

**Consultation Response from KC,
Highways Development Management**

2025/91184 land off, Bretton Street, Savile Town, Dewsbury, WF12 9BZ

Erection of two storey industrial unit (Use Class E(g)(iii)), with associated car park, service area and other associated works

Date Responded: 18-9-2025.

Responding Officer: Mark Berry.

Responding Ref: 15-5SW-2.

This application seeks approval to the erection of a two-storey industrial unit (Use Class E(g)(iii)), with associated car park, service area and other associated works at land off, Bretton Street, Savile Town, Dewsbury.

This application supported by a Transport Statement prepared by Sanderson Associates. This is summarised as follows.

“The proposed unit has a building footprint of 2,450sqm with a small first floor office area of 60 sqm. The total floor area is 2,510 sqm.

The site layout shows an access from Bretton Street leading to a service yard to the rear of the proposed building and a parking area to the front. 18 off-street parking spaces (including 1 mobility space) are shown together with 2 spaces for HGV parking, 6 cycle parking spaces and a bin store.

Vehicle speed surveys have been undertaken along Bretton Street to determine the required visibility at the access.

The recorded 85th percentile speed for eastbound traffic was 23.2 mph, corresponding to a visibility requirement of 30.1m to the left of the site access, and for westbound traffic 22.5 mph, corresponding to a visibility requirement of 28.9m to the right of the site access. Visibility measurements taken during the site visit confirmed that there was sufficient visibility in either direction, provided that the vegetation around the site access does not become overgrown.

Vehicle tracking has been undertaken to confirm that an articulated vehicle and refuse vehicle would have sufficient space to access the site and turn within the service yard.

Information contained in the TRICS database, has been used to assess the potential vehicle trips that the proposed development could generate. Based on this assessment the proposed development would result in 9 vehicle movements (two way) in the AM peak period and 5 vehicle movements in the y PM peak period”.

Highway Safety have been consulted, and their comments are as follows.

The access is very wide to accommodate larger vehicles. A crossing is shown setback into the junction by some distance. It is unlikely that pedestrians would divert to use this crossing point, so they could be exposed to risk when following the east-west desire line across the junction.

A refuge island in the centre of the junction with split crossing movements should be provided. This would also prevent turning vehicles cutting across the oncoming lanes.

Highways Development Management comments.

1, The access should be re-designed to show a refuge island in the centre of the junction as required by Highway Safety.

2, No justification is provided to demonstrate that the proposed number of parking spaces (including service vehicle spaces) is acceptable other than to refer to maximum standards the previous UDP

which is out of date.

3, The visibility splays at the site access are not clearly shown. It's unacceptable to say that the visibility is acceptable provided that the vegetation around the site access does not become overgrown. The visibility splays should be shown to be tarmac surfaced.

4, The trip generation assessment is based on just 5 sites with a floor area much larger than proposed and may not therefore be representative.

