

Consultation Response from KC, Highways Development Management
2026/92186 Glendene, Town Gate, Hepworth, Holmfirth, HD9 1TE
Erection of two storey side extension with raised terrace, including loft conversion and alterations to form second floor, formation of vehicular access and associated works (within a Conservation Area)
Date Responded: 9 September 2026 Responding Officer: Sheila Henley Responding Ref: K12-12/20

Recommendation: No Objection.

The proposal is for an extension and double garage with a new gated access from a private drive to a parking and turning area.

The site is within the centre of Hepworth but likely to be reliant on the private car; although there is a regular Monday to Saturday bus service with a bus stop within 400m.

Cycle parking can be accommodated in the intended garage to support policies LP20 and LP22, Active Travel objectives and would encourage mode choice. This would meet the desired one bicycle per dwelling under the Kirklees Highway Design Guid SPD or preferably one bicycle per bedroom under the later guidance in LTN 1/20.

An electric vehicle charging point should be considered to support sustainable travel and the lowering of emissions under policies LP20 and LP24.

Access is to be taken from the existing shared unadopted drive from Butt Lane and pedestrian access from Town Gate. The access is of sufficient width at c 5.0m to cater for two-way cars and shared use by pedestrians and vehicles. The intended gates are to open inwards.

The access junction at Butt Lane is an historic arrangement and whilst the vehicular access and private drive are not to modern standards and narrower than required now of c5.0-5.5m for the first 5.0m and then, typically, able to vary in width from a minimum of 3.7m.

The proposed parking arrangement is acceptable allowing both exterior on-plot car parking and turning with sufficient space in advance of the intended garage. The intended garage is larger than the recommended 5.0 x 3.0m and more than of adequate size to count towards car parking and the storage of cycles and other items. The amount of car parking available would allow for flexible arrangements to meet policy LP22 with sufficient to serve a three bedroomed unit on extension of two spaces under the KHDG SPD and provide visitor parking.

There would be continued space for bin storage and existing collection arrangements. Suitable fire prevention method should be provided.

The proposal is unlikely to give rise to severe adverse impacts for capacity, congestion and cumulative impacts on the transport network, or an unacceptable impact on highway safety during to meet policy

LP21. There is a slight increase in usage of the private drive, but this is an immaterial increase in traffic terms. There would be benefit of removing on-street car parking from Town Gate. There would be good lines of sight at the private drive access and would continue to exist at the Butt Lane junction with no reported collision history. There is reasonable forward visibility along the private drive.

Accordingly, the proposal is acceptable in highway terms for no objection to be raised.