

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

2026/92382 Crown House, Longwood Road, Paddock, Huddersfield, HD3 4EY

Change of use from office space (Use Class E) to self-storage facility (Use Class B8) including external lift tower extension and storage containers within existing car park

Date Responded: 24 September 2026

Responding Officer: Sheila Henley

Responding Ref: 5-1SW/1

Recommendation: No objection subject to:

- **a swept path analysis for a removal van**
- **provision of an evcp.**

Plan ref: Crown House - (AL)02 - Site Block Plan and Container Details as Proposed.

The site is score high overall on the DfT's Connectivity Tool with bus stops within 400m but limited frequency of Monday to Saturday daytime bus services. Other than for any staff, it is expected that the as most users would use motorised vehicles given the need to carry items in or out of storage that could be bulky and heavy.

Nonetheless, it is understood that the facility is to be staff and cycle parking should be considered for employees to support policies LP20 and LP22 as well mode choice. It should be in an enclosed and secure storage facility. There would be scope within the proposal site to accommodate.

Likewise, an electric vehicle charging point should be provided to support sustainable travel and lower emissions under policies LP20 and LP24.

Access is to be retained from Longwood Road and Alexandra Road West. The former is to be provided with replacement gating. Currently, the latter is unadopted but the northern section from the junction covering the entire carriageway and western footway serving the housing opposite are due to become highway maintainable at public expense and parking should be undertaken parallel to ensure no overhang into the carriageway.

Within the site, the existing hardstanding area is to be modified to accommodate 23 / 24 containers and nine parking spaces and circulation areas with replacements to a lift and steps plus the building converted into storage space too with a loading bay.

The number of parking spaces is expected to be adequate for staff and customers given the that the site is accessible and usage based on data from other sites, such as the Self-Storage Association's November 2024 Traffic Study. There are no parking standards for Kirklees. Instead, under policy LP22 allowance for flexibility and sufficiency which the layout suggests.

It is unclear from the submission of the type of customer and vehicles that are expected to use the site, but data from other sites suggests 90% of vehicles are likely to cars or light goods vehicles. Yet, container sites with drive up access tend to have greater use by commercial clients attracting a higher percentage of larger vehicles, including removal vans. Whilst the layout suggests that convenient and safe use would be achievable, confirmation is necessary that HGV's, the size of a removal van or similar, would be able to access and enter, turn, and leave the site in a forward gear through a swept path analysis.

Notwithstanding, 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. Data from other sites suggests the traffic impact is likely to be small particularly during the traditional weekday peak hours. Typically, less than two vehicles per 93sqm of occupied space arise per hour and turnover of containers use is understood to be low. c75% of traffic tends to come between 9:00 and 17:00hrs throughout a week. Usage would be less than the extant use given the reduction of 28 car parking spaces from 37 to nine. There are no personal injury collisions recorded in the last five-year period to the time of writing.

It is expected that users would enter and exit from Longwood Road given the position of the reception area within the building, thus reducing the impact on residential amenity as well as access and passage along Alexandra Road West. A restriction in hours could be considered is necessary for amenity reasons.

Accordingly, the proposal is acceptable in highway terms for no objection to be raised subject to a swept path analysis to confirm use by a removal van or similar, plus provision of an evcp. Amenity impacts may necessitate restrictions of opening hours.