25-056 - Unit 600, Bretton Park Way, WF12 9BS

Highways/ Transport Statement

Change of use of an existing office and part of a warehouse to form a sports and leisure facility

November 2025

1. Introduction

This Transport Statement supports the planning application for:

Conversion of part of a warehouse to provide 5 double padel courts, 1 single padel court, a 63 m² exercise studio, and 2 therapy rooms

Retention of part of the existing warehouse with associated staff and parking.

The purpose of this statement is to assess trip generation, parking, cycle and EV provision, and highway impacts in line with Kirklees Local Plan Policies LP21, LP22, LP24, the Highway Design Guide SPD (2019), and national guidance (NPPF).

2. Site Context

The site has good access to local roads, bus services, and walking/cycling routes.

Pedestrian and cycle access to the leisure and warehouse components will be safe and clearly defined.

The retained warehouse continues to operate in its existing location with dedicated staff parking and covered cycle spaces.

3. Development Proposals

3.1 Leisure Use

6 padel courts (5 double + 1 single)

63 m² exercise studio

2 therapy rooms

Opening hours: 07:00–23:00, 7 days/week

Parking: 42 car spaces

Cycle parking: 12 covered spaces

EV charging: 5 active EVCPs

3.2 Retained Warehouse

Parking: 10 car spaces

Cycle parking: 10 covered spaces

EVCP: 1 active charger

Staff: 8–10 retained employees

4. Trip Generation

4.1 Leisure Component

Using TRICS-based precedents for tennis clubs (padel), gym/fitness studios, and health/clinic uses:

Component	Peak Hour Two-Way Trips	Notes
6 padel courts	10–23	1.769–3.901 trips/court/hr
Exercise studio (63 m²)	~2	TRICS gym/fitness scaling
Therapy rooms	~1–2	TRICS clinic/health

Total leisure peak-hour two-way trips: 14–27 vehicles
Likely arrivals: 7–13 vehicles in the peak hour

4.2 Retained Warehouse

Staff trips: 8–10 staff

Assume average 1–2 trips per staff in peak hour → ~8–10 two-way trips

Vehicle trips are modest and unlikely to impact the local highway network

5. Parking Accumulation & Provision

5.1 Leisure

Peak-hour parking demand: 16–25 spaces (including staff and users)

Provision: 42 spaces → surplus of 17–26 spaces

5.2 Retained Warehouse

Peak-hour parking demand: 8–10 spaces (staff)

Provision: 10 spaces → sufficient to accommodate staff

EVCP: 1 active bay for warehouse staff

5.3 Cycle Parking

Leisure: 12 covered spaces

Warehouse: 10 covered spaces

Sufficient for expected staff and visitors

5.4 Parking Accumulation Table

Use	Estimated Demand	Proposed Provision	Surplus
Leisure (users + staff)	16–25	42	17–26
Retained Warehouse (staff)	8–10	10	0–2
Cycle parking (Leisure)	6–10	12	2–6
Cycle parking (Warehouse)	6–8	10	2–4
EV charging (Leisure)	4–5	5	0
EV charging (Warehouse)	1	1	0

6. EV Charging

Leisure: 5 active EVCPs (~10% of 42 spaces)

Warehouse: 1 active EVCP.

7. Access, Servicing & Pedestrian Movement

Vehicle access designed to meet Kirklees Highway Design Guide standards (width, visibility, turning)

Service deliveries will be made to the rear over the property via the existing service yard, without impacting visitor or staff parking

8. Highway Safety & Network Impact

Leisure + warehouse trips (22–37 two-way per peak hour) are modest

Local highway network can accommodate these flows without material impact

No mitigation works required on the public highway

09. Policy References

Kirklees Local Plan 2019: LP21 (Highway Safety), LP22 (Parking), LP24 (Design)

Highway Design Guide SPD (Nov 2019)

National Planning Policy Framework (NPPF, 2021)

10. Refuse Storage and Collection

Leisure: Refuse and Recycling Eurobins will be located at the rear of the building.

Warehouse: Retained as existing.

11. Conclusion

The development provides:

Adequate and surplus on-site car parking (42 for leisure, 10 for warehouse)

Covered cycle parking exceeding demand (22 spaces total)

Active EV provision: 5 bays for leisure, 1 bay for warehouse

Modest traffic generation within network capacity

Safe access, pedestrian routes, and servicing arrangements

Full alignment with Kirklees Local Plan policies and SPD guidance

Overall: The scheme is acceptable in highways and transport terms and will have no adverse impact on the local highway network.