Consultation Response from KC, Highways Development Management
2025/93438 Arena Young Peoples Centre, Moorlands Road, Dewsbury, WF13 2LF
Erection of 10-unit (class C2) special needs care home, day centre (class E(f), administration and training building (class E(g)(i)
Date Responded: 16/03/2026 Responding Officer: CNB Responding Ref: K14-9NE/19

This application is for the erection of a 10-bedroom special needs care home with a day centre and admin and training building at a youth centre with an existing access on to Boothroyd Lane, a 30mph two-way, single carriageway residential access cul-de-sac of approximately 5.7m width with a full footway opposite and a narrow footway on the side of the development and limited street lighting present. Boothroyd Lane provides vehicular access to a small residential car park and as such would not be expected to carry a high level of traffic.

The site is approximately 135m from stops on a medium frequency bus route, and approximately 765m from Dewsbury railway station and 900m from Dewsbury bus station.

The closest convenience store is located approximately 275m away with other shops and services approximately 440m away with the retail centre of Dewsbury being approximately 1.1km away.

This site benefitted from pre-application advice (25/20748) and this included requirements from HDM. During the pre-application consultation we were informed by Kirklees Highway Safety Team that there is obstructive parking complaints on Boothroyd Lane, including footway obstructions, and they requested that the applicant fund a TRO to restrict parking along one side of Boothroyd Lane (eastern side) to ensure that access can always be made to the site, especially for larger vehicles such as mini-buses and ambulances. We would still like to see the applicant fund the TROs as the intensification of use of the site access would increase the opportunities for obstructions to take place over the currently recorded complaints and this should be done by a s106 contribution.

The current application was accompanied by a Transport Statement

Trip Generation was obtained from first principles based on both the proposed staffing levels at the site and from observations taken at other similar sites run by the applicant and this method is acceptable. The proposed trip generation would not be expected to have a severe impact on the operation or efficiency of the local highway network. The main reason for requesting trip generation rates was to assess the suitability of the proposed car parking at the development, and this is discussed below.

The access is to be improved, and the pre-app response requested visibility splays and a swept path analysis for a waste collection vehicle (11.85m refuse truck) and neither of these appears to have been provided with the application. We would need to be able to see that the proposed improved access would be safe and cannot do this without the requested information. The swept path access for an 11.85m refuse truck, showing that it can safely turn within the access or on site, and visibility splays of 2.4m x 43m to the right should be clearly shown on a drawing.

The changes to the access and the connection of the proposed internal 2m pedestrian route to the existing footway on Boothroyd Lane will need to be done under a s278 agreement with the Local Highway Authority and a footnote should be added.

The applicant has confirmed within the TS that no gates are proposed for the access to the site.

Drawing No 1362 01 Rev C shows 16 standard car parking spaces and two accessibility spaces, with four of the standard spaces marked as EV charger spaces. The parking was assessed from first principles based on the number of staff and visitors expected to access the site using judgement from the other similar sites run by the applicant. This suggests that the 16 spaces would be adequate for the day-to-day use of the site and is acceptable, however the Kirklees Highway safety team expressed

concerns regarding visitors parking at the site and wouldn't want to see this displaced on to Boothroyd Lane due to the on-site spaces being full. This is one of the reasons they requested funding of a TRO to restrict parking on Boothroyd Lane.

The on-site parking spaces are 2.5m x 4.8m with a headway of 6m and this is acceptable to allow vehicles to be able to enter and exit the spaces safely and enter and exit the site in forward gear.

A turning head is provided on site that is suitable for vehicles up to mini-bus size and drawing number 6695 T1 01 rev 0 shows that an 8m West Yorkshire Fire and Rescue fire tender can turn on site and this is acceptable. Refuse vehicles would not be expected to enter the site and turn and so a bin collection presentation point has been located adjacent to Boothroyd Lane and this is acceptable to the Kirklees Waste Strategy team. Again, we would need to see a swept path analysis that indicates that an 11.85m refuse truck can service the site and safely turn within the entrance of the site with the possibility of cars parked on Boothroyd Lane in the event that the TRO to restrict parking is unsuccessful.

A stage 1 Road Safety Audit (RSA) was requested at the pre-app stage, and the applicant has informed in the TS that they will instruct for an independent stage 1 road safety audit to be carried out on the revised access, however no further details were provided. The Stage 1 RSA should be done to GG119 guidance, and an audit brief and CVs of the audit team be submitted to the LPA for checking and approval and a first issue audit report submitted for checking prior to the designer's response being added. The stage 1 RSA should be done after the layout drawing has been approved but prior to decision in case there are any redesigns of the access identified in the RSA.

With this we cannot currently support the application as we cannot fully assess the implications of the proposals on highway safety grounds and require the swept path analysis for a refuse vehicle and the completed RSA with designers' response to fully assess the proposals.