

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

**2025/91202 Unit 800, Bretton Park Industrial Estate, Bretton Park Way, Savile Town, Dewsbury,
WF12 9BS**

**Erection of three storey office extension, alteration of hard surfaced area to car park, with
associated works including landscaping.**

Date Responded: 8-10-2025.

Responding Officer: Mark Berry.

Responding Ref: 15-5SW-5.

This application seeks approval to the erection of a three-storey office extension, alteration of hard surfaced area to car park, with associated works including landscaping at Unit 800, Bretton Park Industrial Estate, Bretton Park Way, Savile Town, Dewsbury.

This application is supported by a Transport Statement prepared by Via Solutions. This TA considers traffic impact, access, sustainability, car parking and servicing and is summarised as follows.

The extension will accommodate existing staff relocating from a second building, operated by the applicant, on Mill Street East at the junction with Warren Street.

Access

The Site is located within Bretton Business Park, to the east of Bretton Park Way. The site is currently occupied by UK Greetings Ltd.

The site takes access directly from Bretton Park Way in two locations. The first access, 'Gate A' is on the western boundary of the site and is used by staff and visitors to access the car park only. The second access 'Gate B' is located to the northern boundary of the site, from where deliveries and outgoing goods movements are undertaken.

The operation

The nature of the operation is such that the Bretton Park Way site is a seasonal distribution centre that runs at peak in September through to January. Thus, the number of staff on site changes throughout the year.

At present there are a maximum of 124 staff employed at the Bretton Park Way Site and 264 at the Mill Street East site, both in part and full-time working patterns.

The company operates two-day shifts between 0600 to 1400 and 1400 to 2200, and night shifts for a smaller number of employees at Bretton Park Way. 18 employees on the day shift and 3 on the night shift.

The remaining staff are on site between 2 and 5 days every week and are office-based (All staff are on site Tuesday and Wednesday). These staff work an 8-hour shift of their choosing between the hours of 0600 and 1800.

Staff numbers

The maximum number of staff members on the Bretton Park Way site will occur at the shift change period at 1400 hours on a Tuesday and Wednesday. There will be 121 staff members on site at Bretton Park Way.

There will be a maximum of 264 staff at Mill Street on a Tuesday and Wednesday. This is a maximum of 385 staff across the two sites at any time.

Survey

The applicant has provided the results of a travel survey which was distributed to the existing employees at both sites to understand to understand their current travel. Responses to the questionnaires were received from 49 staff members in total; 22 staff members located at Bretton Park Way and 27 staff members at Mill Street.

An average of 69% of staff drive themselves to work from the staff travel survey.

The travel survey also identifies the staff arrival and departure times

88% arrive during the 0800-0900 peak hours, with 12% arriving before 0800 hours.

50% staff leave before 1630 hours, 33% between 1630 and 1700, 11% between 1700 and 1730, and 6% leave after 1730 hours.

The largest numbers of staff are those working the office shift, between 2 and 5 days at the site and during office hours. A total of 367 future staff.

Census data provided suggests 77.8% of those travelling to work do so by car.

Parking

The existing staff and visitor car parking is accessed from Gate A and provides 240 no. car parking spaces.

The additional 50 parking spaces are provided in a new area of parking accessed via the Gate B access. The parking area will be located to the north of the Gate B access and protected from the movement of goods vehicles to the delivery bays within this area. Pedestrian walkways and crossings will be provided to ensure safe passage of pedestrians to the main building. This proposed parking area will only be required at times where the maximum number of staff are on site i.e. Tuesday and Wednesdays and during the peak season of production. At other times this car park can be shut off and not used.

If staff mode share for car-use remains at 69%, the 385 staff members will require 266 parking spaces. Based on the census data at 78% 300 spaces would be required. A total of 290 parking spaces is shown to be provided across both car parks.

Note. At the Mill Street East Site, there are just 21 car parking space.

Servicing

Refuse / servicing collection will be from the existing Gate B access and will utilise the available turning space within the development curtilage.

Trip generation

Census data provided suggests 77.8% of those travelling to work do so by car This figure has been used alongside the survey-based information to estimate the peak hour trip generation for the site.

The morning peak hour based on the derived traffic generation is 0800 to 0900 hours. The morning peak traffic generation is 181 vehicles arrivals and 0 vehicles departures, a total of 181 vehicles.

The evening peak hour based on the derived traffic generation is 1630-1730 hours. The evening peak traffic generation is 0 vehicles arrivals and 90 vehicles departures, a total of 90 vehicles.

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Trips on the local highway network have been assigned to the network based on the percentage directional splits observed in the traffic surveys.

It is considered that operational assessment is required of the following junctions to identify the impact of the development:

Junction 1 – Bretton Street / Mill Street East / Bretton Park Way; and

Junction 2 – B6409 Savile Road / Mill Street East / Mill Street West.

Junction 1 has been modelled using the PICADY function within the Junctions 9 software and Junction 2 (traffic signalled) has been modelled using LINSIG.

These assessments demonstrate that the junctions operate within capacity in the 2030 design scenario and therefore can accommodate the proposed development”.

Highways Development Management Comments

Highways Development Management would generally agree with the conclusions of the Transport Statement and have therefore no objection to these proposals.

Suggested condition/footnote.

Areas to be surfaced and drained

The buildings shall not be occupied until the proposed additional car park hereby approved shall be laid out surfaced, marked out into bays and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.

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

Footnote.

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) regarding obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

