

ORANGE DESIGN STUDIO.

THE RESIDENTIAL SPECIALISTS

DESIGN & HERITAGE
30 OXFORD ROAD

WE DESIGN.

WE MANAGE.

WE BUILD.

ORANGE DESIGN STUDIO.

a taste of ORANGE.

Orange is a young, visionary and award winning architectural design studio. Which is based on the high street of Mirfield, in the heart of Yorkshire. The practice was formed in 2012.

Lead by designer, Jake Hinchliffe, The practice has built it's reputation on engaging with clients briefs and turning their thoughts into amazing, well crafted, homes and spaces.

They have built a commercial reputation amongst many professionals in the construction industry for delivering technically challenging projects, in some cases making the impossible, possible.

Orange have a real passion for working alongside likeminded clients on residential projects to create fantastic homes and spaces for people to reside and enjoy.

From their creative design studio, Orange has full capabilities for handling projects of different sizes, ranging from bespoke home extensions, bespoke residential commissions, and creative housing developments.

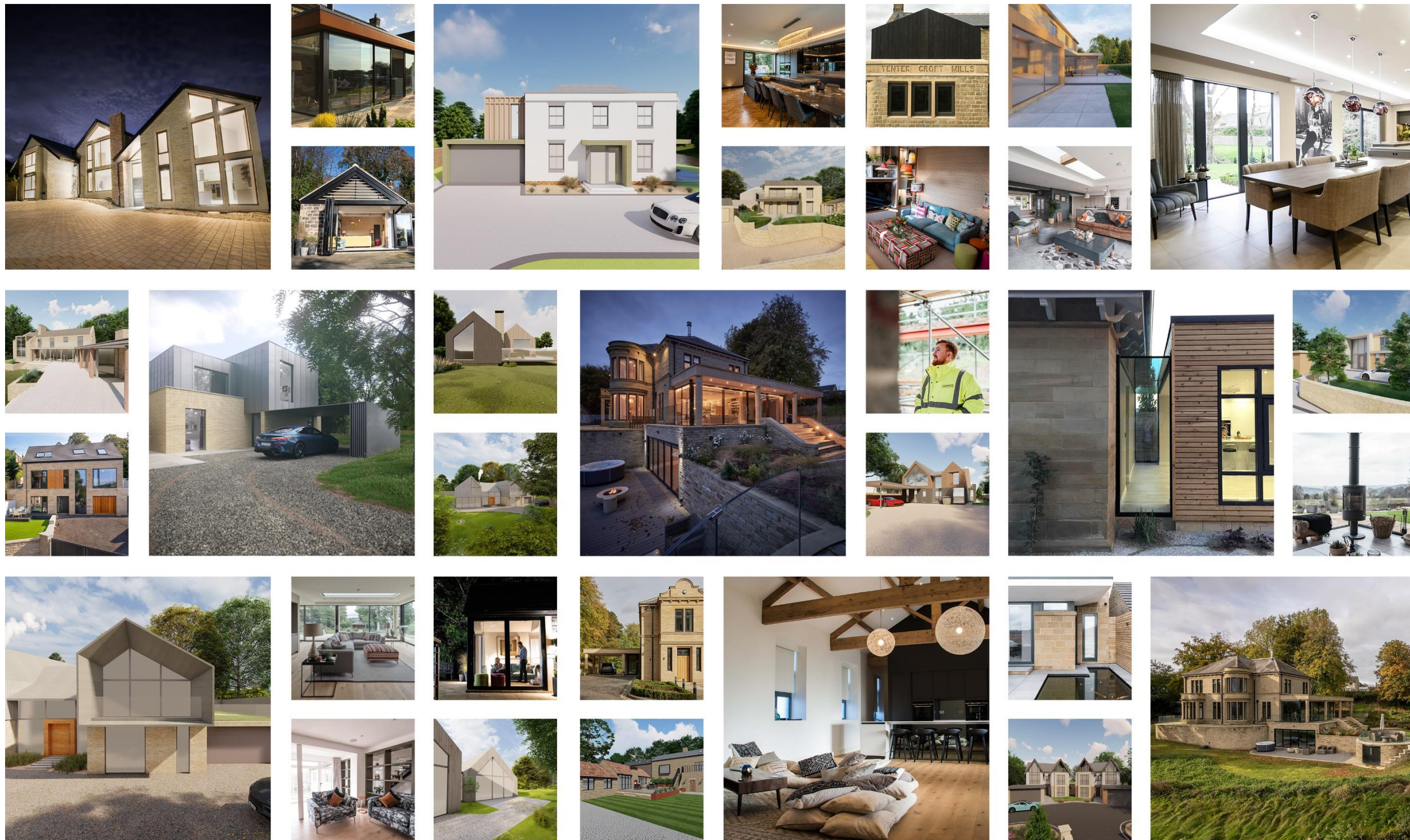
The studio environment has an open company culture with a focus on client service and teamwork.



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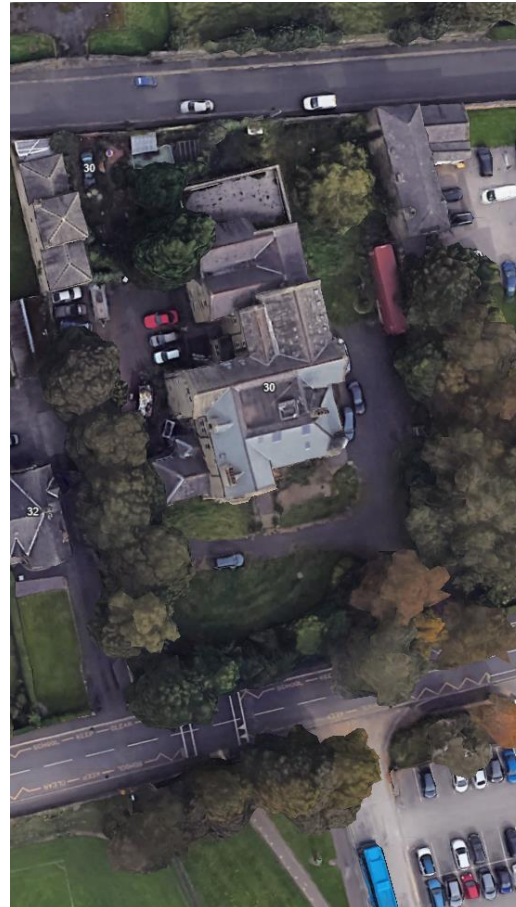


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INTRODUCTION.



This statement has been prepared for the proposed development of the plot to the north of 30 Oxford Road, Dewsbury, to develop the site for the conversion into 1 & 2 bed apartments with new build coach house accommodating further apartments

This statement has been prepared using a combination of site information, topographical survey and pre-application information.



PROJECT BRIEF.

Orange Design Studio were commissioned by North Star Property Services. The brief was to create a development that would achieve the following;

- High Quality apartments appropriate for the local vernacular & demographic
- Flexible and Open internal space planning that create optimal living arrangements.
- Provide a high quality planning and design pack to support the proposals

The purpose of this design statement is to provide a clean and logical document that can inform the consultation process in relation to current and relevant policy. The statement acts as a supporting document for the accompanying planning application drawings but also highlights the design process and approach.

The Design & Access statement responds to the requirements of the town and country planning order 2015. It explains the design principles and concepts that have been applied to the proposals as well as the way in which access issues have been considered and addressed.

SITE CONTEXT.



The site is located between Oxford Road & Reservoir Street, to the North west of Dewsbury Town Centre.

The urban context of the surrounding dwellings is of a medium density. The road has a mixture of house types and residential styles with prominent materials such as stone and slate. There is a mixture of detached semi-detached, coach houses and a school along the street.

Properties ranges from 1800s to 2000s.

The immediate surroundings of the site are residential with private residential amenity space with residential care facilities adjacent.

SITE CONTEXT.

INTRODUCTION

Understanding the nature of the application site and the opportunities and constraints that it presents provides an important foundation on which to develop the proposals.

SITE LOCATION

The application site is located at the northwestern side of Dewsbury Town Centre situated between Oxford Road & Reservoir Street.

The site is surrounded by a mix of residential dwellings, care facilities and schools with a large mixture of property types, sizes and styles. The particular section of Oxford Road comprises larger detached stone buildings with a large range in style.

LAND USE

The existing site was most recently used as a care facility with amenity space.

ACCESS & MOVEMENT

The application site's boundary fronts onto both Oxford Road to the South with the primary access for the development from the existing access onto Oxford with good visibility and site configuration.

Pedestrian and cycle access will be altered accordingly with new dropped kerb and access point constructed to adoptable standards.

The road network in this vicinity will offer pedestrian, cycle and vehicle access to the wider areas such as Huddersfield, Manchester and Leeds.

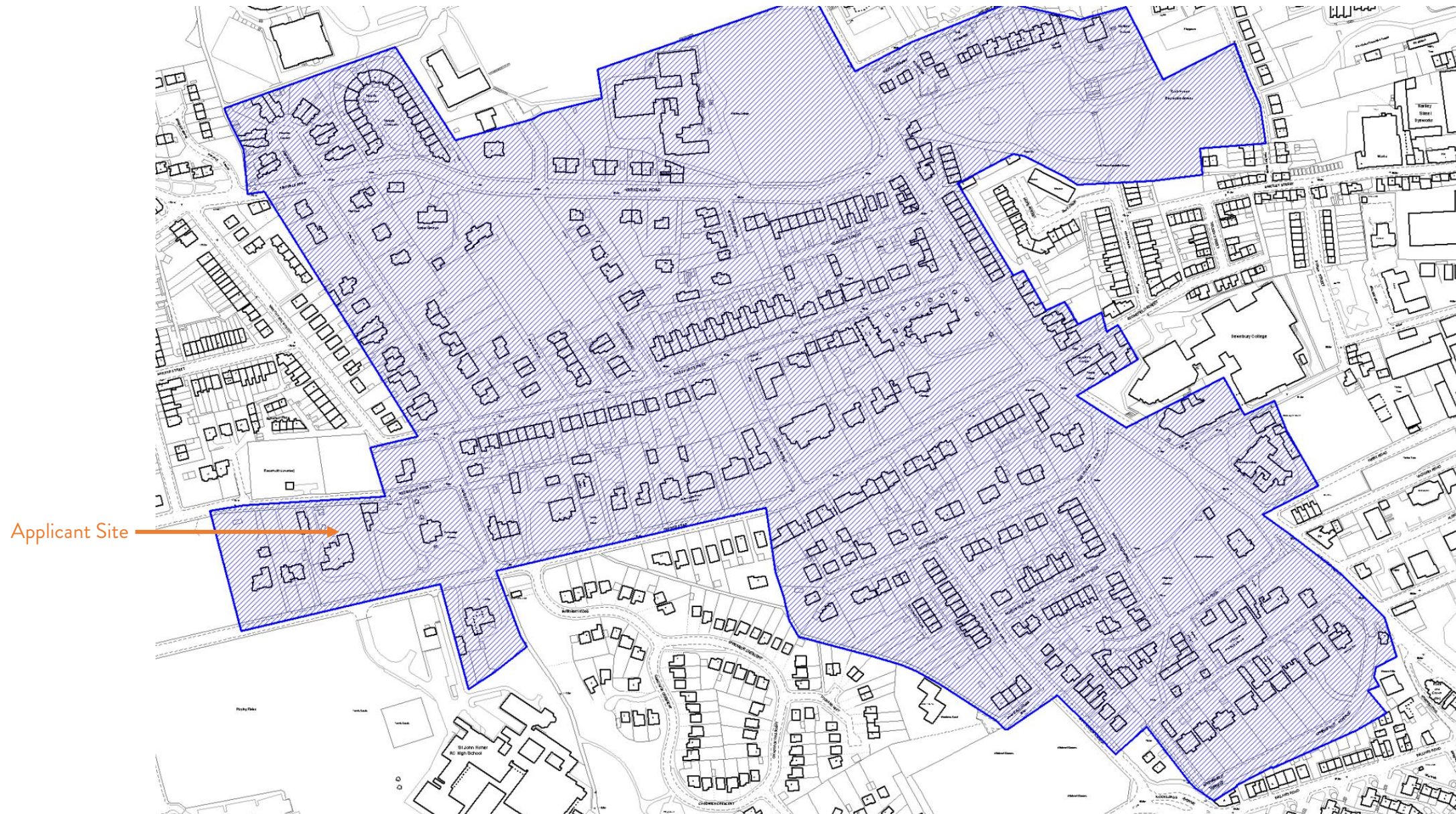
BOUNDARIES

The application site's boundaries reflect its current use. The boundaries along the northern, eastern, southern and western boundaries are in line with the title deed for the site.

Along the boundaries we are proposing a combination of 1.8m timber fenced screening and planting to help mitigate any harm on visual amenity.

The Elevations will be maintained as existing with thermal improvements made through new windows and doors where required.

CONSERVATION.



The site is located to the Western boundary of the Northfields Conservation Area.

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HERITAGE IMPACT STATEMENT .

1. Introduction

This Heritage Statement supports a planning application for the **conversion of a former care and erection of coach house home at 30 Oxford Road, Dewsbury**, to provide **23 residential apartments**. The property lies within a **designated conservation area** and is identified as a **non-designated heritage asset** of local architectural and historic interest.

This statement has been prepared in accordance with **Section 16 of the National Planning Policy Framework (NPPF, 2023)** and **Policy LP35 (Historic Environment)** of the **Kirklees Local Plan**.

2. Site Description and Historical Context

30 Oxford Road is a substantial stone-built building located in a prominent position within a residential area characterised by large Victorian and Edwardian dwellings. The property is a **former institutional building**, most recently used as a care home, and was likely constructed in the **late 19th or early 20th century**.

Key architectural features include:

- Ashlar stone façade
- Slate roof with decorative ridge tiles
- Stone mullioned windows and timber sashes (many intact)
- Feature gables, bay windows, and original entranceway

The building, while not listed, makes a **positive contribution** to the local streetscape and to the **Northfields Conservation Area**, which is defined by large traditional residences, stone boundary walls.

3. Significance of the Heritage Asset

The significance of the property lies in its:

- Architectural value:** A well-preserved example of late Victorian institutional architecture
- Historic interest:** Evidence of social history, reflecting care provision in the early 20th century
- Group value:** Its visual relationship with other period properties along Oxford Road
- Townscape contribution:** Its massing, form, and materials harmonise with the conservation area character

Its current vacant condition places it at risk of long-term deterioration.

4. Description of Proposed Works

The proposed development involves:

- Conversion to 23 apartments:**
 - 12 x 2-bed units
 - 11 x 1-bed units
- Retention of existing external walls and roof structure**
- Minimal external alterations**, including:
 - Repair or replacement of windows in matching materials
 - Refurbishment of entrance doors
 - Sensitive insertion of conservation-style rooflights (if required)
- Landscaping improvements** respecting original boundary walls and planting
- Provision of parking** and access with minimal disruption to existing built fabric

All work will be carried out using **traditional materials** and in accordance with **heritage best practice**.

5. Impact Assessment

The proposed conversion is considered to result in **less than substantial harm** to the heritage asset and conservation area. The following mitigation and design measures are proposed:

- Preservation of key external features**, ensuring continuity of character
 - Reversible internal alterations** where possible
 - No demolition** of principal heritage fabric
 - Improved building condition**, reducing the risk of long-term decay
 - Reuse of an underutilised asset**, securing its future use and upkeep
- The development is consistent with paragraph 202 of the NPPF, which recognises that less than substantial harm can be justified where outweighed by public benefits.

6. Justification and Public Benefits

The scheme will deliver the following public benefits:

- Sustainable reuse** of a vacant heritage building
 - Delivery of 23 new homes**
 - Enhancement of the conservation area setting**
 - Conservation through occupation**, ensuring long-term upkeep of the building
- The proposal is heritage-led, respectful of the building’s original character, and supports local housing needs within a highly sustainable location.

7. Conclusion

The proposed development at **30 Oxford Road, Dewsbury** has been designed to **preserve and enhance** the character of the conservation area and the significance of the building itself. The sensitive conversion will ensure the building is retained in active use while respecting its architectural and historical values.

The development complies with both local and national policy on the historic environment and represents a positive example of **adaptive reuse** of a non-designated heritage asset.

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PREVIOUS PLANNING APPLCIATIONS.

2015/62/92307/E

Change of use of nursing home to dwelling (within a Conservation Area)

APPROVED

2004/62/93170/E2

CHANGE OF USE OF NURSING HOME TO RESIDENTIAL (WITHIN A CONSERVATION AREA)

APPROVED

95/62/93503/E2

ERECTION OF SINGLE AND 2 STOREY EXTENSIONS (PHASE 1)

APPROVED

92/62/01426/A2

EXTENSIONS TO NURSING HOME TO PROVIDE 16 NO BEDROOMS, LOUNGE, DINING AND
ASSOCIATED ACCOMMODATION

APPROVED

CLIMATE EMERGENCY.

IN 2019, KIRKLEES COUNCIL DECLARED A CLIMATE EMERGENCY TO HELP PROTECT AND ENHANCE OUR ENVIRONMENT.

THEY AIM TO ACHIEVE THIS IN DIFFERENT PHASES. PHASE ONE RECOMMENDS THE INSTALLATION OF EV CHARGING POINTS, PLANTING TREES, AND OTHER NON-DEVELOPMENT RELATED MEASURES.

AS PART OF THIS DEVELOPMENT WE ARE PROPOSING :

- ONE EV CHARGING POINT PER DWELLING
- THE DWELLINGS WILL BE CONTRUCTED TO A SUSTAINBLE STANDARD USING HIGH INSULATION LEVELS TO GO ABOVE AND BEYOND WHAT IS REQUIRED OF BUILDING REGULATIONS ACT.
- THE DEVELOPMENT IS IN A SUSTAINABLE LOCATION NEAR TO AMENITIES WHICH WILL HELP REDUCE THE NEED FOR VEHICLE TRANSPORTATION
- ALL DWELLINGS HAVE PROVISIONS FOR RECYCLING AND COMPOSITNG BIN STORAGE AREAS

PLANNING POLICY.

LP2 – PLACE SHAPING

THE PROPOSALS CREATE A RESIDENTIAL SITE IN AN AREA CONSISTING OF RESIDENTIAL DWELLING HOUSES

LP3- LOCATION OF NEW DEVELOPMENT

THE PROPOSALS MAKE USE OF LP3 BY WITH CONNECTIONS TO TRANSPORT AND GREEN LINKS.

LP5- MASTER PLANNING SITES

THE PROPOSALS CREATE A CONSISTENT OVERALL SITE SCHEME THAT RESPECTS THE CHARACTER OF THE AREA AND WIDER DEVELOPED AREAS. THE PROPOSAL CREATES A STRONG SENSE OF PLACE AND MAKES A POSITIVE CONTRIBUTION TO THE LOCAL CHARACTER.

LP7 – EFFICIENT AND EFFECTIVE USE OF LAND AND BUILDINGS

THE APPLICATION CONVERTS AN EXISTING RESIDENTIAL UNIT AND PROPOSES A SYMPATHETIC NEW BUILD.

LP20 – SUSTAINABLE TRAVEL

THE PROPOSAL MAKE CONNECTIONS TO SUSTAINABLE TRANSPORT LINKS AND FACILITATES THE NEEDS OF PEDESTRIANS & CYCLISTS

LP22 – PARKING

APPROPRIATE LEVELS OF PARKING IS PROVIDED FOR THE SCHEME

LP24 – DESIGN

THE SCHEME PROVIDES HIGH QUALITY APARTMENTS THAT ARE APPROPRIATE IN SCALE, MASSING AND DESIGN THAT MEET MINIMUM SPACE STANDARDS ALONG WITH A SITE LAYOUT THAT MEET POLICY LP24.

LP31- STRATEGIC GREEN INFRASTRUCTURE NETWORK

THE SITE IS IN A SUSTAINABLE LOCATION BUT ALSO WITHIN CLOSE DISTANCE TO GREEN INFRASTRUCTURE NETWORK

LP32 – LANDSCAPE

APPROPRIATE LANDSCAPING AND MITIGATION HAS BEEN INCORPORATED INTO THE SCHEME FROM THE OUTSET TO CREATE A HIGH QUALITY LANDSCAPING SCHEME.

LP33 TREES

THE PROPOSAL SEEKS TO RETAIN VALUABLE AND IMPORTANT TREES WITH THE DESIGN BEING INFLUENCED BY TREES ON SITE LEADING TO THE PROPOSED DWELLINGS BEING PUSHED AWAY FROM THE WESTERN BOUNDARY WHERE TREES ARE LOCATED.

HE6- HERITAGE ASSETS

THE SITE SITS WITHIN NORTHFIELDS CONSERVATION AREA WITH TREES WITHIN THE BOUNDARY BEING THE SIGNIFICANT ASSET ON SITE. THE EXISTING BUILDING AESTHETICALLY REMAINS AS EXISTING WITH THE PROPOSED COACH HOUSE DESIGN PROPOSED TO MATCH THE MATERIALS OF STONE AND SLATE WIDELY USED IN THE CONSERVATION AREA WITH THE DWELLINGS SITED ON SITE AWAY FROM THE TREES PROTECTING THE ASSET AND ENHANCING THE LOCAL AREA.

NPPF- CONSERVING & ENHANCING THE HISTORIC ENVIRONMENT

THE PROPOSED DESIGN AND ORIENTATION OF THE DEVELOPMENT ON SITE MAINTAINS THE AESTHETIC OF THE CONSERVATION AREA THROUGH CONSIDERED MATERIALS AND THE LOCATION OF THE COACH HOUSE IS POSITIONED AWAY FROM THE TREES AND ROADSIDE TO CONSERVE THE STREET SCENE.

THE EXISTING BUILDING HAS BEEN LEFT DERELICT SINCE CIRCA 2015 WHICH IS HAVING A DETRIMENTAL EFFECT ON THE CONSERVATION AREA AND DETRACTING FROM THE HISTORIC ENVIRONMENT WITH THIS PROPOSAL SEEKING TO REDEVELOP AND CONVERT THE EXISTING BUILDING IN A SYMPATHETIC MANNER WITH COACH HOUSE THAT WILL ONLY ENHANCE AND PROTECT THE CONSERVATION AREA THE SITE IS LOCATED WITHIN.

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CONCEPT.

THE VISION

Our shared vision for the site is to create a series of 1 & 2 bed open and contemporary development apartments within the existing building and the erection of a coach house style new build that is designed utilising high quality materials providing much needed housing for the area.

THE CONCEPT

From having a clear understanding of the site and the site's context & history we have been able to form an appropriate scheme that maximises site features and works with site constraints.

We have created a house type that provide efficient and contemporary internal living spaces and also have contemporary well designed and thought-out elevations that promote good design and the use of high quality materials.

We have maximised the site plan in order to maintain the mature trees on site and create suitable amenity space for the dwellings whilst maintaining the character of the area.

We have utilised high quality materials that are similar to the vernacular such as natural stone and slate.

PROPOSED SCHEME.



BASEMENT FLOOR PLAN
1:200



GROUND FLOOR PLAN
1:200



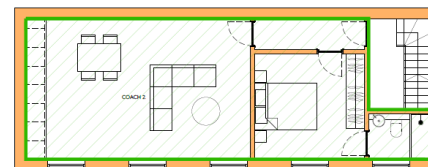
FIRST FLOOR PLAN
1:200



SECOND FLOOR PLAN
1:200



GROUND FLOOR PLAN
1:200



FIRST FLOOR PLAN
1:200

The proposal sees the conversion of the existing care home into 21 apartments consisting of twelve 2 bed apartments and nine 1 bed apartments
The proposed coach house consists of two 1 bed apartments

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SCHEDULE OF ACCOMODATION.

FLOOR	APARTMENT	BEDROOMS	AREA (SQM)	TENURE
LOWER GROUND	1	TWO	77	PRIVATE RENTAL
LOWER GROUND	2	TWO	79	PRIVATE RENTAL
LOWER GROUND	3	TWO	88	PRIVATE RENTAL
GROUND	4	TWO	73	PRIVATE RENTAL
GROUND	5	TWO	72	PRIVATE RENTAL
GROUND	6	ONE	41	PRIVATE RENTAL
GROUND	7	ONE	39	PRIVATE RENTAL
GROUND	8	ONE	37	PRIVATE RENTAL
GROUND	9	TWO	85	PRIVATE RENTAL
GROUND	10	ONE	49	PRIVATE RENTAL
GROUND	11	TWO	66	PRIVATE RENTAL
FIRST	12	TWO	65	PRIVATE RENTAL
FIRST	13	TWO	78	PRIVATE RENTAL
FIRST	14	TWO	61	PRIVATE RENTAL
FIRST	15	ONE	38	PRIVATE RENTAL
FIRST	16	ONE	41	PRIVATE RENTAL
FIRST	17	TWO	66	PRIVATE RENTAL
SECOND	18	ONE	40	PRIVATE RENTAL
SECOND	19	ONE	47	PRIVATE RENTAL
SECOND	20	ONE	38	PRIVATE RENTAL
SECOND	21	TWO	66	PRIVATE RENTAL
COACH 1	22	ONE	49	PRIVATE RENTAL
COACH 1	23	ONE	52	PRIVATE RENTAL

LOCAL CHARACTER.



Along Oxford Road and Reservoir Street there are a large range of house types with a mix of larger detached properties and semi-detached properties to detached coach houses.

The proposed site identifies the use of Natural Stone and Slate matching much of the local vernacular along both Oxford Road & Reservoir Street.

With this, the proposals make use of the local character by proposing a contemporary 'of it's time' scheme that relates to the vernacular palette of materials

MATERIAL PALLETTE.



We are proposing a combination of stone and slate tiles.

AFFORDABLE HOUSING STATEMENT .

1. Introduction

This statement is submitted in support of a full planning application for the conversion of an existing vacant care home and erection of a coach house into 23 residential apartments at 30 Oxford Road, Dewsbury. It explains the site-specific circumstances that prevent the delivery of affordable housing in accordance with Policy LP11 (Housing Mix and Affordable Housing) of the Kirklees Local Plan.

2. Policy Context

Under Policy LP11, residential developments of more than 10 dwellings are expected to contribute to affordable housing provision, typically at a target rate of 20% in Dewsbury.

However, the policy allows for flexibility where site-specific factors, including financial viability, heritage constraints, or development type, make full provision unfeasible. This is reinforced by the National Planning Policy Framework (NPPF, para. 58), which states that affordable housing contributions should not undermine the deliverability of a scheme.

3. Nature of Development

This proposal involves the conversion of a substantial, older building within a designated conservation area. The site is not a new build; it is a reuse of a structurally complex building that presents multiple financial and technical constraints:

- High conversion and compliance costs, including fire safety upgrades, acoustic separation, energy performance, and internal reconfiguration to meet Building Regulations
- Conservation-led design requirements (windows, materials, roof structure) that significantly increase construction costs
- Lack of external space to accommodate typical affordable housing needs (e.g., play areas, private gardens)
- Inability to split tenures efficiently within a single building without significant redesign and cost

4. Precedents and Material Considerations

The site's constraints and viability position are consistent with other approved conversions and heritage-led schemes across Kirklees and West Yorkshire where affordable housing contributions have been waived or reduced due to:

- Conversion complexity
- Conservation area sensitivity
- Financial unviability of the development type

Furthermore, the proposal will bring a vacant building back into productive use, deliver 23 new homes, and contribute positively to local housing supply and character, without relying on public subsidy or grant.

5. Conclusion

While the applicant fully supports the principle of affordable housing, the specific circumstances of this site – including conversion complexity, conservation area constraints, and a demonstrated financial viability shortfall – mean that provision of on-site or off-site affordable housing is not feasible as part of this development.

The applicant respectfully requests that the requirement for affordable housing be waived on viability grounds in accordance with Policy LP11, the NPPF, and best practice in viability-led planning.

PUBLIC OPEN SPACE STATEMENT .

1. Introduction

This Public Open Space (POS) Statement is submitted in support of a full planning application for the conversion of the former care home and erection of coach house at 30 Oxford Road, Dewsbury, into 23 self-contained residential apartments.

The site lies within the urban area of Dewsbury and within a conservation area. In line with the **Kirklees Local Plan**, this statement outlines how the proposal addresses requirements for the provision or contribution toward public open space in accordance with **Policy LP63 (New Open Space)** and **Policy LP24 (Design)**.

2. Policy Context

Policy **LP63** of the **Kirklees Local Plan (2019)** requires residential developments to provide appropriate open space, or a financial contribution towards provision or enhancement of off-site open space, particularly where site constraints limit on-site delivery.

Guidance for off-site contributions is also set out in the **Kirklees Public Open Space Supplementary Planning Document (SPD)**, which includes open space typologies such as:

- Amenity green space
- Parks and recreation grounds
- Play space
- Allotments
- Natural/semi-natural greenspace

The **National Planning Policy Framework (NPPF)** further supports the provision of high-quality open spaces that contribute to the health and well-being of communities.

3. Site Constraints and On-Site Provision

The site at 30 Oxford Road is **highly constrained**, being an existing developed site with:

- A large retained building footprint (conversion)
- Limited curtilage and established boundary walls
- Conservation area status requiring sensitive retention of landscape character

Due to these spatial and heritage constraints, there is **no practical scope** to provide new on-site public open space. The development will, however, include:

- Refurbished private landscaping and amenity areas
- New tree and shrub planting to enhance setting and visual amenity
- Secure, well-designed communal outdoor space for residents

4. Accessibility to Existing Open Space

The site is located in an **established residential area** with good access to existing open spaces, including:

- Crow Nest Park** (approx. 800m southwest) – a large formal park with landscaped grounds, play facilities, and sports pitches
- Mill Street West Recreation Ground**
- Local green verges, tree-lined streets, and public footpaths enhancing permeability

The site's central location ensures that future residents will have convenient and walkable access to a range of public open spaces and recreational assets.

5. Conclusion

The proposal at 30 Oxford Road is a sustainable reuse of an existing building that responds positively to local housing needs and conservation priorities. While on-site provision of public open space is not feasible due to site constraints, This approach aligns with the **Kirklees Local Plan** and national policy objectives, ensuring that the development contributes appropriately to the local green infrastructure network and supports the health and well-being of future residents.

CRIME PREVENTION STATEMENT .

1. Introduction

This Crime Prevention Statement is submitted in support of a planning application for the conversion of the former care home and erection of coach house at 30 Oxford Road, Dewsbury, into **23 self-contained apartments**. The purpose of this statement is to demonstrate how the proposal addresses crime prevention through environmental design, as required by:

- **Policy LP24 (Design) of the Kirklees Local Plan** – which promotes safe, secure and inclusive environments; and
- **National Planning Policy Framework (NPPF)** – which encourages developments that create safe and accessible environments, where crime and disorder do not undermine quality of life.

The statement has also been informed by the principles of **Secured by Design (SBD)** – the UK police initiative for designing out crime.

2. Site Context and Existing Conditions

30 Oxford Road is located in a residential area within a **designated conservation area**. The building is currently vacant, and prolonged vacancy presents potential risks of vandalism, unauthorised access, and antisocial behaviour. The surrounding area is generally residential in character, with a mix of houses and flats. While not a high-crime location, typical urban crime risks such as burglary, trespass, and antisocial behaviour must be considered in the design.

3. Crime Prevention Design Measures

The proposed development has incorporated a number of measures to address crime prevention and resident safety. These include:

a. Access Control

- Controlled entry to the main building via **audio/video intercom systems**
- Key fob or digital keypad access for residents
- Secure internal lobby area to prevent tailgating
- Clearly defined public/private boundaries

b. Natural Surveillance

- Apartments benefit from **active frontages** and windows overlooking access paths, parking areas, and communal spaces
- Existing sight lines maintained to Oxford Road, improving passive surveillance
- Lighting installed to entrances, pathways and parking areas, avoiding dark corners

c. Physical Security

- **Main entry doors and apartment doors** will be certified to **PAS 24:2022** or equivalent
- **Windows** will meet **BS EN 1627** standards for resistance to forced entry
- Mail delivery via secure internal mailboxes to avoid external postboxes

d. External Layout and Landscaping

- Landscape design avoids overgrown planting that could conceal intruders
- **Boundary treatments** (walls, fences) retained and enhanced where necessary to control access
- External areas designed to limit loitering opportunities

e. Lighting and CCTV

- Adequate LED lighting for pathways and entry points with dusk-to-dawn operation
- Provision for **CCTV coverage** at entrances and car park area (subject to GDPR compliance)
- All lighting will be designed to avoid glare or light pollution, especially given the conservation setting

4. Ongoing Management and Maintenance

The site will be professionally managed, with:

- **Regular building maintenance** and grounds upkeep
 - Clearly defined management responsibility for external areas
 - **Tenancy agreements and occupancy control** to reduce potential for antisocial behaviour
- This ensures the long-term safety and security of residents and the surrounding neighbourhood.

5. Conclusion

The proposed development at 30 Oxford Road incorporates a robust set of crime prevention measures, consistent with local and national policy, and the Secured by Design principles. The scheme will transform a vacant and underused building into a well-managed, secure residential environment, enhancing safety and community confidence in the area.

TRANSPORT STATEMENT.

1. Introduction

This Transport Statement is submitted in support of a full planning application for the conversion of the former care home and erection of a coach house at 30 Oxford Road, Dewsbury into 23 residential apartments. The purpose of this document is to assess the impact of the proposed development on the local transport network, parking provision, and sustainable transport options. This statement has been prepared in accordance with the guidance in the National Planning Policy Framework (2023) and local policies including Kirklees Local Plan Policy LP21 – Highway Safety and Access.

2. Existing Site Conditions

The site is located on Oxford Road, a residential street with direct connections to the A638 and the wider local and regional highway network. The building is a large, stone-built former care home, now vacant. Key features of the existing site: Vehicular access from Oxford Road (existing dropped kerb and driveway), Hardstanding to the front and both sides, previously used for staff and visitor parking, Located within walking distance of Dewsbury town centre, approximately 0.8 miles to the southeast and Located within a conservation area. There is no known history of traffic issues or recorded accidents at the site frontage.

3. Proposed Development

The proposal seeks to convert the existing building into:
23 residential apartments, comprising:
12 x 2-bed units
11 x 1-bed units
The scheme includes:
Provision of off-street parking spaces
Secure cycle storage to encourage sustainable transport
Enhanced pedestrian access and boundary treatment to improve legibility and safety

4. Trip Generation and Impact

a. Existing Use
The previous use as a care home would have generated regular trips by staff, visitors, delivery vehicles, and emergency services. Care home use typically has moderate traffic generation and peak activity during daytime hours.
b. Proposed Use
The net change in traffic compared to the former care home use is expected to be negligible or modest, and can be safely accommodated by the existing highway network.

5. Accessibility and Sustainable Transport

The site benefits from excellent accessibility to a range of sustainable transport options:
a. Public Transport
Bus stops within 250m of the site on Halifax Road and Boothroyd Lane
Frequent services to Dewsbury town centre, Batley, Heckmondwike, and Leeds
Dewsbury Railway Station within 20 minutes' walk or 5 minutes by bus, offering regional and national rail services
b. Walking and Cycling
Footpaths and street lighting along Oxford Road and surrounding streets
Local amenities (shops, schools, healthcare, parks) within 10-minute walk
Cycle storage provided on-site
Opportunities for future residents to travel car-free for daily needs

6. Parking and Servicing

a. Car Parking
The proposal will include on-site parking, in line with Kirklees Council's parking standards
b. Cycle Storage
Secure, covered cycle storage will be provided for all residents, consistent with West Yorkshire Combined Authority guidelines.
c. Refuse and Emergency Access
A dedicated refuse collection area will be located within reach of the public highway
Site layout will ensure continued access for emergency and service vehicles via Oxford Road

7. Conclusion

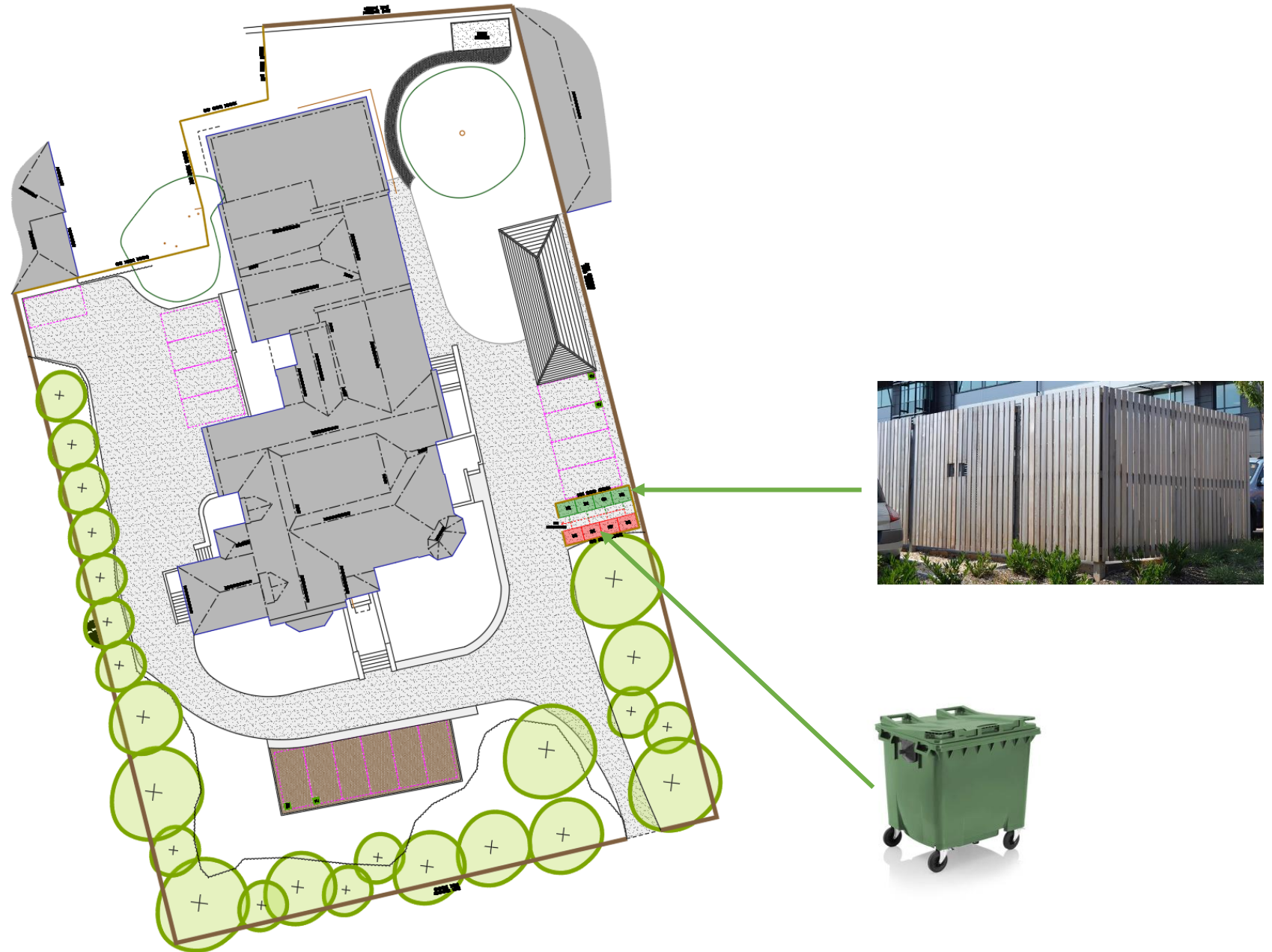
The proposed residential conversion at 30 Oxford Road is in a highly accessible urban location with strong public transport links and low reliance on the private car. The development Will not generate significant traffic impact, Provides appropriate parking and cycle storage, Promotes sustainable travel behaviour, Can be accessed safely by vehicles, pedestrians and cyclists. The proposal is therefore considered acceptable in terms of transport and highways, consistent with Policy LP21 of the Kirklees Local Plan and the NPPF.

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WASTE STATEMENT .



We are proposing a communal bin collection point for general and recycled waste within a screened store located within accessible distance to the site frontage for ease of refuse collection vehicles. This arrangement consists of 4x 1100L General Waste bins and 4x 1100L Recycled Waste bins.

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THE RESIDENTIAL SPECIALISTS

ARCHITECTURAL PRACTICE

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