

Consultation Response from KC, Highways Development Management
2025/91184 land off, Bretton Street, Savile Town, Dewsbury, WF12 9BZ
REVISED AND ADDITIONAL INFORMATION RECEIVED: Erection of two storey industrial unit (Use Class E(g)(iii)), with associated car park, service area and other associated works
Date Responded: 14 th July 2026
Responding Officer: C Dows
Responding Ref: K15-5SW/2

Recommendation: Further information required

Reference to Plans/Documents:

Transport Technical Note 65905 Issue 1, Dated 12th May 2026

Review/Comments:

The submitted transport note has been produced to address issues raised in previous HDM comments of 18th September 2025 and 1st April 2026 regarding access design (inclusion of pedestrian island), parking provision, junction visibility, trip generation and servicing arrangements.

Review of the Transport Note confirms that these issues have been satisfactorily addressed, as detailed below.

Site Access: As requested, to reduce pedestrian crossing distance the access now incorporates a pedestrian island. This has necessitated revision of the junction radii and swept paths have been provided demonstrating that a 16.5m articulated vehicle can enter and exist the site. The revised access arrangements also show visibility splays and confirm that the required visibility splays can be achieved within the adopted highway.

Traffic Generation: Further assessment has been undertaken using the TRICS database using a larger site sample, this assessment is considered to be a more realistic representation of likely traffic generation of the proposed development. It is predicted that the proposed development would generate 13 two-way vehicle movements in the morning peak and 12 two-way vehicle movements in the evening peak period, which equates to approximately 1 vehicle movement every 5 minutes in the peak periods. It is considered that this level of additional traffic is unlikely to result in any material adverse impacts on the local highway

Parking: In the absence of current parking standards for commercial development a parking accumulation exercise has been undertaken using the TRICS trip data used to determine traffic generation. This indicates a maximum parking demand of 25 spaces. The site layout has been revised and increased to provide 25 spaces.

Servicing: Vehicle swept paths have been provided which confirms that a 16.5m articulated vehicle can manoeuvre and independently access all parking spaces and loading docks.

Summary: Access, parking and servicing arrangements are considered acceptable, it is considered that traffic generated by the proposed development will not have a material adverse impact on the operation of the local highway network.

Further Information Required: It is noted that based on Drawing No. KS826/D01 Rev. P2 – Drainage Strategy, in the vicinity of the proposed site access there appears to be a level difference between Bretton Street and the internal site level of around 2.5m, with the site being 2.5m lower than Bretton Street. To ensure a suitable vertical alignment can be achieved a long section of the access road should be provided. Pedestrian access is provided via a footway along the western edge of the access road, the gradient of the footway needs to be considered to ensure the access is suitable for all likely users. It is observed that upon entering the site the footway reduces from 2m to approximately 1.5m wide, footway should be retained at 2m wide – amend accordingly.

Upon satisfactorily addressing outstanding issues regarding the vertical alignment of the site access road and footway provision an Independent Stage 1 RSA undertaken in accordance with GG119 will be required. The audit brief and audit team members must be agreed prior to undertaking the audit.