

9 June 2026

To: Kirklees council planning objections

Objection to Planning Application Reference: 2026/91202

Proposal: Change of use from C3 (Dwellinghouse) to C2 (Residential Institution / Children's Home)

Site Address: 16 Greenroyd Croft, Huddersfield

Dear Sir/Madam,

I am writing as a local resident to formally object to the above planning application. While I fully recognize the societal need for children's homes, the specific characteristics of this location make it entirely unsuitable for a commercial C2 use. The introduction of a 24-hour managed institution at this site will cause severe demonstrable harm to highway safety and residential amenity.

I urge the planning committee to refuse this application on the following material grounds:

1. Severe Highway Safety Risks (Lack of Pavements)

The application site is situated on a minor estate road that entirely lacks pedestrian pavements. As a result, residents, including young children and the elderly, must walk directly on the shared road surface.

A C2 children's home operates fundamentally differently from a standard C3 family home. It generates a continuous influx of traffic, including:

- Multiple shift handovers (typically 3 times a day) by non-resident care staff.
- Regular visits from social workers, Ofsted inspectors, clinical therapists, and independent visitors.
- Commercial delivery vehicles and private waste collection.

Forcing this high volume of commercial and professional traffic onto a narrow, shared-surface street without pavements drastically increases the risk of vehicular conflict with vulnerable pedestrians. This directly contradicts National Planning Policy Framework (NPPF) guidelines regarding safe and accessible legal access.

2. Traffic Intensification and Maneuverability in a Cul-de-Sac

As a closed cul-de-sac, the street has limited turning space. The intensification of traffic will inevitably lead to vehicles being forced to reverse long distances down the road or perform hazardous multi-point turns in close proximity to pedestrian residents.

Furthermore, if multiple staff members or visitors arrive simultaneously, any overspill parking onto the narrow road will physically obstruct the turning head of the cul-de-sac. This creates a critical hazard, potentially blocking access for emergency service vehicles (such as fire engines or ambulances) to the surrounding properties.

3. Detrimental Impact on Residential Amenity (Noise and Disturbance)

The character of this cul-de-sac is defined by its quiet, low-density, and tranquil nature. The shift patterns inherent to a C2 facility mean that traffic movements, car doors slamming, and staff handovers will regularly occur during anti-social hours (late nights and early mornings).

Because the houses in this close are in tight proximity to one another, the constant, elevated noise from 24/7 staff rotations will unacceptably disrupt the quiet enjoyment of neighboring properties, breaching local planning policies regarding residential amenity.

Conclusion

The physical constraints of a pavement-free cul-de-sac cannot safely accommodate the intensive, commercial traffic patterns of a C2 residential institution. The proposal represents a clear overdevelopment of a restricted site that compromises pedestrian safety and neighborhood tranquility.

I respectfully request that this application be refused.

Yours faithfully,