

Consultation Response from KC Highways Development Management		
2025/91127 Oxford Grange, 30 Oxford Road, Dewsbury, WF13 4LL		
Change of use of residential care home to 21 apartments, erection of coach house to host 2 apartments with associated external works (within a conservation area)		
Date Responded: 02/04/26	Responding Officer: M Zenner	Responding Ref: 14-10SW/22

RECOMMENDATION: Amendments and further information required.

Further information is required regarding the following issues, which are detailed in the main body of the report:

- Site access arrangements both existing and proposed.
- Visibility splays for the site access.
- Accessible pedestrian access.
- Turning facilities / swept paths for delivery vehicles and fire access.
- Parking falls short of the Kirklees standards.
- Further clarification and amendments to the cycle parking.
- Waste Management store design and location requires attention.
- Substandard aisle widths and visibility within the site.

Development Overview:

It is the LHA's understanding that the proposals are for the change of use of a residential care home to 21 apartments alongside the erection of a coach house to host 2 additional apartments with associated external works.

The proposals detail 12 no 2 bedroom apartments and 11 no 1 bedroom apartments overall.

The site is accessed from Oxford Road an unclassified 30mph road that has School Keep Clear markings across the existing site access that operate Monday to Friday 8am to 9.30am and 2.30pm to 4pm.

Reference to Plans/Documents:

- Block Plan – Dwg (20)002 Revision A
- Car and Cycle Parking Justification
- Location Plan – Dwg (EX)002
- Design & Access Statement
- Proposed GA – Dwg (20)001
- Proposed Coach House – Dwg (20)003
- Cycle Storage – Dwg (70)001

Policy:

Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24, Kirklees Highway Design Guide SPD.

Trip Rates and Traffic Generations:

Within the submitted Design & Access statement there is a page entitled 'Transport Statement' which refers to trip generation but does not provide any figures for either the existing use or the proposed use. It states that for the existing use there are trips by staff, visitors, delivery vehicles and emergency services and that care home use typically has moderate traffic generation and peak activity during daytime hours.

It also states that the net change in traffic compared to the former care home use is expected to be negligible / modest. Whilst the LHA agrees there may not be a significant difference between the two uses, peak times may differ and therefore trip data would be beneficial to clarify this position.

Access Arrangements:

The proposals appear to use the existing site access for the proposed vehicular access; however, no details have been provided in relation to the width or arrangement of the proposed site access. At present there is a stone wall across the site frontage with substantial piers either side of the site access. This is not shown on the submitted block plan and no details are provided in relation to existing or proposed visibility splays at the site access.

The proposed access width on the block plan is approximately 3m width which is not adequate for simultaneous access and egress and therefore could result in vehicles blocking the public highway, which is not acceptable on highway safety grounds. The site access should be a minimum of 4.5m wide for the first 5m of its length (5m if there are structures along its initial length) to allow vehicles to turn in and turn out.

Visibility splays should be demonstrated to comply with Manual For Streets requirements for a 30mph road of 2.4m x 43m in either direction.

Parking:

The Kirklees Highway Design Guide states that 'it is considered that new:

- 4+ bedroom dwellings provide three off-street spaces;
- 1-2 bedroom apartments provide one space (3+ bed two spaces);
- One visitor space per 4 dwellings is considered appropriate; and
- One cycle space per unit is recommended.'

Therefore, on this basis the provision of one off-street car parking space is required per dwelling in addition to 5 visitor car parking spaces. Car parking spaces should be 2.5m x 5m and provided with a 6m aisle width, and some accessible parking bays with an additional 1.2m aisle to one side and the rear of the space should be provided.

Approximately 15 car parking spaces are proposed which falls short of the parking requirements for the site. Inadequate aisle widths are provided across the site and inadequate visibility splays are provided for parking spaces adjacent to the coach house and refuse store, along with others within the site.

No visitor parking spaces are proposed within the site. Parking places for visitors to residential developments should be provided and suitable arrangements made to ensure that they would be managed and maintained. Applicants are required to provide electric charging points to encourage the use of electric and low emission vehicles.

In its current form the proposed parking provision is unacceptable to the LHA.

Cycling:

As stated in the Kirklees Highway Design Guide the provision of one cycle parking space per unit is recommended, therefore 23 cycle parking spaces should be provided.

The submitted cycle storage indicates a ground floor store at the rear of the site which is not located with good surveillance, LTN 1/20 recommends that cycle parking in dwellings must be convenient, it should be in the building or in the immediate vicinity and at ground floor level.

The store appears to have 1.85m depth which is just large enough to accommodate a standard bicycle. However, it is unclear from the plan submitted what the fixing arrangements are inside. There should be at least 0.6m clearance to walls and a clear space of 1m in front to enable the bicycle to be wheeled into position. A distance of at least 1m between stands enables bicycles fitted with panniers or child seats to gain access. . LTN 1/20 standards should be adhered to with a minimum of 1m spacing between Sheffield stands. Vertical stands are not accessible for all. Further clarification and amendments should be made to the proposed cycle parking arrangements.

The site is in close proximity to the Spenvally Greenway.

Pedestrian Access:

No segregated pedestrian access is proposed to the site and therefore pedestrians will need to use the proposed vehicular access to the site. Access to the main building appears to be by steps and no ramped access is proposed according to the submitted plans, a ramped access to comply with Inclusive Mobility is required.

Public Transport:

There are bus stops approximately 250m from the site on Halifax Road and Boothroyd Lane that provide access to Dewsbury town centre, Batley, Heckmonwike and Leeds.

Dewsbury train station is within 20 minutes walk of the site or can be accessed via bus within 5 minutes travel time.

Waste Management:

The Kirklees Waste Management Design Guide for New Developments (Oct 2020) provides guidance on the required waste collection service to domestic properties.

The proposals detail waste management storage of 4 x 1100L general waste bins and 4 x 1100L recycling bins within a wooden shelter which would impede visibility and therefore is not acceptable in the proposed arrangement.

It should be noted that all bin presentation points are required to be located close to, but not on, an adopted highway at the boundary of the curtilage and be located so that collection crews do not have to wheel bins more than 8m to reach the rear of the collection vehicle.

The LHA is concerned that the proposed waste management arrangements are located in excess of 25m from Oxford Road and therefore do not comply with Council requirements.

Internal Layout:

As stated above there are issues with pedestrian access, visibility, substandard parking and aisle width dimensions across the site layout. No swept paths have been demonstrated for vehicles within the site to ensure delivery vehicles are able to access and egress in forward gear.

Turning facilities should be provided on cul-de-sac roads exceeding 20m in length to comply with the dimensions set out within the West Yorkshire Fire & Rescue Service Access Advice document. The typical vehicle access route specification including minimum width of access road and turning circles required are detailed within Table 1 of the document and should be complied with to ensure there is adequate access to buildings.

Conclusion: Further information required, see recommendation