About the application

Application number: 2025/92872	
What is the application for?:	Change of use from residential dwelling (Class C3) to children's care home (Clas
Address of the site or building:	24, Thornleigh Road, Crosland Moor, Huddersfield, HD4 5PY
Postcode:	HD4 5PY

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes

I have relatives living on this road, and wish to object to this planning application on grounds relating to highway safety, parking capacity, residential amenity, operational intensification and long-term cumulative impact on the character of Thornleigh Road. My objections are set out below.

POINT 1: The street is already severely congested and cannot support commercial traffic

Thornleigh Road already suffers from serious parking saturation and vehicle conflict. Pavement parking is routine, and residents regularly struggle to safely enter or exit their driveways because they are blocked or boxed in, and to drive along the road without encountering bottlenecks or oncoming vehicles forced to reverse.

This is an established daily problem for residents and emergency vehicles.

The application seeks to introduce a commercial C2 use, which brings unavoidable additional traffic. A children’s home requires regular attendance from:
- shift staff
- local authority social workers
- education staff and tutors
- therapists and medical professionals
- Ofsted inspectors
- emergency responders
- transport/taxis for school, appointments and activities
- maintenance and deliveries

Given the existing congestion, even small increases in trips will disproportionately worsen traffic flow and safety.

The applicant provides no credible mitigation beyond claiming “no change” to two on-site parking spaces, which does not reflect the intensity of vehicle use associated with children’s homes

children's homes.

POINT 2: Reliance on “encouraging” public transport is not an enforceable mitigation

The application provides no transport plan and no restrictions on staff vehicles. Instead, it states that staff will be encouraged to use public transport.

This is not enforceable, monitorable, or realistic. In the children’s residential care sector, staff and visiting professionals travel primarily by car due to shift hours, geographical coverage, and safeguarding requirements.

In practice, this means multiple extra vehicles on a street that cannot support them.

POINT 3: Increased noise, disturbance and loss of residential amenity

Even for two residents, a C2 children’s home requires continuous attendance from rotating staff, managers, social workers, support workers, inspectors and specialists. Visits occur day and night.

This results in predictable noise and disturbance, including:
- late-night or early-morning car doors and engines
- conversations outside
- staff smoking outside (required due to workplace rules)
- external lighting and vehicle movement during shift changes

Thornleigh Road is a wholly residential street. A commercial operation with 24-hour staffing is incompatible with the residential amenity enjoyed by neighbours.

POINT 4: The application increases floorspace and intensity of use

The application confirms a net increase of 19 square metres of internal floorspace following the proposed extension and alterations.

This physical intensification supports a more demanding commercial use and indicates long-term intention for increased operational capacity.

The extension and dormer would enable higher occupancy or greater staffing levels, even if numbers are currently minimised.

POINT 5: Risk of incremental expansion once C2 use is granted

Although the proposal states that only two children will be accommodated, children’s homes frequently apply to increase numbers later. Staffing levels and operational intensity commonly grow over time.

Once the property has C2 use, neighbours and the council will find it harder to refuse later intensifications, particularly if internal modifications have already expanded floorspace.

POINT 6: Approval would materially affect future planning decisions on this street

While each planning application is assessed individually, planning practice requires councils to apply decisions consistently.

Approving this C2 commercial use would:
- signal that Thornleigh Road is suitable for commercial or institutional activity
- imply that the council considers existing traffic and parking conditions adequate for such uses
- weaken future objections to similar applications
- encourage gradual commercial creep into a street that currently contains no businesses

Once the character of a street is altered in this way, it is very difficult to reverse.

POINT 7: Lack of robust transport, parking or operational management plans

The application does not include:
- a staff travel plan
- binding commitments on parking
- shift scheduling details
- visitor frequency estimates
- emergency callout management
- noise management
- smoking management strategy
- external lighting plans
- traffic impact assessment

These omissions are significant for a 24-hour commercial care home and mean that the claimed minimal impact is unsupported.

POINT 8: Conclusion

This proposal represents a significant and unacceptable intensification of use on a street already under extreme traffic and parking stress. The commercial nature of a children’s home, combined with unavoidable staffing and professional visits, will increase congestion and harm residential amenity.

The proposal relies on unenforceable statements, lacks meaningful mitigation, and would set a damaging precedent for further commercialisation of this residential street.

For these reasons, I respectfully request that the council refuse the application.