

**Consultation Response from KC,
Highways Development Management****2026/91690 Land adj, 7, Tommy Lane, Linthwaite, Huddersfield, HD7 5SQ****Demolition of existing stable block and erection of detached dwelling with detached garage and associated works****Date Responded: 15 July 2026****Responding Officer: Sheila Henley****Responding Ref: K2-9/19****Recommendation: No objection.**

Plan ref: 2507-0201-P03 - Site Layout Plan Section as Proposed; Fire Appliance Tracking; 507-0202-P02 - Proposed Floor Plans Elevations.

The proposal would replace four private stables with a three bedroomed dwelling and garage as well as exterior parking and turning space with modifications to access and the existing driveway serving No 7 Tommy Lane and the access track to the stables. The garage serving No. 7 is to be retained.

The proposal site is conducive to sustainable travel being within 400m of a bus stop with regular Monday to Saturday bus services as well as other local facilities and services. Although it would be c100m from the public road and not all on level ground.

To further encourage sustainable travel, mode choice, as well as to support policy LP20 and Active Travel objectives, there is scope for the provision of cycle parking within the intended garage.

An electric vehicle charging point is to be installed within the garage to encourage lower emissions and sustainable travel in line with policies LP20 and LP24 and building control regulations.

Access would be taken from the existing field access serving stables and track that serve No 7 Tommy Lane from the adopted Tommy Lane. Tommy Lane is a steep, shared surface street not to modern standards with 6ft (1.8m) vehicle width restriction, and informal two-way route connecting Gillroyd Lane to Royd House Lane. It is street lit with a 30mph speed limit, but due to its constrained width and horizontal and vertical alignment, vehicle speeds are estimated to be less than 30mph, at 10–15mph.

Modifications are to be made to the accesses points and track to reflect a private drive, additional residential use, and emergency vehicle provision by widening the existing access at Tommy Lane from 7.4m to 9.2m on altering the boundary wall. This would better cater for two-way movements and larger vehicle movements. and improve lines of sight.

The field access would be regraded, surfaced, and provided with an electric sliding gate.

The shared driveway serving 7 Tommy Lane is to be widened towards its garage, defined towards the current field and resurfaced in a permeable tarmacadam with a 3.7m minimum width. There is to be passing place / visitor parking bay c20m after the Tommy Lane access. These changes are suitable to allow access and passage for shared use, including for emergency vehicles.

Within the plot, the internal dimensions for the proposed double garage are expected to be suitable for it to count towards car parking and the storage of cycles and other items. Notwithstanding, it would be a slightly shorter than recommended at 5.7m rather than 6.0m but wider at 5.7m than the advised 5.0m.

The exterior parking and turning arrangements would be suitable, including for vans, as well as fire and rescue appliance access as demonstrated by the submitted swept-path analysis indicating reverse manoeuvres within the proposed turning head to show forward gear entry and exit.

The amount of car parking of three / four spaces would be above the advice in the Kirklees Highway Design Guide SPD of two spaces for three bedroomed units but would provide flexibility such as for turning and extra visitor parking to meet policy LP22. It is intended to provide a formal visitor space within the private drive to meet the suggested one space per four units.

There is to be space for bin storage and intended to be located by the proposed gate with a bin collection point formed close to the main access junction with Tommy Lane. The bin storage area and pull distances are long and care would need to be taken on usage.

The traffic impact from the proposal is expected to be immaterial in terms of network functionality with less vehicles than the stables at one trip in the traditional weekday peak hour and five trips daily compared to extant use of up to 12 daily trips at weekends and in summer months and more typically six to eight trips daily. Tommy Lane serves several residencies without reported issues.

The proposal is unlikely to give rise to significant road safety issues. The submitted Highway Statement notes that there are no recorded personal injury collisions along Tommy Lane in the five-year period to end December 2024 from the verified Police data. There were three incidents nearby of which one was serious involving a child, but no discernible patterns. This remains the case to date. There is likely to be a betterment to existing and proposed users arising from the proposed changes to the main access as well as to the driveway and track.

Should there be need to undertake works in the public road or place items on it, such as equipment and materials, there would be need for a separate permission from Highways for licences / permits.

Refer: <https://www.kirklees.gov.uk/beta/licensing.aspx>

Overall, the proposal is acceptable to meet policy LP21 with an intended satisfactory access, layout, and parking without severe residual issues for public and road safety and / or network efficiency. Accordingly, no objection is raised.