

Car and Cycle Parking Justification

30 Oxford Road, Dewsbury (WF13 4LL)

Proposed Conversion to 23 Residential Apartments

1. Introduction

This statement provides a justification for the proposed parking provision associated with the conversion of 30 Oxford Road, Dewsbury, to form 23 residential apartments (12 no. 2-bed units and 11 no. 1-bed units).

The development proposes:

- **15 on-site car parking spaces**
- **23 cycle parking spaces (1 per unit)**

This level of provision has been informed by national and local planning policy, site characteristics, and the sustainable location of the development.

2. Policy Context

2.1 Kirklees Local Plan – Policy LP22 (Parking)

Policy LP22 sets out that parking provision should:

- Reflect **local circumstances**
- Take account of:
 - accessibility to public transport
 - type and mix of development
 - expected car ownership levels
- Be **well-designed and efficient**, without dominating the site

Importantly, the policy **does not prescribe minimum parking standards**, instead requiring a flexible, context-led approach.

2.2 Kirklees Highway Design Guide SPD

The Highway Design Guide SPD provides indicative parking levels:

- Flats: approximately **1 space per unit**
- Visitor parking: approximately **1 space per 4 units**

For 23 apartments, this equates to:

- 23 resident spaces
- ~6 visitor spaces

- **Total: circa 29 spaces (guideline only)**

However, the SPD is clear that these figures are **not prescriptive** and should be applied with regard to site-specific considerations.

2.3 National Planning Policy Framework (NPPF)

The NPPF promotes:

- **Sustainable transport choices**
- Reduction in reliance on private vehicles
- Efficient use of land

Local planning authorities are required to ensure parking standards reflect:

- accessibility of the development
 - availability of public transport
 - opportunities for sustainable travel
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3. Site Context and Accessibility

The site at **30 Oxford Road, Dewsbury** is located within an established urban area with strong accessibility characteristics:

- Close proximity to **Dewsbury town centre**
- Access to a range of **shops, services, and employment opportunities**
- Well-served by **local bus routes**
- Within accessible distance of **Dewsbury railway station**

As such, the site represents a **sustainable location** where reliance on private car use is reduced.

4. Justification for Reduced Car Parking Provision

4.1 Compliance with Policy LP22

The proposed provision of 15 spaces equates to approximately:

- **0.65 spaces per unit**

This level of provision reflects:

- the sustainable location of the site
- the nature of the development (predominantly smaller units)
- realistic car ownership patterns

As such, it fully accords with the **flexible and criteria-based approach** required by Policy LP22.

4.2 Nature of the Development

The scheme comprises:

- 11 no. 1-bed apartments
- 12 no. 2-bed apartments

This type of accommodation is typically associated with:

- smaller households
- lower levels of car ownership
- greater reliance on walking, cycling, and public transport

It is therefore neither necessary nor appropriate to provide parking at a ratio approaching 1.5 spaces per unit.

4.3 Sustainable Location

Given the site's proximity to key services and transport links:

- future residents will have **genuine alternatives to private car use**
- daily needs can be met locally without reliance on a car

This significantly reduces parking demand and supports a lower provision.

4.4 Avoidance of Overprovision

Providing parking at the level suggested by the SPD (~29 spaces) would:

- result in **overprovision relative to likely demand**
- lead to inefficient use of land
- risk **dominating the site layout**, contrary to good design principles

Kirklees guidance emphasises that parking should not:

- overwhelm development
- compromise design quality
- detract from residential amenity

The proposed level strikes an appropriate balance.

5. Cycle Parking Provision

The scheme provides:

- **23 secure cycle parking spaces (1 per unit)**

This fully accords with local guidance and:

- actively promotes sustainable travel
- supports reduced car ownership
- aligns with national and local policy objectives

The inclusion of high-quality cycle storage is a **significant material benefit** of the scheme.

6. Planning Balance and Conclusion

While the Kirklees Highway Design Guide SPD suggests a higher level of parking as a starting point, this is **not a policy requirement** and must be applied flexibly.

In this case:

- the site is in a **sustainable and accessible location**
- the development comprises **smaller residential units with lower car ownership**
- the scheme provides **policy-compliant cycle infrastructure**
- the proposed parking level avoids **overdevelopment and poor design outcomes**

The provision of **15 car parking spaces** is therefore:

- **proportionate**
- **policy-compliant**
- **appropriate to the site context**

Accordingly, the proposed parking arrangement represents a sustainable and well-considered solution that is fully consistent with:

- **Policy LP22 of the Kirklees Local Plan**
- **Kirklees Highway Design Guide SPD**
- **National Planning Policy Framework objectives**