

**Consultation Response from KC,
Highways Development Management**

2026/91869 4, Armytage Crescent, Lockwood, Huddersfield, HD1 3TY

Change of use of residential dwelling (Use Class C3) to childrens care home for up to two children (Use Class C2) with external alterations

Date Responded: 10 August 2026

Responding Officer: Sheila Henley

Responding Ref: 6-6NE/56

Objection: Inadequate space for car parking.

Plan ref: PL02.

The proposed for change of use from a four bedroomed dwelling to three / four bedroomed residential children's care facility would be served from Armytage Crescent with the creation of a new vehicular access to provide one driveway parking space.

The proposal site offers opportunities for sustainable travel being within 400m of bus stops with frequent Monday to Saturday bus services.

A cycle store is necessary to support policy LP20, Active Travel objectives and mode choice. This should be suitable for one bicycle to meet the desired requirements in the KHDG SPD, although preference is for a minimum of two spaces to provide an option for residents and staff. Electric bicycles should be considered too.

A new vehicular access is proposed from Armytage Crescent to serve a driveway parking space, but there is insufficient depth to meet the minimum requirements of 5 x 2.5m for driveway parking criteria to secure a dropped crossing since a vehicle is likely to overhang into the footway. There is need for clearance from the cellar. Greater widths are necessary to against walls and boundary features to allow for access to car doors and opening. Cars have increased in size too and more typical widths for driveway space are now 5 x 3.2m or 3.3m.

Due to the inadequacy of the driveway parking an objection is raised for a refusal:

The proposal does not incorporate adequate on-site vehicular parking facilities to the dimensions required by the LPA to the detriment of pedestrian safety contrary to Kirklees Local Plan, policy LP21.

A more favourable approach may be given on omitting the on-site parking and providing cycle storage since no vehicle parking is available on-site now and the existing dwelling is reliant on on-street space on a first come first served basis. Whilst on-site parking would be preferable in highway terms there would be no increase in demand for car parking from the proposed change of use to meet policies LP21 and LP22. This arrangement without driveway parking would be neutral to not cause a significant issue for highway safety and network functionality.

In terms of the amount of car parking, there are no parking standards in Kirklees. Instead, a requirement to ensure parking provision is appropriate to the needs of a development and not reduced below a reasonable level. Two to three spaces are typical of a C2 use of the proposed size based on a minimum requirement of one space per six bedrooms (two spaces), and one



space per three staff (one space) covering shift changed and regular visits. The existing provision would meet the advice for C3 residential dwellings under the Kirklees Highway Design Guide SPD of three spaces for four plus bedroomed units.

Bin storage would be adequate for kerbside collection to continue.