

Consultation Response from KC Highways Development Management		
2025/93225 The Richardson Arms, 684 Bradford Road, Oakenshaw, BD12 7EN		
Alterations to convert former public house to 5 flats and erection of 4 dwellings with associated works.		
Date Responded: 23/04/26	Responding Officer: M Zenner	Responding Ref: 7-12NW/16

RECOMMENDATION: Further information and amendments are required.

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

- The access road is not designed to adoptable standards and does not provide adequate space for a Kirklees RCV to turn within the site;
- Visitor car parking is not provided;
- Cycle Parking is not provided for the apartments;
- There is no rear garden access provided for dwellings 2 and 3 for bin or cycle access;
- The pedestrian access route connecting to Bradford Road should be widened to 2m;
- The waste management strategy should be provided;
- Clarification over the proposed boundary wall and visibility splays from the site;
- The provision of a 2m wide footway on the Wyke Lane frontage
- Clarification over the intention of the access road to be adopted or remain private.

Development Overview:

The proposals seek to convert the former public house to 5 flats comprising: 4 number 1 bedroom flats and 1 number 2 bedroom flat; and to erect 4 dwellinghouses, each with two bedrooms and other associated works on the site.

The site is located on Bradford Road (a 'C' classified road subject to a 30mph speed limit) between the junctions of Wyke Lane and Mill Carr Hill Road. The proposed vehicular access to the site is from Wyke Lane.

The provision of two car parking spaces per dwellinghouse and 1 car parking space per apartment are also proposed, a total of 13 car parking spaces overall, although the spaces for House no 1 are proposed as a driveway.

Reference to Plans/Documents:

- Application Form;
- Proposed New House Floor Plans – Dwg 021 Rev B;
- Basement Plan – Dwg P21-01523 Rev 01;
- Proposed Site Plan – Dwg 020 Rev F;
- Design & Access Statement;
- Proposed Public House Conversion Elevations – Dwg 024;
- Ground Floor Plan – Dwg P21-01523 Rev 01;

- Elevations – Dwg P21-01523 Rev 01;
- First Floor Plan – Dwg P21-01523 Rev 01;
- Proposed Public House Conversion Floor Plans – Dwg 023 Rev A;
- Proposed New House Elevations – Dwg 022 Rev B;
- Proposed Second Floor Plan – Dwg P21-01523 Rev 01
- Section A-A – Dwg P21-01523 Rev 01;
- Planning Sections – Dwg 027 Rev A;
- Site Waste Management Statement;
- Street Scenes from Bradford Road and Wyke Lane – Dwg 026 Rev C;
- Topographical survey - Dwg P21-01523 Rev 01.

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

Traffic Impact:

It is the LHA's understanding that the extant use was as a public house and that previous permission was granted under application 2010/90662 for a change of use and extension to form D2 Assembly and Leisure. There were also planning submissions for residential development on the site under applications 2022/81880 and 2023/93399, however both applications were invalid or withdrawn.

Whilst no trip generation data has been provided for either the previous use or the proposed use, it is not considered that there would be a material increase in trips at the site as a result of the proposals.

Vehicular Access:

There are two existing dropped kerbs that provide vehicular access to the site. The Wyke Lane access is proposed to be used as the vehicular access to the site. The proposed site access is approximately 6m wide and therefore of sufficient width for simultaneous access and egress. There is a slight bend on the access road, however, as the access road width is 6m wide there should be ample space for vehicles to pass.

The second vehicular access is located along the Bradford Road frontage and should be closed and reinstated as footway as part of the proposals.

The proposals detail the existing stone wall at the northern extent of the Bradford Road frontage is to remain, however, it then indicates a stone wall south of this point along the Bradford Road frontage and around the Wyke Lane frontage also 'to remain'. At present there is no existing stone wall on this frontage. Whilst the LHA finds the provision of a low stone wall acceptable in principle, the boundary treatment must not impede the visibility splays required from the vehicular access to the site. Manual For Streets states that visibility splays of 2.4m x 43m in either direction should be provided with nothing higher than 600mm to ensure small children can be seen.

Public Transport:

Bus stops are located just south of the site on Bradford Road and there are over 4 buses per hour along this route. Both the northbound and southbound bus stops have a bus shelter, level access bus boarding points and bus stop clearway markings in place. There is an existing controlled pedestrian crossing facility in place across Bradford Road just south of the junction with Wyke Lane and there are existing dropped across the Wyke Lane junction, although the provision of tactile paving would be beneficial.

Pedestrian Access:

The existing pedestrian access routes to the site are on the Bradford Road elevation and there is an additional door on the Wyke Lane frontage there is a garden surrounded by fencing with a pedestrian gate that provides access from the footway on Wyke Lane.

The existing footway on Wyke Lane is approximately 1.5m wide and would benefit from widening to 2m.

The proposals indicate a pedestrian path of approximately 1.2m width around the public house building and a footpath width narrowing down to approximately 1m to the north connecting to the Bradford Road frontage, the LHA would recommend this is widened to 2m for accessible access.

Parking:

The Kirklees Highway Design Guide states that 1-2 bedroom apartments should be provided with one car parking space and 2-3 bedroom dwellings should be provided with a minimum of two spaces. Therefore, the provision of 13 car parking spaces should be provided for residents of the development.

One visitor car parking space per 4 dwellings is also required, therefore 2 visitor parking spaces should be provided as part of the development.

The site layout plan details the provision of one car parking space per apartment and two per dwelling house but no visitor parking spaces are detailed within the site and therefore this shortfall has the potential to result in overflow parking on Wyke Lane which could impede access to the site and access to the neighbouring properties.

No accessible parking spaces are provided within the site, however, it is considered that several of the spaces (AP1, H2, H3, AP5) could be provided with a 1.2m wide side and rear aisle if necessary.

Applicants are required to provide electric charging points to encourage the use of electric and low emission vehicles.

The proposed driveway for House 1 (H1) should be increased in length to 10m and widened to 3.2m to allow pedestrian access alongside the proposed parking spaces.

Cycling:

The Kirklees Highway Design Guide states that 1 cycle parking space per residential unit should be provided. Cycle parking should be provided at ground floor level and should be provided in a secure and covered arrangement appropriate for long stays. No cycle parking store is noted for the proposed apartments and whilst the LHA considers that there is rear access available for dwellinghouses 1 and 4, there does not appear to be access to the gardens of dwellinghouses 2 and 3 unless bicycles are wheeled through the dwellinghouse which would be less user friendly in wet weather conditions.

Cycle provision should comply with the good practice set out in the DfT document LTN 1/20.

Adoption:

New development serving more than five dwellings should be laid out to an adoptable standard and be able to be offered for adoption. Full details of the Highway Adoption guidance and standards can be found on the Councils website [here](#). Kirklees Council will only adopt new roads and paths as publicly maintainable highway if they have been suitably designed and constructed in accordance with standards and guidance issued by the Council.

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Developments (in excess of five dwellings) with appropriate layouts may be considered acceptable to be served by private driveways under certain conditions. These are outlined below:

- The developer agrees (with the council) the principle of the roads remaining private.
- The developer agrees the long-term maintenance programme for the highway infrastructure.
- The developer agrees how the entrance to the private development is to be defined on site.
- The highway infrastructure is designed and constructed to an appropriate standard, commensurate with the guidance provided for an adoptable standard.

Further information and clarification is sought on if the access road is intended for adoption or to remain private. The LHA does not consider that the layout shown meets the Councils adoption standards.

Servicing / Waste Management:

The Kirklees Waste Management Design Guide for New Developments (Oct 2020) provides guidance on the required waste collection service to domestic properties. It is noted that applicants are required to submit plans for the storage, kerbside presentation and collection of waste from all properties, including the means of access for refuse collection vehicles, as part of the validation process and will be considered as part of the decision-making process.

An area for bins is shown adjacent to House 1 but it is unclear if the access road is proposed to be adopted or if it can accommodate a standard RCV. Bins are also shown on the northern side of the pub building and adjacent to House number 4.

New developments and their access roads should be designed to accommodate the manoeuvring of Kirklees standard Refuse Collection Vehicle (RCV). Where practicable, highways should be designed to accommodate a refuse vehicle with the following dimensions: Length = 11.85m Width = 2.50m Width when Loading = 4.10m Height = 6.00m (including toploader arms) Turning circle (wall to wall) = 22.07m Turning circle (between kerbs) = 17.88m Gross Vehicle Weight = 32 tonnes.

Computer aided swept path analysis is a critical submission requirement on any domestic development proposing new roads or access. It must be demonstrated that our standard RCV can enter the site safely and efficiently, and manoeuvre around the site to collect from all the proposed presentation points, in a forward gear. Provision to turn the vehicle within the site must also be provided to allow safe exit in a forward gear. All swept path analysis should account for the likely locations of on-street parking, the passing of other vehicles and the need to ensure a 0.5m buffer between the vehicle wheels and the kerb edge.

It does not appear that there is an adequately sized turning circle available within the site to allow a standard Kirklees RCV to access and egress the site. However, in the LHA's view there is the potential for the provision of an approximately 10m stretch of the proposed access road to be designed to comply with the Kirklees Highway Adoption standards to help create a turning head on Wyke Lane that could provide space for a refuse vehicles to turn.

Reference should also be made to the West Yorkshire Fire & Rescue Service Access Advice. The advice states that adequate turning facilities should be provided on cul-de-sac roads exceeding 20m in length and that access is required within 45m of all parts of a single private dwellinghouse.

S278:

The LHA would request a footway width of 2m is provided along the Wyke Lane site frontage and that the site access junction complies with the Kirklees Highway Design Guide.

The provision of dropped kerbs and tactile paving across Wyke Lane at the junction with Bradford Road should be provided to ensure there is an accessible route to the local bus stops.

A Stage 1 Road Safety Audit (RSA1) of the junction arrangements should be carried out by an independent team, when there is an agreed layout, before planning permission is granted. The audit brief and auditor qualifications should be agreed with the LPA/LHA in advance.

Conclusion: Further information and amendments are required, see recommendation for further details.