

Transport Statement

Fredrick Finlay Care Home
Oxford Road, Dewsbury

03 October 2023

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A- Crash Map Data

Section 1 - Background

1.0 Project Details

- 1.1 The design is for a new 40 Bed Care Home and 12 Independent living units with associated car parking and amenities.
- 1.2 The proposed development looks to develop the vacant site into a private care home for 40 residents along with all the necessary ancillary services, office space and management suite. Also to provide 12 independent living units to act as a stepping stone to residents moving back in to the community supported by the facilities of the main care home.
- 1.3 The new facility is almost a carbon copy of an another care home developed and operated by the client in Leeds. The home would provide employment for around seventy staff, forty full time equivalent, including qualified nurses, care support workers and ancillary staff. Many of whom will be sourced from the local area.
- 1.4 In addition, the independent living units are provided as the client knows from existing facilities that there is a shortage of supported living options for their service users. The single bed units will allow service users their own space and opportunity to fend for themselves while having the continued support of the main care home on site along with everything that that brings such as facilities and support staff.

Section 2 - Existing Conditions and Use of the Site

- 2.1 The proposed site is located between Oxford Road (to the South) and Reservoir Street (to the North), in Dewsbury, West Yorkshire, and between the now pedestrianised section of Brunswick Street (to the West) and a Private residence (to the East).
- 2.2 The site is encircled by perimeter stone walls, some in need of repair, and banks of trees and shrubs. The centre of the site is predominantly clear, with the exception of a few trees where the site changes level. The site is split $\frac{1}{3}$ to $\frac{2}{3}$ by a change in level of approximately one and a half metres
- 2.3 The scheme utilises the existing vacant site which has been derelict for over 40 years. The last known use was the former Cullingworth tennis courts with a small pavilion building and an area of asphalt surfacing. Neither of which is now evident.
- 2.4 There is currently no vehicular access to the site although there is evidence of a previous vehicle entrance from Reservoir Road at the North East corner of the site. There is no formal pedestrian access to the site currently however the derelict nature of the site and broken down fencing does attract antisocial behaviour.
- 2.5 The perimeter of the site is heavily tree lined with both mature and semi mature trees as well as a great deal of self seeded scrub. This provides a substantial screen to the centre of the site.
- 2.5 According to Crashmap.co.uk, In the last 5 years there have been no incidents in the immediate vicinity of the site. The nearest crash data relates to Staincliffe Road to the west of the site and all are categorised as slight. (See Appendix A)

Section 3 - Proposed Use and Predicted Travel Patterns

Proposals

3.1 The proposals are for a private care facility with no public access apart from visitors. The layout utilises the existing site levels as far as possible and as a result requires separate access for servicing and day to day staff and visitor movements.

3.2 The location of the proposed access points has been informed by the existing site.

The access from Reservoir Road is in the North East corner as close to the previous access as possible while retaining existing trees. This access will be for deliveries and refuse collections, along with accessible parking spaces and cycle storage. This accesses the larger upper level of the site and enables vehicles to enter and exist in a forward gear without negotiating changes in level. There is also DDA parking spaces at this level which allows level access to the main entrance to the building.

The access from Oxford Road is located centrally in the site boundary to allow good visibility in both directions and where there are trees which are of low value and marked for removal. This access will be for cars only and enables the smaller section of the site at a lower level to be utilised for parking. Again avoiding the need for extensive roadways within the site and changes of level.

3.4 Access points are designed to provide the necessary visibility splays and tracked to ensure vehicle movements are achievable. They are located away from existing junctions as far as possible

3.5 Although the development is a private facility and public pedestrian access to site will be limited, access to and around site is being designed to be as easy as possible.

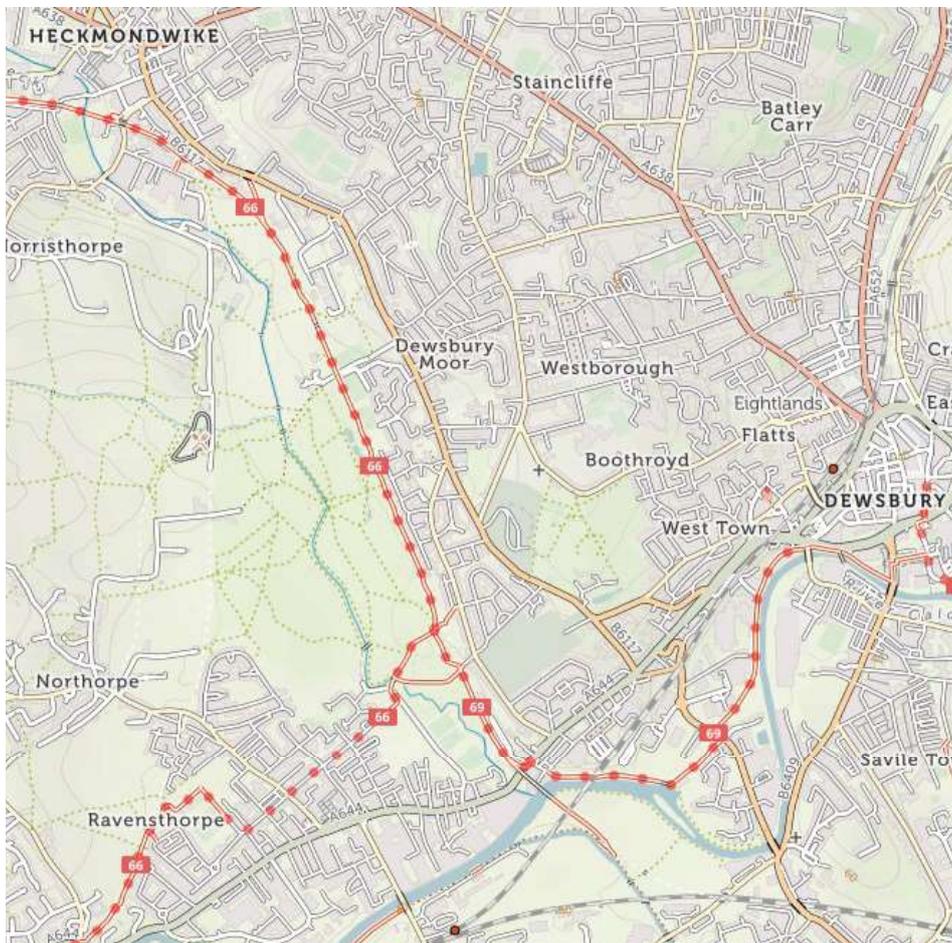
3.6 The site is located within walking distance from the town centre and other local amenities. It sits close to numerous bus stops enabling easy transport connections for those staff and visitors not wishing or able to travel by car.

Cycle Provision

3.7 Thomas Owen Care encourages cycle use and as such secure, covered cycle storage will be provided, together with shower, locker and changing facilities for staff, residents and visitors to the site. The covered cycle shelter is located next to the upper parking area, well within the site and close to the main entrance. It is also overlooked by some of the social lounges, the meeting room, kitchen and a number of bedrooms and independent living units.

The site is easily accessible by bike and is close to National Cycle Network Routes 66 (Spenn Valley Greenway) and 69.

Cycle Route Map



Public Transport

- 3.8 Bus stops on nearby Staincliffe Road provide access to both the 212 and 213 buses, which provide routes to Wakefield and Morley (respectively), as well as into Dewsbury. Whilst the 268 service on Halifax Road (A638) provides a route from Wakefield to Bradford, again via the town centre.

The site is also within walking (or bus) distance from Dewsbury Train Station (Zone 3), which provides further connections to the wider public transport network.



Parking

- 3.9 41No car parking spaces are proposed on the site including 4No DDA and 4No EVCP's. 2No installed at the outset with potential for a further 2No as demand increases.
- With a staffing level to provide 1-2-1 care there is a relatively large staff team equating to forty Full time equivalent positions. Parking at the clients previous care homes is over subscribed and in order to avoid any on street parking a dedicated car park is proposed. The car park is laid out to allow an attractive soft landscaping scheme and facilitate SUDS drainage proposals.

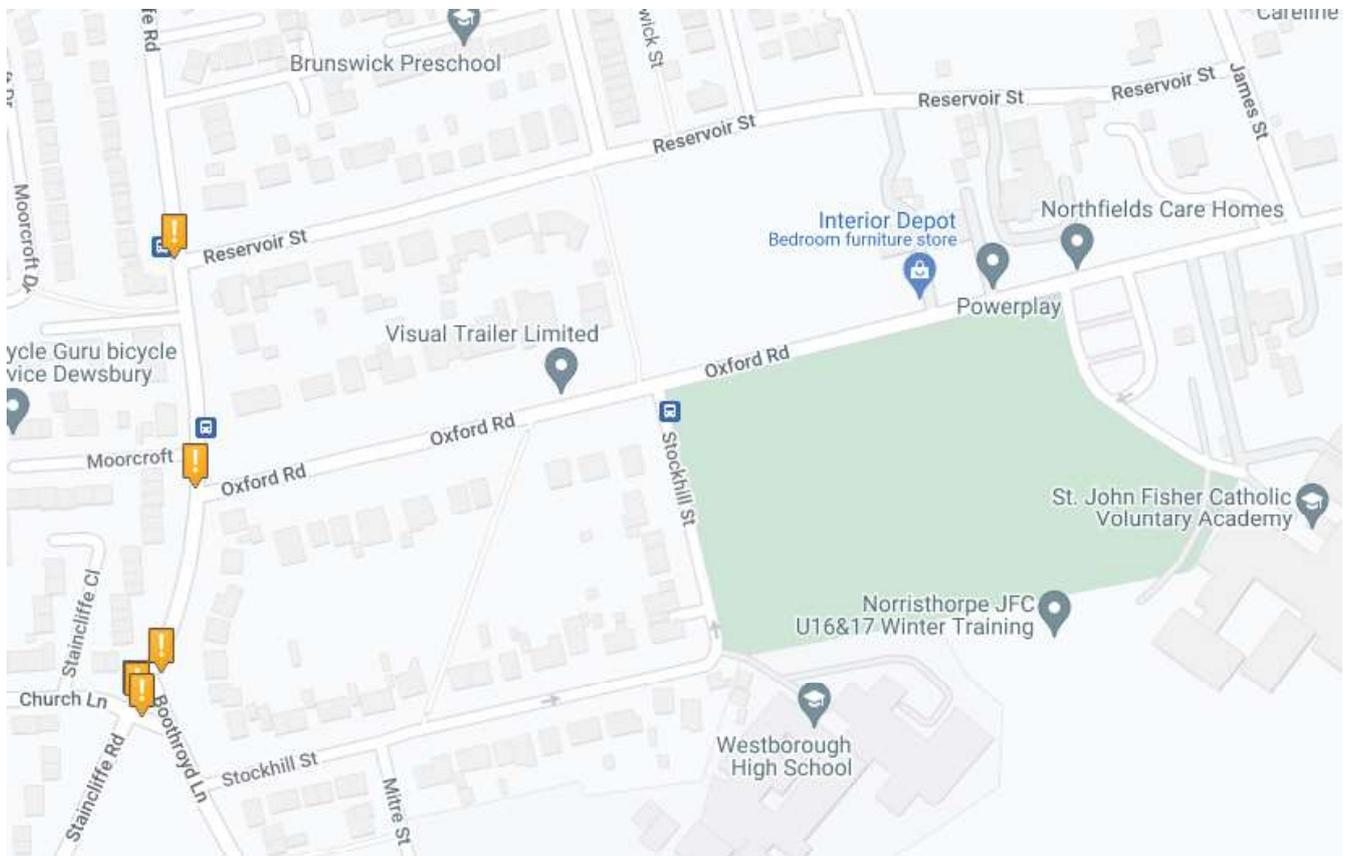
Section 4 - Traffic Impact

- 4.1 The site is currently undeveloped and therefore has no traffic movements associated with it. There will inevitably be an increase in vehicle movements.
- 4.2 Staffing levels are managed on a 10/12hr shift pattern and therefore would not result in intensive period of increased vehicle activity. For shift staff all change overs are at 7am or evening 6pm - 10pm
- 4.3 Unfortunately due to the nature of the service users circumstances, anticipated visitor numbers are low. Visitors are primarily case workers from outside agencies and other healthcare professionals visiting during normal working hours.
- 4.4 Local facilities with significant levels of associated traffic are the local schools. In particular St John Fisher Catholic Voluntary Academy which is accessed from Oxford Road, East of the site and Westborough High School on Stockhill Street to the south of the site.
- 4.5 School drop off and pick up times will not coincide with the shift change over for the care home and therefore existing circumstances should not be impacted by the development.
- 4.6 All parking is proposed to be on site and therefore minimise on street parking and further limiting any impact on the existing traffic conditions.

Section 5 - Conclusions

- 5.1 The development is proposed at a density which allows all activities, servicing and parking to be contained within the site perimeter without impacting the local roads and traffic flow.
- 5.2 All site entrance points are designed for safe access and egress with consideration given to visibility and width of opening. Turning is also accommodated within the site boundary.
- 5.3 The proposed use of the site as a residential institution rather than public housing means any additional traffic movements are limited to key times of day generally before and after the key rush hours.

Appendix A - Crashmap data





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