

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

2022/91816 Land at, Occupation Lane and Carrs Close, Staincliffe, Dewsbury, WF13 4BJ

Alterations to convert existing properties at Carrs Close to create 6 apartments and erection of block of 12 apartments with associated infrastructure, access, and landscaping works

Date Responded: 12-12-2022

Responding Officer: Mark Berry

Responding Ref: 14-7SE-40

This application seeks approval to the alterations to convert existing properties at Carrs Close to create 6 apartments and the erection of a block of 12 apartments with associated infrastructure, access, and landscaping works at land at, Occupation Lane and Carrs Close, Staincliffe, Dewsbury.

This application is supported by a Transport Statement (TS) prepared by Vectio Consulting. This is summarised as follows:

On the 15th of February 2013 and subsequently on 26th May 2017 the site was granted planning permission, application numbers 2012/93954 and 2017/90668, for an outline permission for the erection of 5 dwellings in addition to 3 existing accessed from Occupation Lane and Carr's Close.

The site is to comprise two building blocks with a total of 18 assisted living apartments.

The primary vehicular and pedestrian access points will be from Occupation Lane to the south, a secondary access will be from Carr's Close to the west.

Building 1 is to comprise the reconfiguration of 3 existing terrace properties to create six 1-bedroom apartments. Building 2 will be new, sited roughly on the footprint of the 2017 consented residential development. Building 2 will comprise 3 storeys with twelve 1-bedroom flats, staff office, staff rest room and communal lounge.

The premises would be operated by a Registered Provider (or Housing Association) of social housing or a charity group offering similar services.

The units would not be for sale on the open market. The purpose of the development is to offer accommodation for adults of a working age (18-65) with a social care need.

Occupiers are unlikely to drive or be car owners. Using comparable developments that the applicant has completed since 2015 they have found that no occupiers within the supported housing developments that they have completed own or drive a vehicle.

Regarding cycle parking, two secure and sheltered cycle stores are proposed, one located to the north of Building 1 and the other adjacent to Building 2.

With regards to traffic generation the TS includes an assessment using the TRICS database to obtain an indication of peak 85th percentile vehicular trip generations the land uses could create. This shows that the proposed adult supported living units are estimated to generate 3 vehicular trips during both peak hour periods.

For comparative purposes the level of vehicular trip generation the existing permitted 8 dwellings (3 existing, 5 consented) has been assessed. These have the potential to generate in the order of 5 two-way traffic movements during standard weekday peak hour periods, slightly higher levels of vehicular movements when compared to that of the proposed use.

Across the site 9 car parking spaces are proposed, including 1 disabled space.

Highways Development Management (HDM) comments are as follows:

The Waste Strategy sections recommendations regarding the size and/or location of the bin stores and the need for a bin presentation point close to Occupation Lane do not appear to have been complied with and these proposals cannot therefore be considered acceptable to HDM.