

**Consultation Response from KC,  
Highways Development Management****2026/92450 Workshop between, 12 & 14/16, Temple Street, Lindley, Huddersfield, HD3 3JG****Demolition of existing workshop and erection of detached dwelling****Date Responded: 28 September 2026****Responding Officer: Sheila Henley****Responding Ref: 2-20SE/33****Recommendation: No Objection.**

Plan ref: 298 (0-) 02 - Scheme As Proposed

The proposal is for a two-bedroomed dwelling within car parking.

The proposal site scores high overall on the DfT's Connectivity Tool suggesting less reliance on private cars for travel. There are bus stops within 400m with frequent Monday to Saturday daytime services. Public Right of Way, Footpath HUD/365/10 passes to the west.

There appears to be no space for cycle parking to meet policies LP20 and LP22, support Active Travel and mode choice and as desired within the Kirklees Highway Design Guide SPD at one space per unit or as preferred at one space per bedroom to meet later guidance in LTN1/20.

An electric vehicle charging point is necessary to support LP20 and LP24 for reasons of sustainable travel and lower emissions. Details of its position will be required.

Access is to be retained from Temple Street where there is an existing dropped kerb.

Internally, there is to be an area of hardstanding at front for the parking of two cars and bin storage.

The amount of space is adequate for two cars and usage by pedestrians providing adequate clearance is achieved from the intended window. The amount of car parking would be sufficient for a two bedroomed dwelling in keeping with suggested provision in the KHDG SPD.

Three bins will be necessary and there would be enough space to position for kerbside collection.

Any new areas for hardstanding should be in a permeable surface material.

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 to meet policy LP21. Usage is expected to be similar to the extant use as a workshop. There are no personal injury collisions recorded along Temple Street in the last five-year period to the time of writing.

Accordingly, the proposal is acceptable in highway terms for no objection to be raised. Installation of an evcp is necessary and the provision of cycle parking if there is space.