

Horizon Healthcare Homes Ltd

**Proposed Care Home Development
Boothroyd Lane, Dewsbury
Transport Statement**

December 2025

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Client Commission

Client:	Horizon Healthcare Homes Ltd	Date Commissioned:	November 2025
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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

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PROPOSED CARE HOME DEVELOPMENT BOOTHROYD LANE, DEWSBURY TRANSPORT STATEMENT

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I. INTRODUCTION

I.1 Background

1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Statement (TS) in support of a planning application for a proposed care facility on land to the east of Boothroyd Lane in Dewsbury. This TS provides an appraisal of the expected transport impacts of the proposals. A plan of the proposed site layout is attached as Appendix 1.

1.1.2 The local planning and highway authority for the site is Kirklees Council (KC).

I.2 Scope

1.2.1 The report is written in accordance with the Government's 'National Planning Policy Framework' (MHCLG, 2024), and the accompanying 'Planning Practice Guidance' (MHCLG, 2014), with the scope summarised below:

- **Introduction & Description of Proposals:**
 - Description of the development site, including location and any existing access arrangements;
 - Summary of relevant planning and allocation history for the site;
 - Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.
- **Site Assessment:**
 - Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area;
 - Assessment of the sustainable transport infrastructure (pedestrian, cycle and public transport) local to the site.
- **Road Casualty Appraisal:** Examination of road collision records (5-year study period) and assessment of the road safety impact of the proposed development on the local highway network.
- **Traffic Impact:**
 - Calculation of the projected trip generation for the proposed development;
 - Assessment of the likely traffic impact of the proposed development on the operation of the local highway network.
- **Access, Parking & Internal Layout:** Consideration of the proposed access arrangements and internal layout of the site, including parking provision and suitability of the proposed access/servicing arrangements.
- **Conclusions:** Conclusions summarising the outcomes of the TS, including a commentary on the suitability of the proposals in terms of sustainable travel, traffic impact and road safety.

1.2.2 This TS has been prepared in accordance with the above scope and reference has been made to the following documents wherever appropriate:

- National Planning Policy Framework (MHCLG, 2024);
- Kirklees Local Plan Strategy and Policies (KC, 2019a);
- Highway Design Guide Supplementary Planning Document (KC, 2019b);
- Planning Practice Guidance (MHCLG, 2014);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance on Transport Assessment (DfT, 2007a); and
- Manual for Streets (DfT, 2007b).

2. SITE BACKGROUND

2.1 Site Location & Existing Use

2.1.1 The application site currently comprises brownfield land following the demolition of a former youth centre known as Dewsbury Arena and former Multi-Use Games Area (MUGA). The site is bound by existing residential properties served via Moorlands Road to the north, Lacy Villa residential dwelling to the east, Sussex Walk to the south and Boothroyd Lane forming the western boundary. The location and approximate boundary of the site is highlighted in Figure 1.

Figure 1: Site Location



Map Data: Google, Airbus, Maxar Technologies © 2025

2.2 Planning History

2.2.1 It is understood that there have been no recent pertinent planning applications relating to the site.

2.2.2 A pre-application enquiry was submitted to KC, with KC Highways providing pre-application comments on the proposals, which have been reproduced below, with the full response provided in Appendix 2.

“(i) Trip Generation

This can be provided from the national TRICS database or from traffic counts at a suitable similar site. If the latter approach is taken, it is advisable to obtain the advice of KC Highways Development Management prior to the survey being undertaken who will be able to advise on whether the chosen survey site is representative.

It is noted that some trip generation would have occurred with the extant use of the site as a youth centre and sports facility and these trips may be discounted against the proposed use. Whilst trip generation arising from the proposed use is unlikely to have a severe impact on the efficiency of the surrounding highway network, it may have an impact on parking demand at the site. The parking demand should take account of the number of staff and expected visitors to the site.”

LTP Response – The trip generation projections for the proposed site are provided within Section 5, with parking demand explored in Section 6.

“(ii) Access and servicing

Drawing No 1362 01 Rev A (indicatively, by means of grey shading) shows improvements to the access with a new kerbed radius and an increase in width to approximately 5m with a 2m footway connecting into the existing footway on the eastern side of Boothroyd Lane. It is considered probable that visibility splays based on Manual for Street calculations can be achieved. For a 30mph road these should be 2.4m x 43m, however the Y-distance may be shortened if speed survey evidence can be provided. All visibility splays should contain no obstructions to visibility above 1m in height (which could be conditioned in the event of a future approval).”

LTP Response – It is noted that the wall currently restricts visibility to the right of the access, but a section of this wall is proposed to be removed in order to facilitate the improved access arrangements and 2m footway, as detailed further in Section 2.3.

“It would need to be demonstrated that vehicles can safely access the site, including waste collection vehicles and emergency service vehicles. These would need indicating on a swept path analysis, this should also include turning within the site so that service vehicles can enter and exit the site in forward gear for highway safety reasons. Any works to the access that affect the adopted highway will need to be undertaken under the correct legal agreement with the council as Local Highway Authority (either a s278 agreement or a s184 agreement).”

LTP Response – Due to site constraints, a refuse vehicle is unable to turn within the site. Therefore, refuse collection is proposed to occur on-street on Boothroyd Lane, and this is understood to align with the servicing arrangements for the residential dwellings served via Sussex Walk to the south of the site. A refuse storage area is proposed alongside the proposed access junction in order to reduce the carry distances between the storage and collection areas. KC Waste Team has been contacted and has agreed in principle to these arrangements, subject to their post construction servicing checks. Swept Path Analysis for a fire tender is provided in Section 2.3.

“Details of how the new 2m footway will be tied-in with the existing footway to the east side of Boothroyd Lane would also need to be provided in support of a future application.”

LTP Response – The footway connection has now been indicated in the site plan provided as Appendix 1.

“The drawing states that the wall alongside the western boundary of the site is a “Stone Retaining Wall”, if this is a retaining wall then any changes to may require a technical Approval In Principle from the Council acting as Highway Authority. Such an application is usually made subsequent to the grant of planning permission.”

LTP Response – Noted.

“It is assumed that the internal layout of the site will remain private and unadopted. However, the changes to the access may require adoption by the Local Highway Authority (including any land within the visibility splays) and this will need to be done through the correct legal agreement. Any areas intended for adoption will need to be clearly indicated on a drawing.”

LTP Response – Noted.

“If there are to be any gates included at the access, these should be set back suitably to allow the largest vehicle expected to regularly attend the site to pull clear of the adopted highway whilst waiting for the gates to be opened, so they do not cause an obstruction to the adopted highway.”

LTP Response – It is confirmed that no gates are proposed at the access.

“KC Highway Safety have made several recommendations on junction works and works outside the site boundaries that they consider necessary to allow the proposed development to operate without giving rise to highway safety hazards, which are enclosed as a separate document. These include the provision of new Traffic Regulation Orders (TROs) on the highway adjacent to the site.

It is recommended that TROs are included on a drawing submitted with any future application. In the event of an approval it is likely that permission would be subject to a condition that the TROs be provided before any part of the development is brought into use. This would involve a financial contribution by the applicant to meet the expenses incurred by Kirklees Council in carrying out the TRO process.”

LTP Response – As outlined in Section 6, all parking is expected to be accommodated on site. Therefore, no Traffic Regulation Order (TRO) is expected to be required to support the development.

“Finally, KC Highways Development Management advise that a future planning application would need to be accompanied by a Stage One Road Safety Audit (RSA), however, it is advisable this only be undertaken once the layout and arrangements are agreed with KC Highways Development Management (i.e., during the course of the application).”

LTP Response – Noted, the Applicant has confirmed that they are happy to complete a Stage 1 Road Safety Audit (RSA 1) as part of the planning application.

2.3 Development Proposals & Access Arrangements

- 2.3.1 As shown on the site layout plan attached as Appendix 1, the proposals seek to provide a new 10-bed care facility comprising of an 8-bed care home, a 2-bed supported living annex, a day centre and hypnotherapy spa.

- 2.3.2 It is understood that the care home facility will be staffed by 6-7 members of staff during the day, and it is understood that 2 members of staff will remain on-site overnight. It is understood typically the night shift is 12-hours from 20:00 to 08:00, with 4 members of staff working a 12-hour shift from 08:00-20:00, with the remaining 2-3 members of staff working a mid-shift, which typically are either 10:00-16:00 or 12:00-18:00.
- 2.3.3 The proposed day centre is understood to be used by care home residents at the site, or across the wider Horizon Healthcare Homes. The day centre is proposed to be open from 10:00-15:00, with one manager based at the site, with the remaining staff travelling to the site with the residents via minibus. It is understood that the minibus departs the site once the staff and residents have been dropped off, and returns at 15:00 at the end of the day.
- 2.3.4 The site is to be accessed via an existing site access on Boothroyd Lane on the western boundary of the site. The access is to be upgraded as part of the proposals, as shown in the site layout plan provided in Appendix 1.
- 2.3.5 As outlined in KC's pre-application advice, visibility splays of 2.4m x 43m would be required at the proposed access junction. To the left of the access junction, visibility splays are currently achievable to the end of the turning head on Boothroyd Lane. As part of the access junction improvement works, a section of the existing retaining wall to the right of the access junction is to be removed in order to facilitate the widened access and 2m wide footway, with the remaining section of wall will be lowered to 1m in height along the site frontage. Once this wall has been removed and lowered, the required 2.4m x 43m visibility splay is expected to be achievable.

Photo 1: Existing Access Junction



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- 2.3.6 Swept path analysis for the site has been undertaken to establish whether a fire tender can adequately navigate the site access and turn within the site, with the results provided in Appendix 3. The results of the swept path analysis demonstrates that a fire tender can adequately manoeuvre within the site.
- 2.3.7 Car and cycle parking are discussed in detail within Section 6 of this report.

3. SITE ASSESSMENT

3.1 Local Highway Network

- 3.1.1 As previously mentioned, the site is to be accessed via Boothroyd Lane, which is a two-way single carriageway cul-de-sac which measures circa 6m in width and is subject to a 30mph speed limit. Currently Boothroyd Lane is not subject to any existing waiting or parking restrictions. Circa 60m to the north of the site access, Boothroyd Lane connects at a priority T-junction with Moorlands Road, which forms the major road to the east, with Boothroyd Lane forming the major road to the west. The site is accessed via the minor road section of Boothroyd Lane to the south of this junction.

Photo 2: Boothroyd Lane



- 3.1.2 Moorlands Road, and Boothroyd Lane to the west of Moorlands Road, is a two-way single carriageway road which measures circa 8m in width and is subject to a 30mph speed limit. Currently Boothroyd Lane and Moorlands Road are not subject to any existing waiting or parking restrictions. Locally Boothroyd Lane continues for circa 850m to the west before terminating at a crossroads between Staincliffe Road and Church Lane. Moorlands Road continues for circa 450m before forming into Willans Road which terminates at a priority T-junction with Halifax Road (A638) circa 650m from the site.

Photo 3: Moorlands Road



- 3.1.3 To the south of the site, Boothroyd Lane continues for circa 20m, where it serves a small parking area associated with the predominately pedestrianised Sussex Walk. Boothroyd Lane then continues for circa 36m as a pedestrianised section before forming back into a two-way carriageway which continues for circa 217m before terminating at a priority T-junction with Central Street to the south of the site.

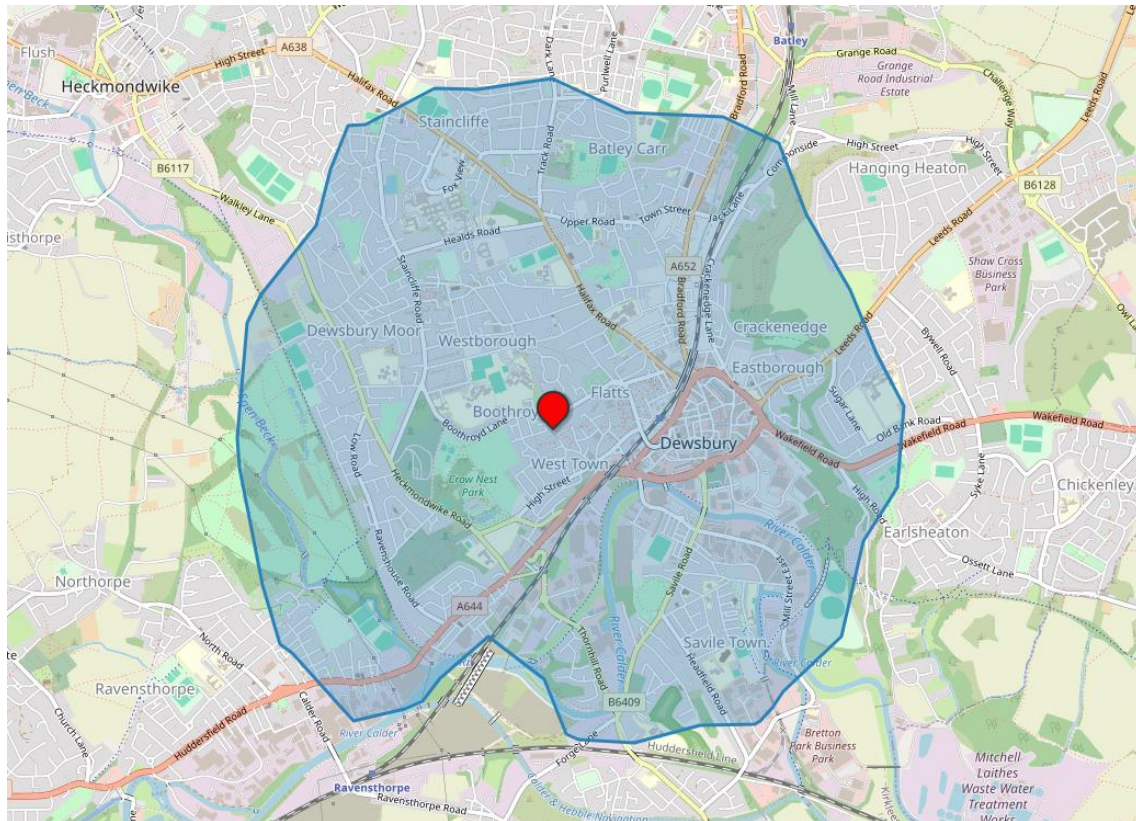
Photo 4: Sussex Walk Parking Area



3.2 Pedestrian Provision

3.2.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The proposed development site is located within a 2km walking distance of the majority of Dewsbury, including Boothroyd, Westborough, East Borough, Dewsbury Moor and Dewsbury town centre, including Dewsbury Rail Station, as shown below in Figure 2.

Figure 2: 2km Walking Isochrone



Source: ORS, 2025

3.2.2 Footways are provided on both sides of the majority of local roads, including footways which measure approximately 1.8m in width on the western side of Boothroyd Lane, although it is noted that the section of footway adjacent to the site is narrower at circa 1m in width due to the existing retaining stone wall. These footways provide access to the wider pedestrian infrastructure in Dewsbury, with continuous footways into Dewsbury town centre via the pedestrianised section of Boothroyd Lane to the south of the site.

Photo 5: Pedestrian Infrastructure on Boothroyd Lane

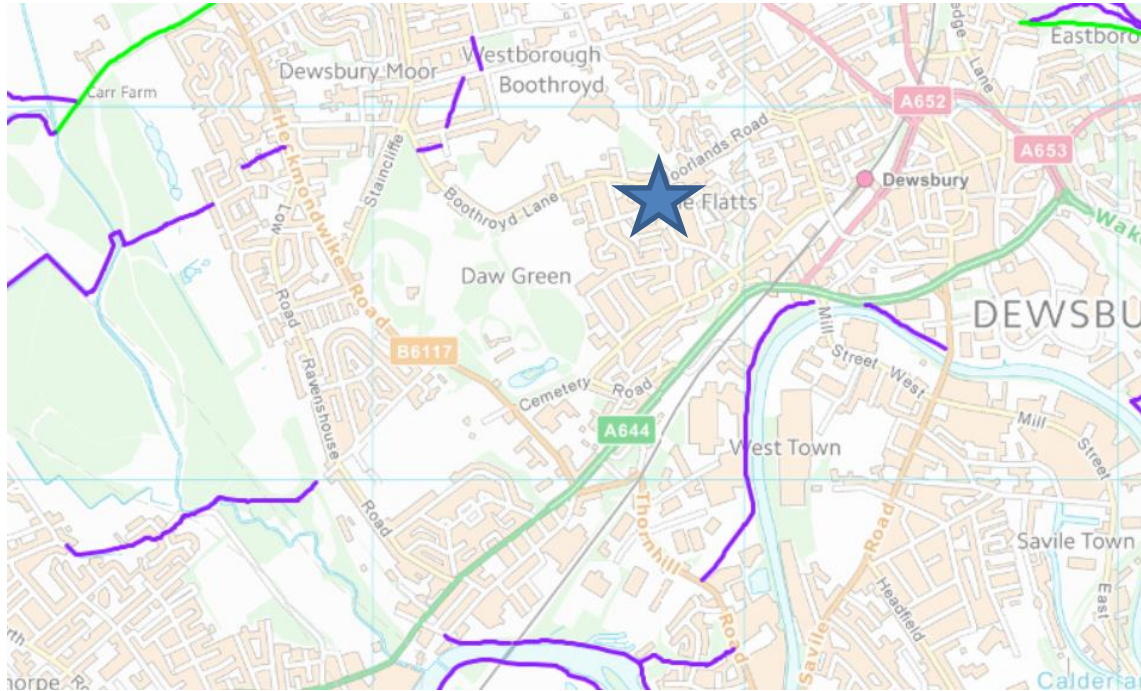


Photo 6: Pedestrianised Section of Boothroyd Lane



3.2.3 Figure 3 shows the existing Public Rights of Way (PRoW) within the vicinity of the site (site indicated by blue star). Public footpaths are highlighted in purple and bridleways are highlighted in green. There are a number of PRoWs within the wider area, including a public footpath (DEW/118/10) along the River Calder to the south of the site, and a number of PRoWs within Dewsbury Country Park to the west of the site.

Figure 3: Local Public Rights of Way



Source: KC, 2025

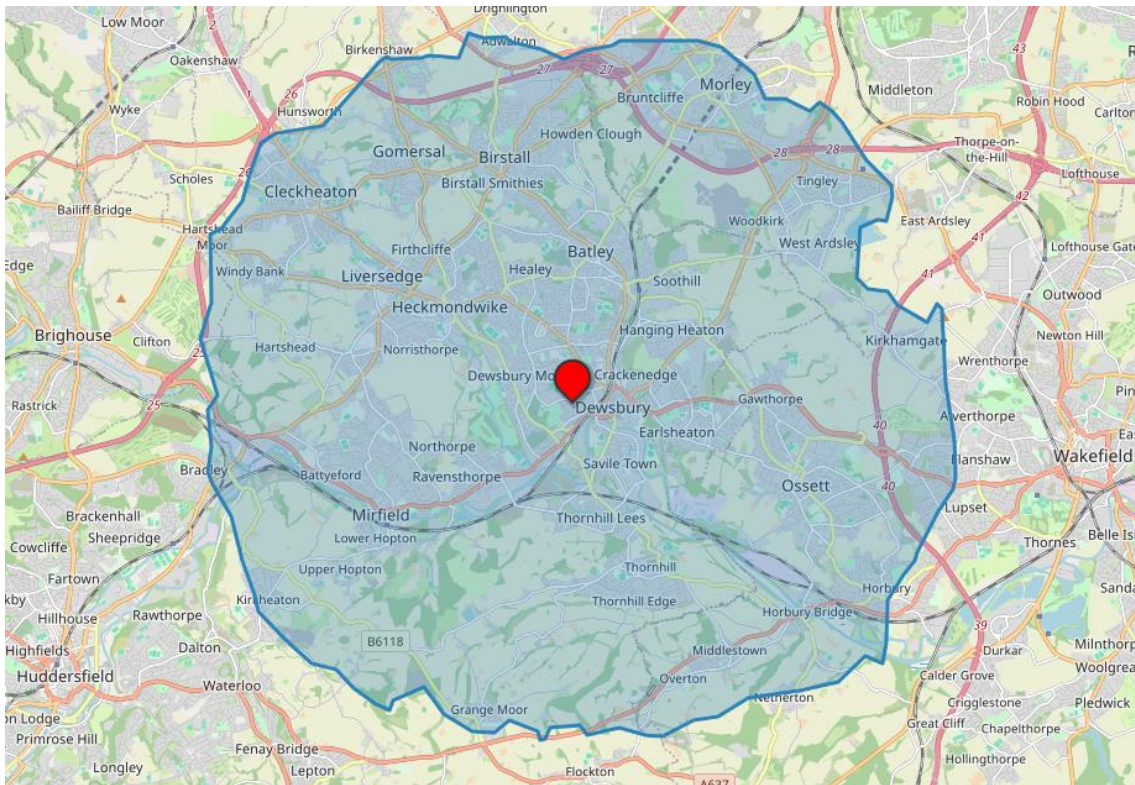
3.2.4 The proposed internal pedestrian routes are expected to be of adequate width, with step-free access between the site and the local footway network. It is therefore considered that the site can be suitably accessed on foot by all users, including those who are mobility impaired.

3.3 Cycling Provision

3.3.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are “an achievable distance to cycle for most people” (DfT, 2020).

3.3.2 The site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of the entirety of Dewsbury, as well as Ossett, Mirfield, Heckmondwike, Cleckheaton, Batley, Birstall and Morley, as shown within Figure 4.

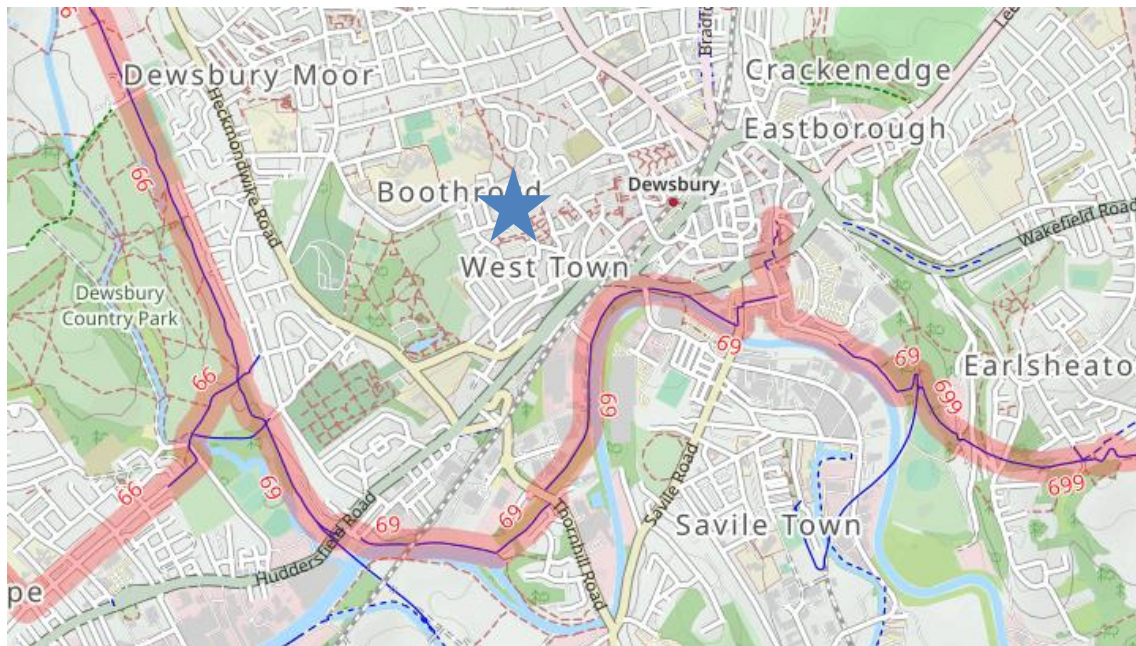
Figure 4: 8km Cycling Isochrone



Source: ORS, 2025

3.3.3 An extract of the Open Cycle Map is provided in Figure 5 and shows the cycle facilities available in the local area. The location of the site is indicated by a blue star with National Cycle Network (NCN) routes shown in red and local cycle routes shown in blue.

Figure 5: Local Cycle Routes



Source: OCM, 2025

- 3.3.4 As demonstrated in Figure 5, NCN Route #69 runs along the River Calder to the south of the site, which is a long distance cycle route between Morecambe and Grimsby. NCN Route #66 is also available in Dewsbury Country Park to the west of the site, which is a long distance cycle route between central Manchester and Spurn Head, East Riding of Yorkshire.
- 3.3.5 Given that most local roads are subject to a 30mph speed limit, it is considered that the local environment within the vicinity of the site is generally conducive to encouraging cycling trips.

3.4 Public Transport Provision

- 3.4.1 Advice outlined within 'Guidelines for Public Transport in Development' (IHT, 1999) states that the generally acceptable maximum walking distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer. The nearest bus stops to the site are located on Moorlands Road, approximately 110m to the north of the site, providing travel in both directions. The #212 service is accessible from the local stops and provides an hourly service between Wakefield and Dewsbury during the daytime on weekdays.
- 3.4.2 The nearest rail station is Dewsbury Rail Station, located an approximately 800m walk to the east of the site. Dewsbury Rail Station provides services to local and regional destinations including Leeds, Huddersfield and Manchester. Facilities at Dewsbury Rail Station include car and cycle parking, and step-free access.
- 3.4.3 It is also noted that Wakefield Westgate Rail Station is also accessible via the bus service #212, which offers further services to local and regional destinations including Leeds, Huddersfield, Manchester, London King's Cross, Plymouth and Edinburgh.

4. ROAD CASUALTY APPRAISAL

4.1 Collision Record

4.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the five-year study period (01/01/2020 to 31/12/2024) was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2025). A total of five collisions occurred within the study area, which includes Boothroyd Lane within the vicinity of the site and a section of Boothroyd Lane/Moorlands Road. The study area extents and the locations of the collisions are indicated on the plan attached as Appendix 4, with a summary of the PICs provided in Table 1 below.

Table 1: Collision History

Factor	Collision Data				
Date	Friday 10 th January 2020	Monday 12 th April 2021	Monday 12 th April 2021	Monday 12 th July 2021	Tuesday 22 nd August 2023
Time	22:30	13:46	13:38	19:50	17:34
Lighting	Darkness – Lights Lit	Daylight	Daylight	Daylight	Daylight
Weather	Fine	Fine	Fine	Raining	Fine
Road Surface	Dry	Dry	Dry	Wet or Damp	Dry
Casualty	Slight – Car Driver (26-35 years)	Slight – Pedestrian (36-45 years)	Slight – Cyclist (36-45 years)	Slight – Car Driver (21-25 years)	Serious – Pedestrian (0-5 years)
Location	At the Boothroyd Lane/St John Street T-junction	On Boothroyd Lane (not at a junction)	On Boothroyd Lane (not at a junction)	At the Moorlands Road/Aspen Grove T-junction	On Boothroyd Lane (not at a junction)

4.2 Road Safety Impact

4.2.1 A total of five collisions, resulting in five casualties, have occurred within the study area during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collision issues associated with the expected movements of the proposed development. Therefore it is considered that there are not any existing road safety issues pertinent to the development of the site.

4.2.2 If the site access improvements and proposed internal layout are designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design of any schemes affecting the highway, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.

5. TRAFFIC IMPACT

5.1 Introduction

5.1.1 This section outlines the number of vehicle trips that the proposed development is expected to generate. Due to the specialist nature of the proposed care home and day centre facility, there are no directly comparable TRICS sites that accurately reflect the operational characteristics of the development. Therefore the level of vehicle trips expected to be generated by the proposed development has been ‘built up’ from a first principles approach through input from the Applicant based on their existing operations across the other 10-bed care home and day centre facilities they currently operate in the local area. The use of a first principles approach accords with previous DfT guidance which recommended that “*unless there is a clear valid comparable situation, the assessment trips should be constructed from first principles based on a detailed analysis of the daily operation of the proposed development*” (DfT, 2007a).

5.2 Proposed Traffic Generation – Care Home Facility

5.2.1 Based on information provided by the Applicant, at full capacity there would be six to seven members of staff during daytime hours, reducing to two staff members overnight, so a maximum of nine members of staff during a 24-hour period. With the typical staff arrival and departure profile provided in Table 2 below.

Table 2: Staff Trip Generation

Time	Arrivals	Departures	Total
07:00-08:00	4		4
08:00-09:00		2	2
09:00-10:00	2*		2
11:00-12:00	2*		2
16:00-17:00		2*	2
18:00-19:00		2*	2
19:00-20:00	2		2
20:00-21:00		4	4
Total	10	10	20

*For the purposes of assessment it has been assumed two of the two/three staff would work on each mid shift in order to provide a robust assessment.

5.2.2 Based on the staff arrival and departure profile, it is reasonable to assume that 2 two-way trips would be generated by staff at the site in the typical AM peak hour (08:00-09:00), and 2 two-way trips generated by staff at the site in the PM peak hour (16:00-17:00), with no staff trips generated between the typical PM peak hour (17:00-18:00).

5.2.3 The Applicant has also confirmed that they primarily recruit staff from the local area, which is expected to encourage the use of sustainable modes such as walking. Therefore, the number of vehicles associated with staff arriving and departing the site is anticipated to be even lower.

- 5.2.4 Residents at the site are primarily to live on site at all times, with a limited number of external trips. It is understood that a minibus will be used at the site to transport residents to/from the site on trips, such as to the other day centre operated by the Applicant, which is in operation between 10:00-15:00. It is understood that the minibus would return to the site following dropping off residents and return to pick them up at the end of the day, it is therefore reasonable to assume the resident minibus could be expected to generate 4 two-way vehicle trips per day.
- 5.2.5 Based on information provided by the Applicant on the typical operation of their other care homes, the care home element of the proposed scheme could be expected to attract up to 3 visitors trips per day, which includes both friends and family visitors to residents, and health professionals, with visits typically occur during daytime periods, and lasting for a period of 1-2 hours. The care home element of the site could therefore be expected to generate up to 6 two-way trips per day associated with visiting.
- 5.2.6 A proportion of these visitor trips may occur via sustainable modes such as walking or public transport, reducing the number of vehicle trips. It is also acknowledged that some residents may be off-site during the day (e.g. attending day centres), meaning not all residents will be available for visits at the same time, reducing the likelihood of a cluster in visitor trips.

5.3 Proposed Traffic Generation – Day Centre & Staff Training Facility

- 5.3.1 Based on information provided by the Applicant, the proposed day centre and training facility is understood to operate during daytime hours only, between 10:00-15:00. Based on the typical operation of the Applicant's other day service facility, the service would typically be served by one minibus and two to three supporting vehicles. Therefore, it is reasonable to assume the day service facility would generate a maximum of five vehicle arrival trips in the morning and five vehicle departure trips in the afternoon, when taking into account that the minibus returns to the base care home during the day and returns at the end of the day to pick up residents.

5.4 Impact on the Local Highway Network

- 5.4.1 The DfT has previously issued guidance that transport assessment of development impacts could be based on a threshold of "30 two-way peak hour vehicle trips" or "100 of more two-way vehicle movements per day" (DfT, 2007a). This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided "a useful point of reference from which to commence discussions".
- 5.4.2 This national DfT guidance has now been superseded and replaced with the 'National Planning Policy Framework' (NPPF) (MHCLG, 2024) and its accompanying 'Planning Practice Guidance' (PPG) (MHCLG, 2014). NPPF and PPG require that transport assessment is undertaken for "developments that generate significant amounts of movement", although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy.

- 5.4.3 As detailed in Section 5.1, the care home development could be expected to generate up to 24 two-way daily vehicle movements (staff and resident minibuses), although it is acknowledged that some staff at the site are likely to travel to/from the site in non-vehicle trip generating modes. In addition, it is assumed that the site could attract three visitors per day, generating a potential maximum of approximately 6 two-way visitor trips. The day centre and training facility is understood to be served via one minibus, and two to three supporting vehicles, therefore it is expected a maximum of 10 daily two-way trips could be generated by this element of the development. This results in a total of 40 two-way daily vehicle trips generated by the site as a whole.
- 5.4.4 Based upon the assessments of this TS, it is therefore considered that the proposed development will not have a significant impact on the operation of the local highway network. Therefore, as the impact of the development is not expected to be severe, the proposals are considered to be in accordance with the *'National Planning Policy Framework'* (MHCLG, 2024), which states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenario"*.

6. PARKING IMPACT

6.1 KC Car Parking Standards & Pre-Application Feedback

- 6.1.1 As outlined in the KC's Highway Design Guide Supplementary Planning Document (SPD) (KC, 2019b), KC does not prescribe fixed local parking standards for developments. Instead, it seeks to ensure that parking provision is appropriate to the needs of the development and not reduced below a reasonable level.
- 6.1.2 Within the pre-application feedback it was requested that justification should be included on how the proposed levels of parking were justified, including how it was derived, and why it is deemed sufficient to serve the proposal.
- 6.1.3 As per national NPPF guidance (MHCLG, 2024), the level of parking provision should be justified based on site-specific factors such as accessibility, type of development, car ownership, and opportunities for sustainable travel.

6.2 Existing Comparable Sites

- 6.2.1 The Applicant currently operates two comparable 10-bed care homes in the local area, with one providing 10 spaces and one minibus space, and the second providing 11 spaces and one minibus space. These levels of parking are perceived by the Applicant to be appropriate to accommodate the demand generated at these sites.
- 6.2.2 The Applicant currently also operates a rented day centre and staff training facility, which is understood to have four parking spaces, including one minibus space. This level of parking is perceived by the Applicant to be appropriate to accommodate the demand generated at the site. It is understood users of the day centre are typically dropped off at the site by minibus at 09:00, with the minibus then returning to the origin care home, before returning to the site at the end of the day to collect users.
- 6.2.3 The Applicant has indicated that recruitment for care home facilities is primarily from the local area. Consequently, car parks are typically underutilised, as a significant proportion of staff travel to and from the site using sustainable modes of transport.

6.3 Parking Survey

- 6.3.1 A snapshot parking survey was carried out at intervals timed to cover the expected parking demand peaks on Tuesday 2nd December in order to calculate the existing demands for all three of the existing sites, at both the existing 10-bed care homes and at the existing rented day centre.
- 6.3.2 At 09:00 at one of the 10-bed homes, five out of the 11 parking spaces were occupied. By 15:00, six of the 11 parking spaces were occupied, representing a maximum occupation rate of circa 55%.
- 6.3.3 At circa 09:00, at the second 10-bed home, six of the 10 parking spaces were occupied, with seven of the 10 parking spaces occupied at circa 11:00. At 15:00, five of the 10 spaces were occupied. This represents a maximum occupation rate of circa 70%.

Photo 7: 10-Bed Care Home - Parking Survey Peak Demand Snapshot (15:00)



Photo 8: 10-Bed Care Home - Parking Survey Peak Demand Snapshot (11:00)



- 6.3.4 At the drop off time of 09:00, all four parking spaces at the existing day centre were occupied, by 10:00, spaces then remain unoccupied for the majority of the rest of the day, before the spaces were occupied again at pick up time.

Photo 9: Day Centre - Parking Survey Peak Demand Snapshot (09:00)



6.4 Proposed On-Site Parking

6.4.1 A total of 18 parking spaces, including two minibus/disabled spaces, are proposed on site. This comprises:

- Care home: 13 spaces (including one minibus space).
- Day centre and staff training facility: 5 spaces (including one minibus space).

6.4.2 Five of the parking spaces will be equipped with Electric Vehicle (EV) charging points.

6.4.3 As aforementioned, for the care home element of the proposals, a total of 6-7 staff are expected to be on site during the day, with 2 members of staff remaining on site overnight. This results in a maximum of 6 members of staff on site at staff shift changeover times (4 day shift and 2 night shift), with a maximum of 7 members of staff on site during the day when mid-shifts are also on site. As with the Applicant's existing care home facilities, recruitment is to primarily be from the local area surrounding the site, and therefore the levels of staff travelling to/from the site in vehicle trip generating modes is expected to be lower. Any visitor trips to residents at the site are expected to be accommodated within the spare capacity. Therefore, the proposed provision of 13 parking spaces is expected to be appropriate to the needs of this element of the development.

6.4.4 For the proposed day centre and staff training facility, this is to be served via one minibus, and 2-3 supporting vehicles, resulting in a requirement of 4 parking spaces in line with the expected demand of the site. Therefore, the proposed provision of 5 parking spaces is expected to be appropriate to the needs of this element of the development.

- 6.4.5 A covered cycle store is also proposed, with a total of five 'Sheffield' stands proposed, providing storage of up to 10 cycles, which is expected to be sufficient for the expected demand at the site.

7. CONCLUSIONS

- 7.1.1 This Transport Statement (TS) provides an appraisal of the likely transport impacts associated with a proposed care facility on land to the east of Boothroyd Lane in Dewsbury.
- 7.1.2 The development proposals seek to provide a new 10-bed care facility comprising an 8-bed care home, a 2-bed supported living annex, a day centre and hypnotherapy spa. The site will be accessed via an existing junction on Boothroyd Lane, which is to be upgraded as part of the proposals to include a widened access and new footway connection to the existing pedestrian infrastructure.
- 7.1.3 The site is located within a 2km walking distance of the majority of Dewsbury, including Boothroyd, Westborough, East Borough, Dewsbury Moor and Dewsbury town centre. Continuous footways are provided along the majority of Boothroyd Lane and surrounding roads. The site is located within an 8km cycle ride of Dewsbury, Ossett, Mirfield, Heckmondwike, Batley and Cleckheaton, with access to National Cycle Network (NCN) Routes #66 and #69. The nearest bus stops are located on Moorlands Road approximately 110m north of the site, providing access to the #212 service between Wakefield and Dewsbury. Dewsbury Rail Station is located approximately 800m east of the site, offering regional rail connections to destinations including Leeds, Huddersfield and Manchester.
- 7.1.4 A road casualty study showed that five Personal Injury Collisions (PICs) occurred within the study area during the five-year period (2020-2024). Analysis of the collisions has not revealed any identifiable existing collision issues associated with the expected movements of the proposed development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site. If the proposed access junction and internal layout are designed with due consideration to road safety, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.
- 7.1.5 The vehicle trip generation of the proposed development has been projected using a first-principles approach based on the applicant's existing operations. The traffic projections indicate that the proposed care facility could be expected to generate up to 40 two-way daily vehicle trips, with only two during the AM peak hour (08:00-09:00) and two during the PM peak hour (16:00-17:00).
- 7.1.6 Based on the assessments of this TS, it is therefore considered that the proposed development should not have a significant impact on the operation of the local highway network. Therefore, as the impact of the proposals at the site is not expected to be severe, the proposals are considered to be in accordance with the 'National Planning Policy Framework' (NPPF) which states that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*" (MHCLG, 2024).

- 7.1.7 It is concluded from the assessments within this TS that the proposed development would not be expected to have a significant impact in terms of sustainable travel, road safety and traffic impact.

8. REFERENCES

- CIHT (Chartered Institution of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.
- DfT (Department for Transport), 2025. Road Safety Data [online: <http://data.gov.uk/dataset/road-accidents-safety-data>].
- DfT, 2021. Inclusive Mobility.
- DfT, 2021. LTN 1/20 – Cycle Infrastructure Design.
- DfT, 2007a. Guidance on Transport Assessment.
- DfT, 2007b. Manual for Streets.
- IHT (Institution of Highways and Transportation), 2000. Guidelines for Providing Journeys on Foot.
- IHT, 1999. Guidelines for Public Transport Development.
- KC (Kirklees Council), 2025. Public Right of Way Map [online: <https://www.kirklees.gov.uk/beta/countryside-parks-and-open-spaces/Search-for-public-rights-of-way.aspx>]
- KC, 2019a. Kirklees Local Plan Strategy and Policies.
- KC, 2019b. Highway Design Guide Supplementary Planning Document.
- MHCLG (Ministry of Housing, Communities and Local Government), 2024. National Planning Policy Framework.
- MHCLG, 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: <http://planningguidance.planningportal.gov.uk>].
- OCM (Open Cycle Map), 2025. Open Cycle Map [online: <https://www.opencyclemap.org/>].
- ORS (Open Route Service Maps), 2025. Travel distance Isochrone Map. [online: <https://maps.openrouteservice.org/>].

Appendix I – Site Layout Plan

SCALE 25M+ 89.3m 50M

- Schedule of Accommodation**
- 8 Bed Care Home
Drg.No.1362/02C
 - 2 Bed Supported Living Annex
Drg.No.1362/02C
 - Ground Floor Day Centre
First Floor Head Offices
Drg.No.1362/03C
 - Hypnotherapy Spa
Drg.No.1362/03C
 - Tarmacadam to access
road and footpath
 - Paving slabs to patios
and pathways
 - Soft landscaping refer to
MFH Drg.No.2b
 - Permeable block paving
to parking spaces



REVISIONS

REV. 1	23/01/23	REVISE & CHECKS RECOMMENDED
REV. 2	15/07/23	LANDSCAPING UNCHANGED

HOMEWOOD
 S M ARCHITECTURAL LIMITED
 THE COACH HOUSE
 BURLEIGH DRIVE
 MILE DAK
 TAWMORTONSHIRE
 B78 3PE
 T: 01827 289988
 F: 01827 289989
 WWW.HOMEWOODDESIGN.COM

CLIENT:
 HORIZON HEALTHCARE HOMES

PROJECT:
 PROPOSED CARE HOME &
 DAY CENTRE
 BOOTTHROYD LANE
 DEWSBURY

DRAWING TITLE:
 SITE LAYOUT

PLANNING DRAWING

SCALE	CHECKED
1:200@A1	
DATE	DRAWN BY
APR. 2025	SM

DWG NO.	REV.
1362	B
01	

Appendix 2 – Pre-Application Advice

Enquiries to: William Simcock

Kirklees Direct
Tel: 01484 414746
Email: william.simcock@kirklees.gov.uk

Mr Bradley Stankler
Brow Cottage
Rigton Hill
North Rigton
LS17 0DJ

Date:
Our Ref: 2025/20748

Dear Mr Stankler,

Pre-application for residential development (erection of care home)

Land at Moorlands Road, Eightlands, Dewsbury, WF13 2LF

Thank you for your request for pre-application advice on the above proposal.

Summary of proposals

The enquiry seeks advise from the Local Planning Authority on a proposal for the erection of a care facility for adults with a learning and physical disability, in two detached blocks comprising:

1. one block containing an 8-bed assisted living unit with 2-bed annex, in the western part of the site;
2. a further, two-storey block in the eastern part of the site, providing ancillary offices, administration and breakout space for staff and sensory and physiotherapy facilities for residents.

The enquiry is supported by a written statement, site plan, indicative 3D renders and elevations.

An on-site meeting between the case officer, William Simcock, and the agent took place on 23/09/25.

Clarification on use class C2 or C3

When assessing Care Homes, it is important to understand whether they would fall into use class C2 or C3. A care home can operate as either, with the variable element being the level of care offered and shared facilities.

Having a clear agreement on the use classes of the units is important as it affects how the proposal is assessed in several regards, including the amenity of future occupiers, the traffic impacts, and potential contributions / obligations.

The submitted details indicate the following:

- C2 bedrooms: x8
- C3 bedrooms: x2

Officers are satisfied that the C2 units would operate as such, given that each would be limited to a bedroom (with WC) but would otherwise be dependant on the wider facilities of the care home.

Officers would question whether the C3 units shown would operate as C3 units. While being larger and including a living room, they do not offer the full set of facilities expected to operate independently (notably cooking and cloth washing). Given they would be seemingly reliant upon the main care home (staff and facilities), officers do not currently consider these to be C3 (although this matter could be discussed further, if needed).

Officers therefore write this letter on the understanding it would operate as a C2 Care Home, with no C3 element. Given that the potential difference is only two C3 units, this differentiation, at least for the purposes of this letter, will be largely academic. Where it may go beyond academic, it shall be noted.

It is evident that there is also a substantial administrative element of the proposal, beyond what would be typically ancillary to a care home. For the avoidance of doubt, this would need to be included within any future application's description of development.

The site

This pre-application enquiry relates to land accessed off Boothroyd Lane, which adjoins the site to the west, in a residential area of Dewsbury some 0.8 km west of Dewsbury Town Centre. The site is roughly rectangular in shape and was previously occupied by a youth centre, the Dewsbury Arena. The building that stood on the eastern part of the site is now demolished; most of the western half of the site is occupied by a multi-use games area (MUGA). There is a general fall in ground levels from north to south.

Planning history relevant to the enquiry

Enquiry Site

2018/94159: Prior notification for demolition of two buildings. Approved and implemented.

Surrounding area

Nonrelevant to the proposal.

Land allocation and relevant planning policy

Kirklees Local Plan (KLP)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

The site is partly on land without designation within the Local Plan proposals map, partly on land designated as Small Open Spaces under Policy LP61 (amenity greenspace). Furthermore, of note:

- The site is in a high-risk area for historic coal mining legacy.
- Lies adjacent to land deemed potentially contaminated (former quarry).

The most relevant policies in the consideration of a proposal on this site are:

- **LP 1:** Presumption in favour of sustainable development
- **LP 2:** Place shaping
- **LP 7:** Efficient and effective use of land and buildings
- **LP11:** Housing Mix and Affordable Housing
- **LP 20:** Sustainable Transport
- **LP 21:** Highways and access
- **LP 22:** Parking
- **LP 24:** Design
- **LP 28:** Drainage
- **LP 30:** Biodiversity and geodiversity
- **LP 33:** Trees
- **LP 50:** Sport and physical activity
- **LP 52:** Protection and enhancement of environmental quality
- **LP 53:** Contaminated and unstable land
- **LP 61:** Urban green space.

The Local Plan submission documents can be views on the following website:

<http://www.kirklees.gov.uk/beta/planning-policy/local-plan.aspx>

Kirklees LPA Supplementary Planning Documents

These SPDs aim to provide clarity and deliver a higher standard of design in developments within Kirklees as part of the council's aspiration to promote the delivery of high-quality

places. The detailed guidance is to be used early in the design, layout and planning of new developments.

When applying the guidance set out in the SPDs a “comply or justify” approach will be followed. Proposals which comply with the guidance are more likely to progress through the planning process quickly and successfully. Proposals which depart from the guidance will need to provide full justification. For new developments, the council will welcome innovative and contemporary designs which are appropriate to the site context, and which make a positive contribution to the appearance and character of the area.

- Highway Design Guide SPD (2019)
- Open Space SPD (2021)

The council’s full set of SPDs may be found at:

<https://www.kirklees.gov.uk/beta/planning-policy/adopted-supplementary-planning-documents.aspx>

Kirklees LPA Guidance and Advice Documents

The following documents are the Local Planning Authority’s guidance and advice notes which are deemed relevant to your proposal:

- Kirklees Interim Housing Statement to Boost Supply (2024)
- Biodiversity Net Gain Technical Advice Note (2021)
- Planning Applications Climate Change Guidance (2021)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions Technical Planning Guidance (2016)
- Waste Management Design Guide for New Developments (2020)

All the LPA’s Guidance and Advice notes may be found at:

<https://www.kirklees.gov.uk/beta/planning-applications/guidance-and-advice-notes.aspx>

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) and the Planning Practice Guidance Suite (PPGS), together with Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

The most relevant Chapters of the NPPF in the consideration of a proposal on this site are:

- **Paragraph 11** – Presumption in favour of sustainable development

- **Chapter 2** – Achieving sustainable development
- **Chapter 8** – Promoting healthy and safe communities
- **Chapter 9** – Promoting sustainable transport
- **Chapter 12** – Achieving well-designed places
- **Chapter 14** – Planning for climate change, flood risk and coastal change
- **Chapter 15** – Conserving and enhancing the natural environment

The National Planning Policy Framework (NPPF) can be viewed at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Other relevant national guidance and documents:

- MHCLG: National Design Guide (2021)
- DCLG: Technical Housing Standards – Nationally Described Space Standard (2015, amended 2016)

Consultations

The below lists the internal groups consulted as part of this pre-application enquiry. Their feedback is contained within the following commentary and/or may be found attached.

- K.C. Planning Policy
- K.C. Highways Development Management
- K.C. Environmental Health
- K.C. Lead Local Flood Authority
- K.C. Trees
- K.C. Ecology
- K.C. Designing Out Crime Officer

External consultees

Kirklees LPA do not consult external parties (other than the West Yorkshire Police Designing Out Crime Officer) as part of the pre-application service. Based on the detailed held at this time, the following bodies would be consulted with at full application stage:

- The Mining Remediation Authority, formerly the Coal Authority (due to the site being partly within a Development High Risk Area)
- Yorkshire Water (due to the scale of development)

Member Interest

The site falls within Dewsbury West Ward, where the members are:

Cllr Ammar Anwar; Cllr Tanisha Bramwell; Cllr Darren O'Donovan.

The three Ward Councillors were notified of this enquiry. No comments were made as a result.

Relevant matters for consideration

Principle of development

Loss of existing sports facility / urban green space

The site is classified as a Small Open Space within the Kirklees Local Plan. Furthermore, the proposal includes the loss of a sport facility.

The site is identified in the Local Plan Strategy and Policies document (Appendix 4) as a small valuable greenspace protected under Local Plan policy LP61 (Urban Green Space). Therefore, policy LP61 must be addressed. This policy states:

Development proposals which would result in the loss of urban green space (as identified on the Policies Map) will only be permitted where:

- a. an assessment shows the open space is clearly no longer required to meet local needs for open space, sport or recreational facilities and does not make an important contribution in terms of visual amenity, landscape or biodiversity value; or*
- b. replacement open space, sport or recreation facilities which are equivalent or better in size and quality are provided elsewhere within an easily accessible location for existing and potential new users; or*
- c. the proposal is for an alternative open space, sport or recreation use that is needed to help address identified deficiencies and clearly outweighs the loss of the existing green space.*

The onus would be on the applicant to demonstrate compliance with the above. No such information has been provided with the application for officers to comment on, at this time. For the avoidance of doubt, this would form a fundamental aspect of any future application and needs to be carefully considered and suitably addressed.

The council's lack of a five year housing land supply is noted (further details below). Nevertheless, for the avoidance of doubt, the tilted balance alone would not outweigh the departure from policy LP61, should compliance with the above not be demonstrated.

Regarding the sports facilities on site, the principal building hosting the community facility (the Arena Young People's Centre) was demolished in 2018. It is understood that no part of the site has been made available for public sport and recreation since this time. The MUGA remains intact, however, and could in theory be brought back into use. Therefore, Policy LP50 is applicable, which reads:

The council will seek to protect, enhance and support new and existing open spaces, outdoor and indoor sport and leisure facilities where appropriate, encouraging everyone in Kirklees to be as physically active as possible and promoting a healthier lifestyle for all.

Sport and leisure facilities will be protected where they are needed to meet current and future demands. The loss of open space, sport and leisure facilities will only be allowed where:

- a. an assessment clearly shows that the site is no longer required to meet an identified need for open space, sport, or recreation use; or*
- b. equivalent or better replacement facilities in terms of quantity and quality are provided to compensate for those lost as a result of the development and these are within an easily accessible location for existing and potential new users; or*
- c. the proposal is for an alternative sport, leisure or open space use that is needed to help address identified deficiencies and clearly outweighs the loss of the existing facility. Any proposed loss of community sports facilities should be supported by a detailed needs assessment report.*

It is the responsibility of the applicant to demonstrate that the land and MUGA is surplus to requirement for recreational use with a justifying statement, which could include any council evidence and availability of other MUGAs within the vicinity. The council's [Open Space Study 2015 \(revised 2016\)](#) should be used for reference. Table 4.5, page 16, sets out accessibility standards for public open space and outdoor recreation facilities – the relevant distance here is the Children and Young People category which specifies 2km as the accessibility standard for access to youth facilities (major skate parks and MUGAs). Figure 7 within the Open Space Study provides a map of Kirklees with existing provision.

Residential and care home development

The proposed development would comprise, primarily, a use within the use class C2 (Residential Institutions) which includes residential care homes and supporting administrative facilities. The proposed two-bedroom annexe, it is understood, would provide sheltered or supported accommodation with a greater degree of independence, but as noted previously it would be likely to fall within Class C2. Any future application would have to make it clear what each use would be.

The Local Plan does not contain any specific policy on the provision of new residential institutions such as care homes. In principle such proposals are likely to be supported where they are in appropriate locations (see the above concerns regarding LP50 and LP61) and subject to considerations of design, amenity and environmental factors.

Furthermore, for residential development, as the council is currently unable to demonstrate a five-year supply of deliverable housing sites and delivery of housing has fallen below the 75% HDT requirement it is necessary to consider planning applications for housing development in the context of NPPF paragraph 11. This paragraph triggers a presumption in favour of sustainable development. For decision making this means:

“where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:

- 1. the application of policies in this Framework that protect areas or assets of particular importance⁷ provides a strong reason for refusing the development proposed; or*
- 2. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”*

Footnote 8 of the NPPF clarifies that for applications involving the provision of housing, the presumption applies to situations whereby the local planning authority cannot demonstrate a five-year supply of deliverable housing sites; or where the Housing Delivery Test has fallen below the 75% pass threshold.

The council’s inability to demonstrate a five-year supply of housing land or pass the Housing Delivery Test weighs in favour of housing development. Nonetheless, this must be balanced against any adverse impacts of granting the proposal. As noted above, departures from Policies LP50 and LP61 would weigh heavily against the proposal, and the harm caused by such a departure would not be outweighed by the lack of a five year housing land supply.

Sustainable development and climate change

At application stage, you would need to submit supporting information to demonstrate that the proposed development would achieve net gains in respect of all three sustainable development objectives (economic, social and environmental), as you have briefly alluded to in the pre-application statement submitted. The council approved Climate Emergency measures at its meeting of full Council on 16/01/2019, and you may also be aware of the West Yorkshire Combined Authority’s pledge for the Leeds City Region to reach net zero carbon emissions by 2038. Your forthcoming submissions must respond positively to these policies and initiatives.

The site is considered to be in a moderately sustainable location, being approximately 135m from stops on a medium frequency bus route, and approximately 765m from Dewsbury railway station and 900m from Dewsbury bus station. Due consideration however should be given at the application stage to measures to encourage the use of sustainable modes of transport. Adequate provision for pedestrians, cyclists and low-impact (electric or hybrid vehicles) should be demonstrated. These points are elaborated on where relevant within this assessment.

You are advised to review the council's Planning Applications Climate Change Guidance and, with any future application, submit a Climate Change Statement. The council's Planning Applications Climate Change Guidance and a template for a Climate Change Statement are accessible using the below link:

<https://www.kirklees.gov.uk/beta/planning-applications/guidance-and-advice-notes.aspx>

Quantum of development

If the principle of residential development is accepted, the Council has a duty to ensure that land is used efficiently as set out LP7, which states that development should normally achieve a net density of 35 units per hectare. For a site of this size (approximately 4.45ha) this would imply 16 units. On the plans submitted for consideration, only 10 living units would be provided.

The development of the site in such a way that a substantially lower number of units are delivered would have to be clearly justified in any application. In effect, clarification and justification must be given as to why what you propose represents an effective and efficient use of the land. Details of why the administration structures are needed, plus why more apartments could not be included, would be welcome.

Under Policy LP11, residential proposals should contribute to creating mixed and balanced communities. For most housing schemes, this will mean that applicants will be expected to provide a mix of house types (by number of bedrooms) as well as an element of affordable housing. Clarification on why only 1bed units is proposed would be welcome.

Under Section 4 of the Housing Mix and Affordable Housing SPD, however, specialist accommodation (including care homes) is not expected to deliver a mix of unit sizes, and this consideration would not apply here.

Transport

Access to the site is proposed to be taken from Boothroyd Lane.

A transport statement should be submitted with the full application that covers the following points as a minimum.

(i) Trip Generation

This can be provided from the national TRICS database or from traffic counts at a suitable similar site. If the latter approach is taken, it is advisable to obtain the advice of KC Highways Development Management prior to the survey being undertaken who will be able to advise on whether the chosen survey site is representative.

It is noted that some trip generation would have occurred with the extant use of the site as a youth centre and sports facility and these trips may be discounted against the proposed use. Whilst trip generation arising from the proposed use is unlikely to have a severe impact on the efficiency of the surrounding highway network, it may have an impact on parking demand at the site. The parking demand should take account of the number of staff and expected visitors to the site.

(ii) Access and servicing

Drawing No 1362 01 Rev A (indicatively, by means of grey shading) shows improvements to the access with a new kerbed radius and an increase in width to approximately 5m with a 2m footway connecting into the existing footway on the eastern side of Boothroyd Lane. It is considered probable that visibility splays based on Manual for Street calculations can be achieved. For a 30mph road these should be 2.4m x 43m, however the Y-distance may be shortened if speed survey evidence can be provided. All visibility splays should contain no obstructions to visibility above 1m in height (which could be conditioned in the event of a future approval).

It would need to be demonstrated that vehicles can safely access the site, including waste collection vehicles and emergency service vehicles. These would need indicating on a swept path analysis, this should also include turning within the site so that service vehicles can enter and exit the site in forward gear for highway safety reasons. Any works to the access that affect the adopted highway will need to be undertaken under the correct legal agreement with the council as Local Highway Authority (either a s278 agreement or a s184 agreement).

Details of how the new 2m footway will be tied-in with the existing footway to the east side of Boothroyd Lane would also need to be provided in support of a future application.

The drawing states that the wall alongside the western boundary of the site is a "Stone Retaining Wall", if this is a retaining wall then any changes to may require a technical Approval In Principle from the Council acting as Highway Authority. Such an application is usually made subsequent to the grant of planning permission.

It is assumed that the internal layout of the site will remain private and unadopted. However, the changes to the access may require adoption by the Local Highway Authority (including any land within the visibility splays) and this will need to be done through the correct legal agreement. Any areas intended for adoption will need to be clearly indicated on a drawing.

If there are to be any gates included at the access, these should be set back suitably to allow the largest vehicle expected to regularly attend the site to pull clear of the adopted highway whilst waiting for the gates to be opened, so they do not cause an obstruction to the adopted highway.

KC Highway Safety have made several recommendations on junction works and works outside the site boundaries that they consider necessary to allow the proposed development to operate without giving rise to highway safety hazards, which are enclosed as a separate document. These include the provision of new Traffic Regulation Orders (TROs) on the highway adjacent to the site.

It is recommended that TROs are included on a drawing submitted with any future application. In the event of an approval it is likely that permission would be subject to a condition that the TROs be provided before any part of the development is brought into use. This would involve a financial contribution by the applicant to meet the expenses incurred by Kirklees Council in carrying out the TRO process.

Finally, KC Highways Development Management advise that a future planning application would need to be accompanied by a Stage One Road Safety Audit (RSA), however, it is advisable this only be undertaken once the layout and arrangements are agreed with KC Highways Development Management (i.e., during the course of the application).

(iii) Parking

The submitted proposed site layout drawing 1362 01 Rev A indicates the provision of 16 standard (including 4 EV charging spaces) and 2 mobility parking spaces. Justification for this figure, how it was derived, and why it is deemed sufficient to serve the proposal, will need to be included.

A turning head appears to be included within the car park design. This will need a swept path analysis to ensure a waste collection vehicle can safely turn within the site. Some markings may be required to stop parking within the turning head which may obstruct the turning of service vehicles.

Drawing No 1362 01 Rev A indicates cycle parking on racks adjacent to the access. This would not be considered a safe and secure location for cycle parking, especially for staff who may wish to park a cycle for the full length of their shift (which may be overnight). Covered secure cycle parking should be located within the site where it is overlooked and will provide an attractive location for cycle parking in order to promote cycle use.

(iv) Waste Storage and Collection

Details of waste storage and collection should be provided with the full application. This should include a swept path analysis for an 11.85m waste collection vehicle entering the site, accessing the waste storage area, turning within the site and exiting the site.

For details on waste storage requirements, we would refer the applicant to guidance provided by the Kirklees Waste Strategy Team, this can be found at:

<https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf>

(v) Travel Plan

Kirklees Council would not require the submission of a Travel Plan for a development of this type and size. However, any future application should seek to promote the use of sustainable and active travel wherever possible.

The above information would be required to assess any future application against Policies LP20-22 and Policy LP49c of the Local Plan and the Highways Design Guide SPD.

Urban design

Chapters 11 and 12 of the NPPF, and Local Plan Policies LP2, LP7 and LP24 are relevant to the proposed development in relation to design, as is the council's Housebuilders Design Guide SPD¹ and the National Design Guide. Local Plan Policy LP24 sets out that "Good design should be at the core of all proposals in the district ..." and that proposals should promote good design by ensuring "the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape".

The submission is supported by detailed elevation and floor plans, which is welcomed. However, any future application would need to include a set of appropriate sections and existing / proposed level plans, which would need to be drawn to include land outside the application site boundaries, so that the effect on the wider townscape having regard to levels and gradients could be determined.

The following is a general commentary on the design merits of the proposal, based on the details submitted at this time.

- Local Plan policy LP24 and the Housebuilders Design Guide SPD set out an expectation for new residential development proposals '*to respect and enhance the local character of the area*'. This includes taking cues from the character of the built, historic and natural environment within the locality.
 - It is accepted that the area has a varied character, with no prevailing architectural features. Nevertheless, consideration should be given to the highest quality design and/or common features of the local area, which should be replicated within the proposal to help ground the development in the local

¹ The Housebuilders Design Guide SPD is considered applicable to the development, given its quasi-residential nature. Regardless, it sets out good standards of design and principles that should be adhered to for all forms of development.

setting. Details of this consideration should be provided within the Design and Access Statement.

- Regarding the layout, there are no immediate concerns over that proposed, which seems a logical approach based on the information held. However, please note the following:
 - The layout is relatively tight within the site. While not a concern in itself as presented, there are reservations whether the internal road, and turning head, could accommodate the maximum vehicle size (refuse vehicle / ambulance). If the road or turning head need to be enlarged, this should not be at the expense of the buildings moving close to the boundaries.
 - Trees south of the access are shown to be retained. This is welcomed and expected (see further comments on trees below). However, officers would question whether the proposed road could be built so close to them without them being removed. This concern is exacerbated by the understanding that these trees are understood to be in third party land. This would need to be considered by a suitably qualified arboriculturist.
- For architectural design, careful consideration should be given to whether any key characteristics help contribute or define the aesthetics of the area, and this should inform and should be incorporated into the proposal, if feasible. Things to consider include, but should not be limited to, the pattern of the urban grain, roof form, fenestration (including cills and lintels), and relationship of dwellings to their curtilage. Should any key characteristics be identified and be incorporated into your design proposals, it may assist in the development harmonising with the established character. Based on the current plans, the following advice and observations are offered:
 - The overall scale and massing of the proposal is considered appropriate for the site. The two-storey building would be seen in the context of existing two-storey dwelling houses, and it would be placed with a stand-off distance of approximately 7m from the eastern site boundary.
 - The proposed buildings would each have pitched roofs. The roof pitch would be shallow which would help to limit the overall visual impact of the buildings. These roof forms should be retained during any potential revisions.
 - The predominant facing material is shown to be artificial stone, with an element of render and composite cladding. The latter would mostly be on the front elevation in the case of the two-storey building, which would be the elevation facing in towards the centre of the site, and in the case of the two-storey building, the elevation to Sussex Walk. The surrounding residential development consists of masonry buildings, albeit in a range of materials -

mainly coursed stone, artificial stone and light brown brick, but with negligible use of artificial cladding.

- Officers advised that the palette be kept to two materials, with the render recommended to be removed. The use of a suitable cladding is not opposed in principle, subject to a high-quality material being used and implemented appropriately. Sufficient detail would be required at application stage to give officers comfort that the intended material is high enough quality and suitable for the area. In terms of implementation, it is recommended that the amount of cladding used is reduced slightly from that proposed, so that stone be the dominant material.
- Officers are unclear how prominent the development would be from Boothroyd Lane. The natural stone wall presumed to remain under the overgrown vegetation is expected to be retained, as is the vegetation (although a degree of clearance is assumed to be inevitable, and it is understood that you may wish to lower the wall to improve visibility). Officers would request that a streetscene plan be provided showing how the development would appear from Boothroyd Lane, and that consideration be given to ensuring the Care Home's elevation facing the road have sufficient interest to engage with the streetscene.
- Any future application would need also to include at least an indicative landscaping scheme showing which areas are to be soft- and hard-landscaped, demonstrating that opportunities have been taken to enhance the visual amenity and biodiversity of the site through sympathetic planting and landscaping.
 - Policy LP33 states that development should not be allowed where it would threaten, directly, or indirectly, trees or woodlands of significant amenity. This will include, but not be limited to, trees that are formally protected by means of a Tree Preservation Order (TPO).
 - Any future application would need to be accompanied by a Tree Survey, Arboricultural Impact Assessment and Method Statement so that all likely effects, both direct and indirect, could be accurately assessed (and, as far as is reasonably practical, mitigated), in accordance with the aims of Policy LP33 of the Kirklees Local Plan. This would need to include an assessment of any possible impact on future occupants' enjoyment of their property.
 - A dedicated boundary treatment plan, including clearly denoted locations for each type of boundary treatment (ideally in different colours) and typical elevational drawings for each boundary treatment, should be provided at application stage.

Residential Amenity

In accordance with the aims of Policy LP24(b), an appropriate distance should be maintained between new and existing development in order to ensure sufficient privacy, light and space is maintained for their occupiers. The minimum distances set out in the Housebuilders' Design Guide SPD are intended as distances between new and existing dwellinghouses or flats (C3 use class). While the building includes non-C3 elements, these standards should still be applied wherever possible. New development should not detract from the amenity of existing development by reason of overbearing impact, reduction to natural light or outlook, or other factors. Similarly, new residential should allow future occupants to enjoy natural light and an outlook.

One residential property adjacent to the site, known as Lacy Villa, has window on its western elevation, facing the site. These are at ground and first floor levels. Aerial photography suggests these windows likely serve habitable rooms and therefore benefit from the highest protection.

The ground floor separation distance between the dwelling and new building would be circa 9.4m, which raises concerns over separation distance. While the boundary treatment is proposed to be between 1.8m and 2m, or could be made so via the submission, this alone would not fully limit harm being caused. It is therefore advisable that the 'covered area' (also shown as an internal patio) single storey section be removed from the proposal. In terms of the first floor, the distance is shown to be approximately 13-14m from the wall of the new administrative building. Subject to the land levels between the two building being similar², the separation distance is considered sufficient to avoid the new build's first floor having an overbearing or overshadowing impact on account of limitation of light or outlook. While it is noted that no new windows at first floor are aligned with Lacy Villa's windows, some of the upper floor windows in the administrative building may have the potential to give rise to loss of privacy to this dwelling so may need to be fitted with obscurely glazed, non-openable windows to protect privacy.

It is recommended that a section plan, showing the proposed relationship between the Administrative Building and Lacy Villa (and including the boundary treatment) be provided at application stage, to clearly demonstrate the relationship.

The Council recognises the Nationally Described Space Standards as best practice to ensure that new homes can meet basic lifestyle needs and provide high standards of amenity for future occupiers. These are not currently adopted in the Kirklees Local Plan but are highlighted in Principle 16 of the Housebuilders Design Guide SPD. Any new dwellings should adhere to (or exceed) these standards. It is accepted that industry standards will have been taken into consideration in allocation of space to residential bedrooms and shared facilities within the care facility, and that the Nationally Described Space Standards should not be applied to this part of the development as they are intended to apply to the C3 use³ class only. For the semi-independent annexe, compliance with the NDSS should be demonstrated, or any shortfall justified.

² To be confirmed via level plans at application stage.

³ If not concluded to be C2, per the previous comments.

Due consideration should also be given to privacy for future residents. For ground-floor accommodation, it is not desirable for the main bedroom windows to face directly out on to a shared path. Whilst it would probably not be realistic for each bedroom to have its own private garden plot, defensible or semi-private space in the form of soft landscaping should be provided in front of each bedroom window so that residents do not experience any perceived loss of privacy because of visitors and staff walking past the windows.

Other planning issues

Drainage

The site has an area below 1ha and is fully within Flood Zone 1. Therefore, a site-specific flood risk assessment is not considered necessary. A flood risk sequential and exception test would also not be required.

A Drainage Strategy and rainfall event flood routing will however need to be demonstrated.

The site is not within an area which is known to be at risk from flooding and Kirklees records indicate that no watercourses (culverted or open) cross the site.

Any future application will have to clearly state what methods of surface water disposal are to be used, having regard to the drainage hierarchy and the requirements of Policy LP28.

For the drainage strategy, Kirklees LPA and Lead Local Flood Authority (LLFA) promote the drainage hierarchy. Proposal's re-developing brownfield land are expected to demonstrate a minimum 30% reduction in surface water run-off where previous positive surface water connections from the site can be proven. New connections will be subject to at least greenfield restrictions.

Direct connection to watercourse is not available as an option in this instance. In line with the surface water hierarchy of disposal, infiltration techniques should be considered before discharge to mains drainage. The British Geological Survey rates the site at level 2 which means the site is possibly suitable for infiltration. Local testing is advised in accordance with BRE Digest 365.

Early consideration should be given to ensuring appropriate siting for attenuation features, including their future management and maintenance, with details required at application stage.

Further technical advice is provided in the attached comments by KC Lead Local Flood Authority.

Ecology

No ecological surveys or assessments have been provided to support the pre-application enquiry. An Ecological Impact Assessment (EclA), informed by appropriate survey work, would be required to support an application at the site to demonstrate it is suitable for development and would not unduly prejudice local species and habitat. Please note a Preliminary Ecological Appraisal alone is highly unlikely to be sufficient for the scale of development under consideration.

For detailed further advice on ecological considerations please see the attached response from K.C. Ecology.

Further to the above, you are reminded of the requirements of the Environment Act 2021 pertaining to ecological net gain. As of February 2024, the delivery of a minimum 10% net gain using the Statutory Metric, is a legal requirement for all developments (bar certain exemptions). As a minimum, any subsequent application must be submitted with a site baseline assessment (i.e., to identify the site's original habitat value) using said metric. Thereafter, for any approved development the 10% net gain delivery would be secured by condition.

Should the 10% net gain include 'significant on-site BNG', an additional requirement of a Habitat Management and Monitoring Plan (HMMP), with monitoring fee, would be required, to cover a period of no less than 30 years. The HMMP and monitoring fee is likely to be secured within the Section 106 agreement (should planning permission be granted). A 'significant on-site BNG' is currently identified as five habitat units (cumulative across all unit types (i.e., habitat, river, hedgerow)), although this is subject to confirmation.

For further details please see:

[Biodiversity net gain at Gov.uk](#)

Air quality

The site is not within an Air Quality Management Area.

The enquiry proposal has been reviewed in accordance with the West Yorkshire Low Emissions Strategy (WYLES) - Technical Planning Guidance. This document divides applications into three impact types (Minor, Medium and Major) using specific criteria to determine the type. Actions and mitigation requirements are dependent on the development use class and which impact type it is classified as.

Given the footprint of the site, officers consider that the application would likely be classified as Medium. However, depending on the traffic volumes / compositions, the application may meet Major development criteria. This would be verified at application stage, unless further details that confirm traffic generation are provided prior.

Regardless of whether an AQIA is required, the LPA expects all new residential developments to include electric vehicle charging points as standard. For dwellings within

allocated parking, one EVCP per unit is expected. For communal parking EVCPs are expected in 10% of spaces.

Land contamination and instability

Land that is recorded as being potentially contaminated by reason of its former use as a quarry is recorded adjacent to the southern boundary of the site. Officers would therefore expect a current Phase 1 Contaminated Land Report (Desk top study and site walkover) to be included with any future application for this development. If the agreed Phase 1 report has identified potential contaminated land risks, then a Phase 2 Intrusive Survey Report and if necessary, a Remediation Strategy report will be required for approval before any ground works commence.

If ground gas (including mine gas) monitoring is necessary as part of the Phase 2 investigation the Phase 2 Report will not be considered acceptable unless the whole of the gas monitoring has been completed in accordance with current guidance. A report detailing only part of the gas monitoring will not be acceptable. Officers would require the developer to demonstrate that any contamination at the site has been remediated to a satisfactory standard before the new use commences.

The area lies within a Coal Referral Area, meaning that there is a significant risk of land instability caused by coal mining legacy. Any planning application will therefore need to be supported by a Coal Mining Risk Assessment.

Crime Prevention

Developments should be designed to, as far as reasonably practicable, ensure that future users are protected from crime and the fear of crime. The Designing Out Crime Officer (DOCO) for Kirklees was consulted on this application, and whilst raising no objection in principle has provided advice that you should consider. This is enclosed as a separate document.

Pre-application Public Engagement

You are encouraged to carry out public consultation and engagement prior to submitting your planning application, in accordance with paragraph 40 of the NPPF. To discuss the proportionality of this, please contact Nicholas Hirst.

The results of your pre-application consultation would need to be included in a Statement of Community Involvement to be submitted with your forthcoming planning application.

Public Health

Local Plan policy LP47 states:

Health Impact Assessments would be carried out for all proposals that are likely to have a significant impact on the health and well-being of the local communities, or particular groups within it, in order to identify measures to maximise the health benefits of the development and avoid any potential adverse impacts.

The proposal has been reviewed against the current screening criteria, which are reviewed annually.

The site falls within Dewsbury West ward which is a ward which has been identified to have one or more of the five public health indicators (higher than the Kirklees average) where the land use for planning could have influence. Under the current validation criteria, any proposal of over 1,000sqm floorspace should be supported by a Rapid Health Impact Assessment.

According to officers' own measurements, the combined floorspace of both buildings would be approximately 880sqm, in which case this requirement would not apply. It is however the responsibility of the applicant to enumerate the floorspace and provide an accurate figure for it when submitting the application.

Planning obligations

Paragraph 58 of the NPPF confirms that planning obligations must only be sought where they are: (a) necessary to make the development acceptable in planning terms, (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development.

The proposed development would provide a total of 10 residential bedrooms, and this would fall below the threshold within the relevant SPDs under which an element of affordable housing and public open space should be sought. It is therefore not anticipated that, in the event of an application being made, any matters will need to be secured by a legal agreement.

Validation requirements

The information you need to provide with your application is detailed below. Further guidance on the [Validation Checklist effective February 2023](#).

National requirements

1. Application form
2. Ownership certificates
3. Planning fee
4. Design and access statement
5. Location plan
6. Site layout or block plan
7. Existing and proposed elevations

- a. On the subject of elevations, while the current version of the plan has its merits and is useful for relaying the floor plans to the elevations, this is at the expense of the legibility and convenience of reviewing the elevations. Officers would request that a typical elevation plan, where the elevations are all orientated the same, be included in addition to the deconstructed version tying the floor plans and elevations together.
8. Existing and proposed floorplans
9. Existing and proposed roof plans
10. Existing and proposed sections
11. Biodiversity Net Gain Metric and statement

Local requirements

1. Planning Statement
2. Biodiversity Net Gain Statement and Metric
3. Ecological Impact Assessment, supported by appropriate survey work
4. Climate change statement
5. Crime Prevention Statement
6. Coal Mining Risk Assessment
7. Phase One Contaminated Land Report
8. Sport and Leisure Facilities: Evidence/Statement to justify loss Policy LP50
9. Open Space/Sport and Recreation Building and Land Assessment (note – it may be more convenient to combine 8 and 9 into a single document)
10. Drainage Strategy
11. Tree (arboricultural) Survey and Impact Assessment.
12. Transport Statement
13. Health Impact Assessment
14. Schedule of Residential Accommodation (preferably contained in the planning statement and on the floor plan).
15. Site Waste Management Plan
16. Stage 1 Road Safety Audit (once design is agreed with K.C. Highways).

Planning application fee

You can use the following link to calculate how much the planning fee would be for your proposal:

<https://1app.planningportal.co.uk/FeeCalculator/Standalone?region=1>.

The application forms and how to apply for planning permission is explained on the [Planning Portal](#).

Conclusion

I have sought to explain how the acceptability of any future proposal would be assessed and what information you should provide.

The site in question is protected from development by policies LP50 and LP61, by virtue of the sport facility and open space value respectively. Both these policies would indicate that the enquiry proposal should not be supported, unless clear and convincing evidence is provided to address the tests of the aforementioned policies. This would form a fundamental consideration of any such application, with limited information provided at this time for officers to comment on. The onus would be on the applicant to demonstrate compliance with these policies at application. Therefore, we are limited to being able to express concern at this time and until these are addressed officers cannot state conclusively that the site is suited to accommodate new built development.

As noted, the proposal would, in addition to making a contribution to general housing needs in the district, provide specialist accommodation and supporting services for people with a learning and physical disability, and would therefore assist in meeting the needs of all sections of the community and supporting its health and social wellbeing, thereby helping to deliver the objectives of sustainable development as set out in paragraph 8 of the National Planning Policy Framework and Policy LP1 of the Kirklees Local Plan. This is welcomed in principle but this, for the avoidance of doubt, is unlikely to be sufficient to outweigh the presumed harm via departure from LP50 and LP61 if compliance with those conditions cannot be demonstrated.

Without prejudice to the above comments, on other matters, comments regarding a various material planning considered have been raised and should be considered through any future application. The overall scale and built form of the development is considered appropriate for the site although, as noted, its visual impact cannot be fully assessed without a full set of drawings including sections. Any future proposal would also need to demonstrate that safe access to the public highway network could be obtained and demonstrate a satisfactory internal layout for access and servicing and would also need to give due consideration to possible land contamination, residential amenity, security, and biodiversity, as set out earlier in this letter.

I hope you find this information helpful.

Yours sincerely,

William Simcock,
Senior Planning Officer

Disclaimer

Any views or opinions expressed are in good faith, without prejudice to the formal consideration of any planning application, which will be subject to public consultation (which will include the relevant Town or Parish Council) and ultimately be decided by the Council.

It should be noted that subsequent alterations to legislation or local, regional and national policies might affect the advice given.

Caution should be exercised in respect of pre-application advice which is not submitted within a short time of the Council's advice letter.

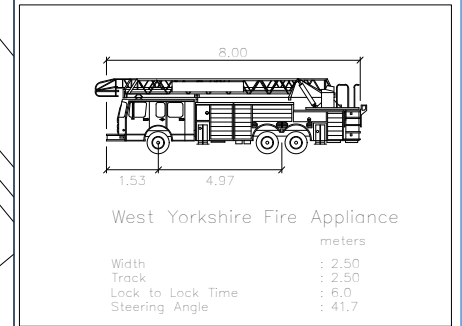
Planning Portal have started to charge a percentage for all paid submissions made through themselves. We have created an application e mail box for anyone wishing not to carry on using their services, if you wish to e mail future applications send to planning.portal@kirklees.gov.uk (forms attached in zip file) Once applications have been given a number we will send an e mail with a fee request.

Appendix 3 – Fire Tender Swept Path Analysis



	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

- Notes:-
1. Simulated speed - not more than 5 mph
 2. Actual vehicle dimensions and track may vary.



- Disclaimers:-
- i. This drawing is copyright and must not be copied in part or in whole unless agreed in writing by Local Transport Projects Ltd.
 - ii. Reference should be made to the project's drawing register to ensure the latest drawing is being referred to.
 - iii. All dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Local Transport Projects Ltd.
 - iv. All work shall be carried out in accordance with local authority, statutory authority and health & safety requirements & regulations.
 - v. This drawing is produced to be printed and read in colour. Reproduction in black and white may prevent correct interpretation of some aspects.
 - vi. Based on 1362_01A - Site Layout provided by the client.

Rev.	Date	By	Chk	Description
0	-	-	-	-

Client
Horizon Healthcare

Project
Proposed Care Facility, Boothroyd Lane, Dewsbury

Title
Fire Tender Swept Path Analysis

local transport projects
traffic engineering and transport planning

Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

01482 679 911
info@ltp.co.uk
www.local-transport-projects.co.uk
Registered No. 5295328

Drawn	ED	Date	13 11 25
Scale	1 : 500	Checked	SW
Status	Approved SW		

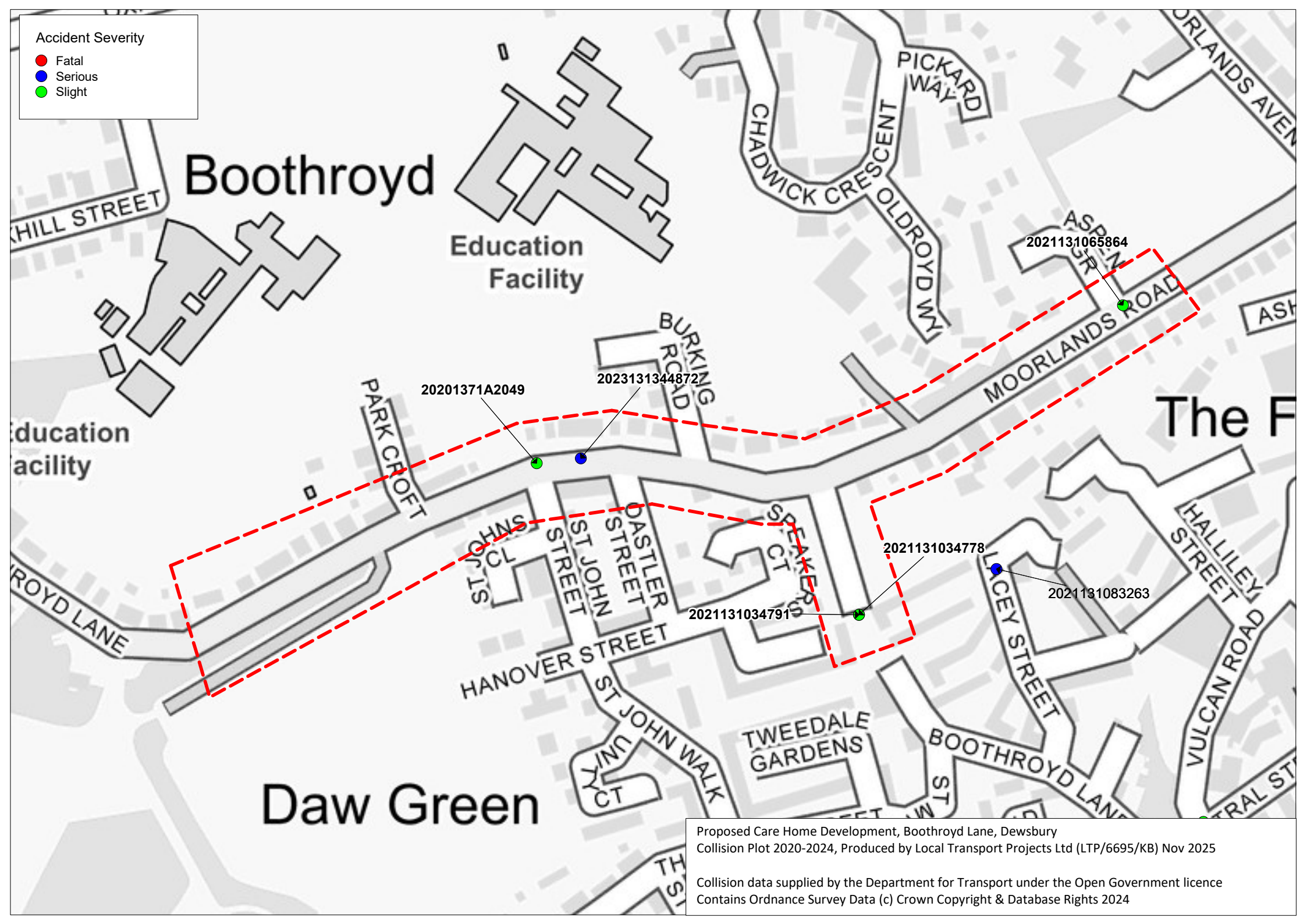
SITE TESTING

Drawing number				
Project	Job	Drawing	Sheet	Revision
LTP/6695/	T1/	01	01	0

Appendix 4 – Collision Plot

Accident Severity

- Fatal
- Serious
- Slight



Boothroyd

Education Facility

The F

Daw Green

Proposed Care Home Development, Boothroyd Lane, Dewsbury
Collision Plot 2020-2024, Produced by Local Transport Projects Ltd (LTP/6695/KB) Nov 2025
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