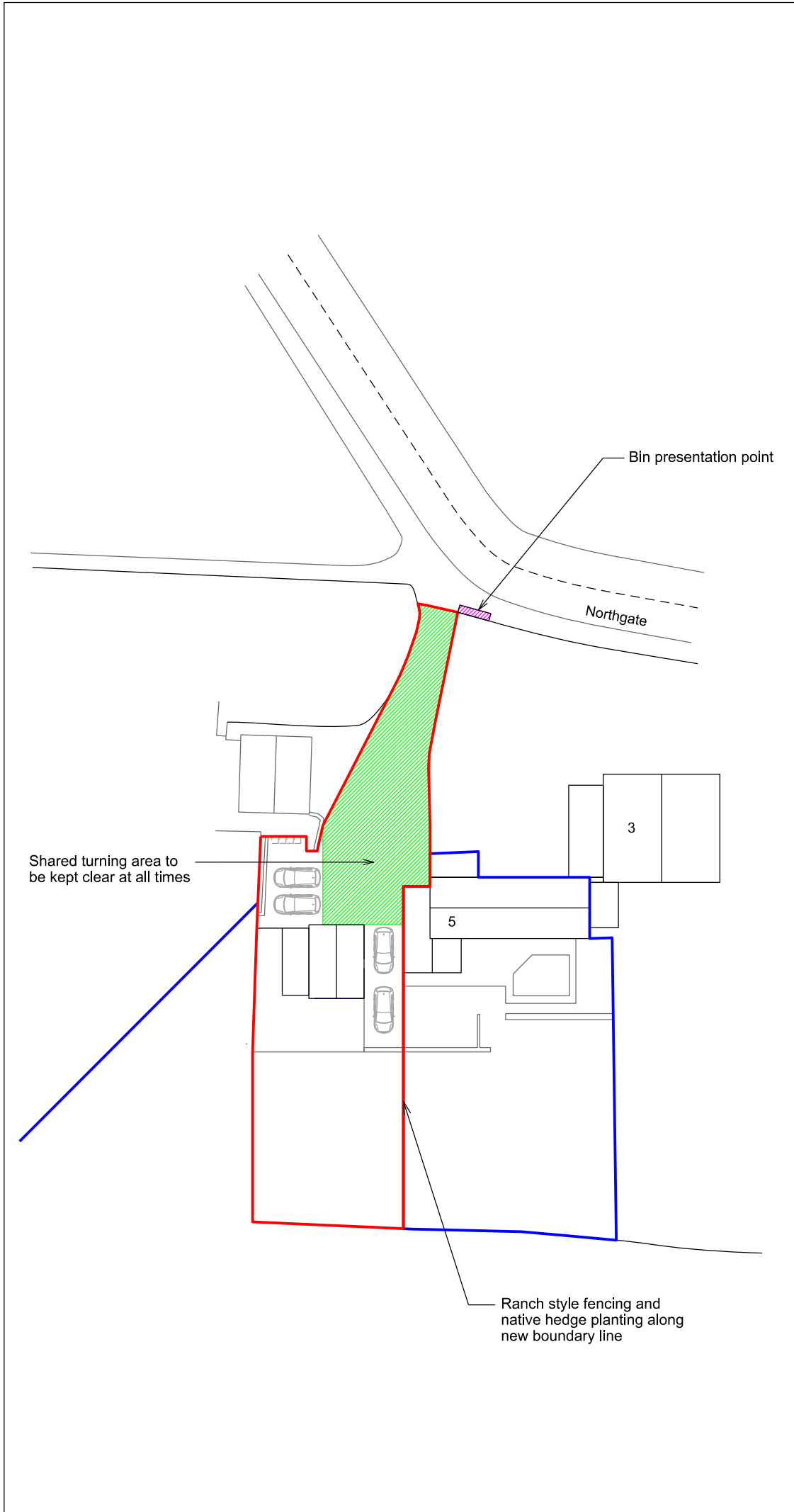
Bin Presentation

- 1.12 As is the case with the existing dwellings on site, it is proposed that bins associated with the proposed dwelling are presented adjacent to the site entrance on collection day in a position that is accessible to collection crews whilst ensuring that neither the access, turning area, footway nor highway are obstructed. The site layout, attached at **Appendix A**, shows the location of the bin presentation point which is used by the existing dwellings on site.

Conclusion

- 1.13 The proposal utilises an existing access which already serves residential accommodation and where appropriate visibility standards are achieved. The development would generate only a very modest level of additional traffic and would not materially alter the existing operation of the access or the adjacent Public Right of Way.
- 1.14 Given the established use of the site, the absence of any recorded highway safety concerns and the demonstrated ability for vehicles to park and manoeuvre within the site, it is considered that there are no highway reasons that would justify withholding support for the application.
- 1.15 The applicant therefore respectfully requests that the Highway Authority reviews the above clarification and confirms that the proposal is acceptable from a highway perspective, subject to any reasonable planning conditions considered necessary.

APPENDIX A



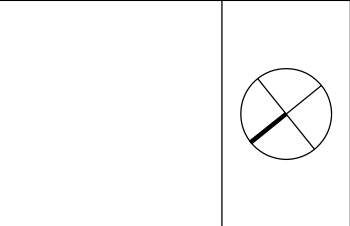
General Notes
1. Dimensions are in millimetres unless stated otherwise.
2. Levels are in metres AOD unless stated otherwise.
3. Dimensions govern.
Do not scale off drawing.
4. All dimensions to be verified on site before proceeding.

01	14.07.2026	For Planning	GG
00	27.09.2023	For Planning	GG
REV	Date	Reason For Issue	Chk

For Planning
DRAWING STATUS

STUDIO.ELEPHANT
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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Rev No.
01

Drawing No.
P001