

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: 17/06/26	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;
- 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 (Received the 11/05/26);
- Highway Note (Dates 02 June 2026);
- Proposed Cycle Store;
- Proposed GA – Dwg (20)001 Revision A;
- Proposed Coach House – Dwg (20)003 Revision A

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.

The Highway Note subsequently provided states that the proposed residential use will result in a reduced vehicular trip generation when compared against that of its previous (extant) use but does not provide any evidence or trip generation to evidence this.

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. At present there is a stone wall across the site frontage with substantial piers either side of the site access and a high hedge above the existing stone wall.

HDM previously stated that 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. HDM has reviewed the block plan recently submitted and notes amendments to the proposed access arrangements. However, the proposed access width is less than 3.5m between the proposed gate posts and does not support the simultaneous access and egress of cars which would need a minimum of 4.1m. The proposed gates are set back approximately 6m from the site access and detail the removal of the stone piers. The existing stone boundary wall is proposed to be maintained with planting, however this needs to be no higher than 0.6m within the visibility splay to ensure that small children can be seen walking along the rear of the footway.

Visibility splays have been provided on the block plan but are drawn incorrectly to the centre line on Oxford Road rather than the nearside kerbline and should be amended.

Parking:

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

- 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. Therefore 28 car parking spaces are required for the development.

Car parking spaces should be 2.5m x 5m and provided with a 6m aisle width behind them, and some accessible parking bays with an additional 1.2m aisle to one side and the rear of the space should be provided.

The updated block plan has increased the number of car parking spaces proposed from 15 upto 19 car parking spaces, which still falls short of the parking requirements for the site. Inadequate aisle widths are provided across the site (some with just 4m provided) and would therefore be inaccessible or exceptionally difficult to access and egress and could compromise pedestrian safety due to the position

and alignment. There is also inadequate visibility splays provided for parking spaces adjacent to the coach house and refuse store, along with other locations adjacent to the building within the site.

It is unclear if the parking spaces proposed are for residents or visitors as there is no information provided to this end. Four EV charging spaces are detailed on the plans.

In its current form the proposed parking provision is unacceptable to HDM. Whilst the applicant states the proposed site is in a sustainable location with low car ownership and as such a relaxation from the parking standards should be accepted. Kirklees Local Plan states in 10.89 that 'car ownership levels are increasing despite car usage declining. There is a need for new developments to accommodate sufficient parking facilities'. A shortfall from the car parking standards and the provision of no visitor parking within the site could result in overflow parking on Oxford Road.

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.

HDM notes the cycle parking store within the Coach House building for two bicycles which is acceptable.

Further information has been provided in relation to the external store, which it states can accommodate 20 cycle spaces as standard, the proposals require 21 and therefore this number should be accommodated within a shelter.

The specification details different racking options, compliance with LTN 1/20 standards should be adhered to with a minimum of 1m spacing between stands. Further clarification and amendments should be made to the proposed cycle parking arrangements.

The site is in close proximity to the Spens Valley Greenway.

Pedestrian Access:

A pedestrian access / gate has been provided along the site access but it is just 0.75m wide and therefore is not accessible for all and does not comply with inclusive mobility and should be amended.

A ramped access is proposed according to the revised block plan but no details of gradient are provided either in relation to the proposed ramp to ensure compliance with Inclusive Mobility or across the site. A long section should be provided.

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, Heckmonswike 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.

HDM 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. As the site is private, the refuse vehicle will not access and turn within the site. However, delivery vehicles and emergency vehicles will need to turn within the site.

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. The submitted Highway Note refers to swept paths for refuse vehicles in appendices but none appear to have been included.

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