

**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: 20/07/2026

Responding Officer: CNB

Responding Ref: K14-9NE/19

FINAL Consultation response

These comments are submitted in relation to the revised plans and the completed Stage 1 Road Safety Audit submitted by the applicant and should be read in conjunction with the original consultation comments submitted on 16/03/26 and appended below.

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 swept path analysis submitted in response to the Stage 1 Road safety Audit indicates that if parking occurred on both sides of Boothroyd Lane then access to the site and the existing residential parking area to the south of the site will be compromised, especially for larger vehicles and servicing. The current cost of a TRO to be processed is £7182.00 plus approximately £1000 for the lining and sign works. This should be conditioned with the payment included within a s106 agreement.

A stage 1 Road safety Audit (RSA) was submitted by the applicant and approved by the Overseeing Organisation, and this identified a number of safety concerns that have been addressed by the designers on layout drawing No 1362_01 Rev F and included the relocation of the retaining wall to a position behind the visibility splay to the right from the access to the site along Boothroyd Lane, improvements to the footway along the eastern side of Boothroyd Lane using the land made available by the relocated retaining wall, which will need to be offered to the Local Highway Authority for adoption, the removal of the proposed pedestrian crossing to the immediate north of the site access due to the improvements to the eastern footway, and the repair and resurfacing to Boothroyd Lane at the access to the site.

It should be noted that any changes to the retaining wall would need formal approval by the Kirklees Highway Structures team and this should be obtained at the earliest opportunity to avoid any delay to the proposals. This should be conditioned and included as an informative.

The relocation of the retaining wall has allowed for improvements to the footway on the eastern side of Boothroyd Lane and again these works will need to be carried out within a s278 agreement with the

Local Highway Authority. The relocation of the retaining wall is essentially to create a suitable visibility-splay to the right, however, we would like to see the retaining wall positioned so that a 2m wide footway can be created as far along the eastern side of Boothroyd Lane as possible. We appreciate that this cannot be achieved over the full length of Boothroyd Lane due to land ownership issues and the position of a street lighting column, but the applicant should aim to improve the footway to 2m width along the full frontage of the site to make use of the footway as attractive as possible to promote sustainable and active modes of travel. This should be conditioned.

Trip Generation, as provided in the original Transport Statement, 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 access to the site is to be improved and these works should be undertaken within a s278 agreement with the Local Highway Authority.

Visibility splays to the right of 2.4m x 45m are indicated on drawing No 1362_01 Rev F, achieved by the relocation of the retaining wall and this visibility splay is acceptable. As the access is close to the end of a cul-de-sac, visibility splays to the left cover the full length of the road and are acceptable.

It is expected that the internal roads and parking within the site will remain private and are not expected to be offered up to the Local Highway Authority for adoption.

A swept path analysis for a large car was provided on drawing No 03.01 Rev 0 and this indicated that two large cars can pass within the bell mouth of the proposed access, and this is acceptable. A swept path for a refuse vehicle was requested previously, however it is intended that a refuse vehicle would not enter the site and would turn at the end of Boothroyd Lane as is currently the case for residential refuse collection. To enable waste collection, a bin storage/collection point was created adjacent to the access and this is clearly indicated on drawings Nos 1362_01 Rev F and 03.01 Rev 0 and is acceptable.

Drawing No 03.01 Rev 0 shows 16 standard car parking spaces and two accessibility 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.

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.

Due to the access constraints along Boothroyd Lane, the limited parking and the need to maintain access to the residential parking to the south of the site we would request that a Construction Access Management Plan is submitted prior to the commencement of construction on the site. This should provide details of the types and numbers of vehicles expected to access the site, the route of access to

the site, parking for contractors vehicles and deliveries, how large deliveries that can't access the site will be made, including the use of a banksman where necessary, the locations of materials storage and site facilities and details of wheel washing facilities to avoid mud and debris from being dragged on to the highway and this should be conditioned.

We would also like to see a highway condition survey carried out along Boothroyd Lane prior and post construction with any defects or damage caused by construction vehicles put right by the applicant. This should be conditioned and may be done with the proposed repair/resurfacing of Boothroyd Lane at the site access as proposed within the designer's response to the RSA.

With this we consider the application to be acceptable on highways grounds with the following conditions and informants.

Conditions

Prior to occupation of the development hereby approved, all areas shown on the approved plans to be used by vehicles and pedestrians, including roads, footways/paths, cycle tracks, loading, servicing and parking areas shall be laid out, surfaced and drained such that loose materials and surface water does not discharge or transfer onto the highway, and shall thereafter be retained and maintained for the lifetime of the development.

Reason: In the interests of highway safety and amenity, and to achieve a satisfactory layout in accordance with Policies LP20, LP21 and LP24 of the Kirklees Local Plan and the National Planning Policy Framework.

The development shall not commence until a scheme detailing measures to manage parking on the eastern side of Boothroyd Lane between its junction with Moorlands Road and the site access, and all associated works, together with appropriate Safety Audits has been submitted to and approved in writing by The Local Planning Authority. Unless otherwise agreed in writing no part of the scheme shall be brought into use until the approve scheme has been implemented.

Reason: In the interests of highway safety and to achieve a satisfactory layout

The development shall not be brought in to use until a footway approximately 2metres wide has been provided along the frontage of the site on Boothroyd Lane as shown on drawing no. 1362_01 Rev F in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. The footway so approved shall thereafter be retained.

Reason: In the interests of highway safety and to allow for safe pedestrian access to and from the site.

The development shall not commence until a highway condition survey of the existing condition of the highway on Boothroyd Lane has been submitted to and approved in writing by the Local Planning Authority. The survey shall include carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signing and white lining. Upon completion of the development and before any building is occupied a highway condition survey identifying a scheme to reinstate any subsequent defects in the condition of the highway on Boothroyd Lane shall be submitted to and approved in writing by the Local Planning Authority. All of the identified works shall be implemented before any part of the development is first brought into use.

Reason: In the interests of highway safety and to ensure the maintenance of the highway.

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction workers and delivery parking facilities, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Reason: In the interests of highway safety

No development shall take place until details of the siting, design and material to be used in the construction of retaining walls/ structures near or abutting highway have been approved in writing by the Highways Structures.

Reason: To ensure that any new retaining structures do not compromise the stability of the highway

Off-site Highway Works – Informative

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Local Highway Authority is required.

You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the works.

This process will involve entering into a Section 278 agreement of the Highways Act 1980 or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay occupation of the development.

Interference with the highway without such permission is an offence which could lead to prosecution.

Highway Structures - Informative

Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the highways structures team for works near or abutting highway and any retaining structures. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to Farhad Khatibi (structures team leader 01484 221000) at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail.

(Original Comments (sent 16/03/2026))

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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.