



02 June 2026

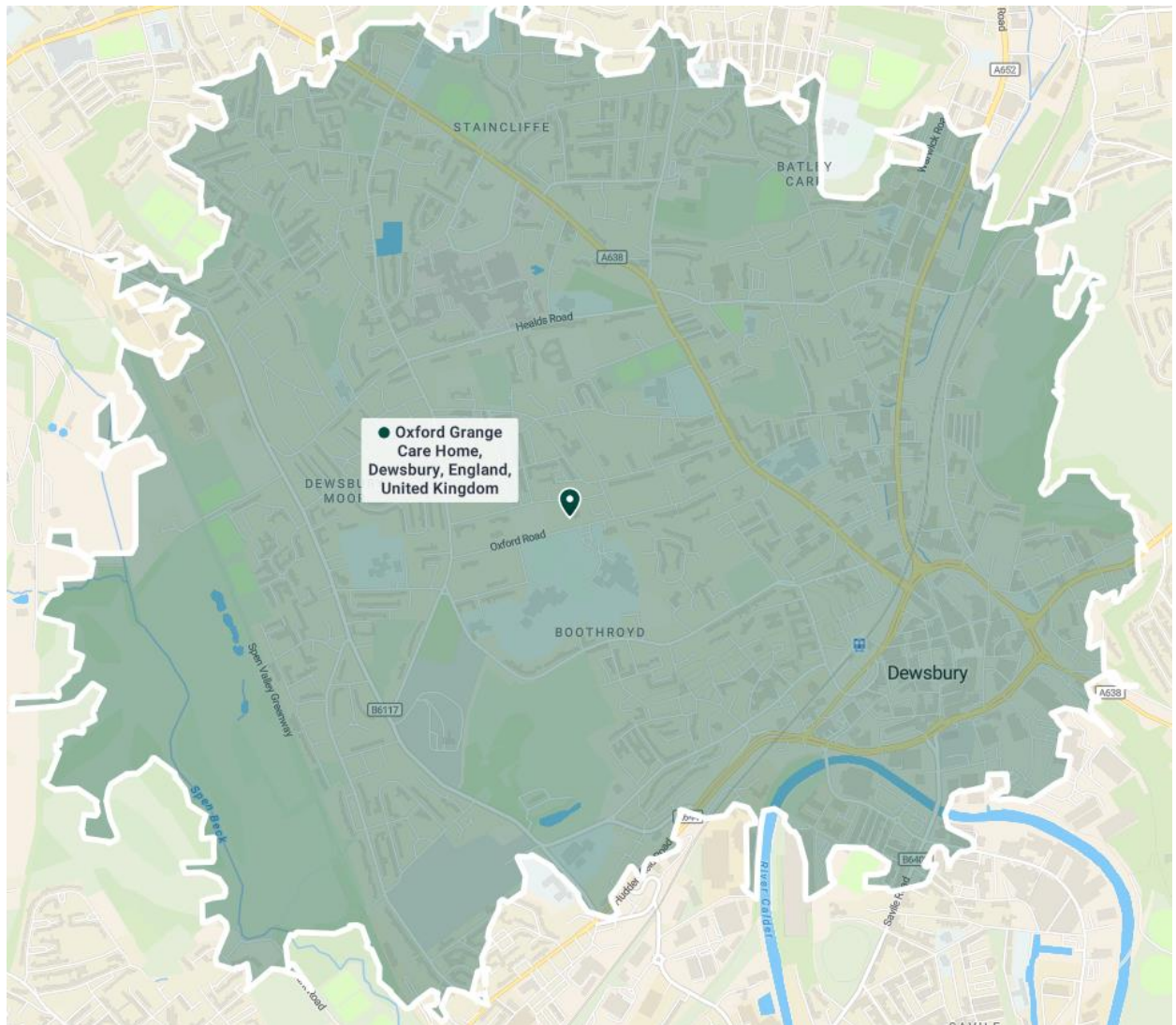
HIGHWAYS NOTE

SITE: OXFORD ROAD, DEWSBURY

SUBJECT: CONVERSION OF EXISTING CARE HOME TO APARTMENTS

- 1.1 attp has been commissioned to prepare a Highways Note and supporting drawings in support of a planning application in relation to the conversion of a care home on Oxford Road in Dewsbury to create 23 apartments, associated groundworks and parking. The local planning and highways authority is Kirklees Council (KC).
- 1.2 The proposals comprise a total of 23 privately owned apartments, 11 of which will be one bedroom and 12 of which will be two bedroom and will be accessed from the existing access taken from Oxford Road. Of those units 19 are proposed within the main building and two within the coach house. The proposed site layout is shown on the drawing attached at **Appendix A**.
- 1.3 Oxford Road is a two way road with footways on both sides and is lit, it provides access to residential dwellings and local facilities including schools. There are school keep clear markings on both sides of the carriageway in the vicinity of the access points into the schools preventing on street parking. It has traffic calming along its length in the form of speed humps and raised tables and has a 30mph speed restriction in place.
- 1.4 In accordance with the guidance set out within the Manual for Streets (MfS) a visibility splay of 2.4x43m is required at the site access. As shown on the drawing attached at **Appendix B**, this can be achieved in both directions. The applicant has confirmed they will ensure that the section of the boundary wall on the site frontage with Oxford Road which sits within the visibility splay will remain lower than 0.6m (as it is currently) and any vegetation along the site frontage will be kept trimmed back so that it does not obscure the visibility at the site access.
- 1.5 A bin store is proposed on site, as shown on the proposed site layout attached at **Appendix A**. Swept path analyses has been undertaken to demonstrate that the turning manoeuvres of a large refuse vehicle can be accommodated on site, attached at **Appendix C**.
- 1.6 The site is in an accessible location with all the facilities associated with a town centre within both walking and cycling distance of the site, including the bus station and railway station. There are a host of cycle infrastructure surrounding the site, including on and off road cycle routes and cycle parking.
- 1.1 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The 2.0 kilometre walking catchment area from the centre of the site, which is shown below, includes the majority of Dewsbury town centre and the surrounding residential settlements, including Boothroyd, Dewsbury Moor and Staincliffe, within which are all the facilities associated with a large town.

- 1.7 The facilities within Dewsbury include, a bus station, a railway station, recreation areas, sports clubs, schools, health centres, hospitals, banks, post offices, convenience stores, supermarkets, restaurants, and employment areas. This location enables potential residents to access facilities and employment on foot.
- 1.8 The footways proposed within the site, as shown the proposed site layout, will connect into the existing footways on Oxford Road and beyond.



- 1.9 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The 5.0 kilometre cycling catchment area from the centre of the site, which is shown below, in addition to the areas that are accessible on foot, includes Heckmondwyke and Batley. Within this area are a vast number of additional facilities which potential residents can access by bike.
- 1.10 Cycle parking is proposed on site for residents. There is a network of on road cycle lanes within Dewsbury which connect into national cycle routes 66 and 69.
- 1.11 National Cycle Route 66 is a 177-mile cycle path in Northern England running from Manchester to Spurn Point on the Yorkshire coast, passing through Bradford, Leeds, York, and Hull. About 50% of it is traffic-free, utilizing former railway lines and peaceful canal towpaths.

- 1.12 National Cycle Route 69 is an incomplete Sustrans route designed to connect Morecambe Bay with the Grimsby area. It spans roughly 50 signed miles across Lancashire and West Yorkshire, featuring mostly traffic-free paths and scenic stretches of the Great Northern Railway Trail. The Huddersfield to Dewsbury section begins at Huddersfield Station, taking you across the Bradley Viaduct and turning into the Calder Valley Greenway before ending near Dewsbury Railway Station.



- 1.13 There are bus stops located on Staincliffe Road, to the west of the site, within the recommended 400m walking distance of the site. These bus stops are served by bus number 213 which connects Dewsbury Bus Station to Morley via Batley Bus Station and has service frequency on one bus every 60 minutes Monday to Saturday during the daytime.
- 1.14 There are also bus stops located on Halifax Road, to the east of the site, which are 550m walking distance from the site. These bus stops are served by bus number 268 which connects Wakefield Bus Station to Bradford interchange via Ossett, Dewsbury Bus Station, Heckmondwyke, Cleckheaton, Oakenshaw and Odsal and has service frequency on one bus every 15 minutes Monday to Saturday during the daytime and in the evenings and one every 30 minutes on Sundays.
- 1.15 There are a host of additional bus services available from Dewsbury Bus Station, which is within walking and cycling distance of the site and is accessible via bus numbers 213 and 268.

- 1.16 Dewsbury Railway Station is also within walking and cycling distance of the site and is accessible via bus numbers 213 and 268. Cycle parking available at Dewsbury Railway Station. The station operates regular services connecting to major destinations like Leeds, Huddersfield, Manchester and York.
- 1.17 The opportunity to access Dewsbury Bus Station and Dewsbury Railway Station on foot, by bike or using bus number 213 and 268, provides residents with the opportunity to travel further afield sustainably.
- 1.18 Parking is proposed In line with the guidance set out within the Kirklees Highways Design Guide which sets out a requirement of one parking space for each one to two bedroom apartment, plus one visitor space for every four apartments. The guidance also states that these requirements can be adjusted based on the sites accessibility, public transport availability and local car ownership levels. In Dewsbury, approximately 23.4% of households do not own a car or van.
- 1.19 A total of 19 parking spaces are proposed which, given the accessible location of the site and public transport availability and car ownership levels in Dewsbury, it is considered that the proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on street parking. In addition, covered, lockable cycle parking will be provided on site within the car park for the main building and within the entrance hall of the two units within the coach house.
- 1.20 Northfields Care Homes, who previously occupied the site, would have had a number of employees working from the site as well as a number of daily visitors. As a result, it is likely that the proposed residential use will result in a reduced vehicular trip generation when compared against that of its previous (extant) use.
- 1.21 In summary it is considered that the proposals can be safely accessed all current design standards are met, adequate parking provision can be accommodated and the site is in a sustainable location. As such there are no highways or transport reasons that should prevent KC supporting the proposals and ultimately the granting of planning consent.