

**Consultation Response from KC,
Highways Development Management****2024/93079 The Radcliffe, 444, Huddersfield Road, Mirfield, WF14 0EE****Change of use and alterations to care home unit 2 to form 10 self-contained apartments****Date Responded: 13-5-2025.****Responding Officer: Mark Berry****Responding Ref: 10-2NE-1.**

These proposals are for an annex of the Radcliffe Residential Home. It is proposed that the annex will be converted into 10 residential flats.

The application is supported by a Transport Statement prepared by Sanderson Associates. This is summarized as follows.

Location

The site is located off the A644 Huddersfield Road, a major road running between the M62 and M1 motorways. Note the speed limit along this section of Huddersfield Road is 40 mph.

Proposal

It is proposed that the annex will be converted into 10 No. residential flats. All 10 flats will be one-bedroom.

Access

The site will continue to use the access currently serving the care home.

Parking

It is proposed that the change of use will provide 10 new car parking spaces attached to the residential flats. Each flat will be provided with a single allocated car parking space.

In addition, there are 7 existing parking spaces attached to the annex, 2 of which are blue-badge parking spaces. These spaces are considered suitable for use by visitors.

Ten cycle parking spaces will be provided via a secure cycle shed.

Servicing

Servicing arrangements are to be the same as the existing care house use with no proposed changes.

Traffic Generation (based on the TRICS data for both uses).

The proposed development could result in 3 vehicle trips in the AM peak, and 3 vehicle trips in the PM peak. A total of 23 two-way vehicle trips could be expected throughout the day.

The previous care home use of the site could result in 2 vehicle trips in the AM peak, and 2 vehicle trips in the PM peak. A total of 32 two-way vehicle trips could be expected throughout the day.

The change of use would only result in 1 additional two-way vehicle trip generation during the AM and PM peak periods. In addition, the new use case is estimated to generate 9 fewer trips throughout the day than the previous use.

During both the AM and PM peak periods, over 40% of total people trips are predicted to be made by sustainable modes of transport (comprising of circa 30% pedestrian trips and circa 10% public transport trips), with the remaining trips predicted to be made by vehicle occupants

Conclusion

Sanderson Associates conclude that the Transport Statement has demonstrated that the development will not have an unacceptable impact on highway safety and that the residual cumulative impacts of the development on any mode of transport are not severe in transport terms.

Highways Development Management (HDM) have several concerns regarding these proposals.

1, The existing access onto Huddersfield Road is severely sub-standard as follows.

Width (not wide enough to allow 2 vehicles to pass).

Sight lines from the access onto Huddersfield Road are poor to the east and over third-party land.

Conflicts and poor inter-visibility between the access with the adjacent driveway to Greenacres.

Conflicts with the junction of Huddersfield Road and Coppin Hall Lane.

Poor forward visibility from the access road into the proposed car park area.

2, The assessment of the traffic generation may not be representative.

The Transport Statement compares existing and proposed traffic generation using the TRICs data base rates for privately owned residential flats and nursing/care homes.

The rates for the residential flats appear low and may not be representative. Just 14 sites have been used for comparison with locations ranging from Liverpool docklands to within large housing estates in Watford and the number of flats per site ranges from 9 to 184 with an average of 59.

The rates for the Care Home are based on rates associated with just 8 nursing/care homes. This application is for the change of use to an annex to a care home. Servicing and deliveries to the existing care home are unchanged, and the application form refers to no reduction in staff numbers. HDM consider that the reduction in traffic generation would just be for the loss of 17 rooms not a 17 room

care home i.e. just the visitors associated with the 17 rooms to be lost.

Servicing to the site overall could increase because of the flats, including take-aways, supermarket and internet shopping deliveries.

3, The number of parking spaces retained for the Care Home is just 9 spaces. No information is provided to demonstrate that this will be adequate.

4, The Transport Statement refers to servicing arrangements are to be the same as the existing care house use with no proposed changes, but no details are provided. Details of the collection of wastes from the site need to be provided. HDM would not wish to see bins presented on Huddersfield Road for collection.

5, No pedestrian access is shown to be provided yet 40 % of all trips associated with the flats are pedestrian based on the finding of the Transport Statement.

Given the above HDM are unable to support this application as currently proposed.