

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

2025/90517 land off, Forge Lane, Thornhill Lees, Dewsbury, WF12

**Outline application, including the consideration of access and layout, for two commercial units
(use class B2 and/or B8) and associated works**

Date Responded: 9-9-2025.

Responding Officer: Mark Berry.

Responding Ref: 16-19NW-3.

This is an outline application, including the consideration of access and layout, for two commercial units (use class B2 and/or B8) and associated works at land off, Forge Lane, Thornhill Lees, Dewsbury.

Outline planning permission was previously granted on this site for residential development in 2004 (2004/94709). Indicative plans showed 267 dwellings.

This application is supported by a Transport Assessment (TA) prepared by Sanderson Associates.

This is summarised as follows.

“Forge Lane is a two-way road with a width of approximately 7.3m in the vicinity of the site and footways are present on both flanks. The road is street lit and subject to a speed limit of 30mph it also has traffic calming features in the form of speed humps and speed cushions which include central islands with keep left bollards.

The proposed development comprises the construction of two new industrial units with a total floor area of approx. 10,100m² with associated on-site parking.

Unit 1 – 6,250m² warehouse with 500m² ancillary office space

Unit 2 – 3,850m² warehouse with 300m² ancillary office space

Access will be taken from Forge Lane via a new priority junction which is proposed to have 10m junction radii and a 7.3m wide access road. The access road will lead to associated car parking and service areas for each unit.

At the site access visibility splays of 2.4m x 43m will be available in both directions which is considered acceptable based on the plated speed limit, using the guidance set out in Manual for Streets.

Car parking at the site is proposed at 62 spaces which will include disabled spaces (at least two for each unit). EV charging bays will also be provided in accordance with Building Regulations.

Analysis a parking accumulation has been undertaken using the TRICS data

The total vehicle trip rates have been used to derive the number of arrivals and departures to site based on the overall proposed floor area (10,100m²). Using the information from the TRICS data, parking accumulations have been calculated for the proposals,

Parking demand is estimated to reach 53 spaces; therefore, it is demonstrated that the proposed level of parking is adequate

It is also proposed to provide 2 sheltered and secure cycle storage points (one for each unit) adjacent to the unit's entrances. These would be able to accommodate 20 bicycles.

Each unit will have dedicated parking / loading bays

All servicing activities will take place from within the site with the necessary servicing and delivery vehicles being able to access and egress the site in forward gear. It is proposed to provide separate bins stores for each unit.

The trip generation for the proposed development has been estimated using the TRICS database.

The proposed development would result in 37 vehicle movements (two way) in the AM peak (based on busiest TRICS period) and 21 vehicle movements in the PM peak. Which equates to approximately 1 vehicle every 1 ½ minutes in the AM peak and approximately 1 vehicle every 3 minutes PM peak periods.

To determine the potential distribution of the proposed development estimated on the local highway network, a traffic distribution assessment has been undertaken using the 2011 Census:

Development traffic has an approximately 50/50 split along Forge Lane with 52.1% traveling northeast to the B6117 / B6409 junction and the other 47.9% travelling southwest toward the Ravensthorpe Road junction

The assessment predicts that the development would result in an additional 20 vehicles in the AM and 11 vehicles in the PM peak at the B6117 / B6409 junction, which equates to approximately 1 additional vehicle every 3 minutes in the AM peak hour and 1 vehicle every 5 ½ minutes in the PM peak hour.

The assessment also predicts that the development would result in an additional 17 vehicle in the AM and 10 vehicles in the PM peak at the Forge Lane / Ravensthorpe Road junction which equates to approximately 1 additional vehicle every 3 ½ minutes in the AM peak hour and 1 vehicle every 6 minutes in the PM peak hour.

As can be seen from the above the maximum amount of traffic generated at either junction is no more than 20 vehicles in either peak hour period. This is below 30 two-way vehicle movements in any hour and therefore at a level where junction capacity assessments are not considered to be required”.

Highway Safety Comments

1, There are no concerning collision issues on the adjacent existing highway network.

2, The swept path clearly shows that large HGVs would not be able to negotiate the junction on Forge Lane without lane encroachment, which could cause safety problems, both within the access and on Forge Lane. The Developer should use larger radii and/or tapers for the trailing paths of longer left-turning vehicles. This is likely to lead to a very wide junction mouth which would be difficult for pedestrians to negotiate, so a pedestrian refuge island in the junction mouth, with an informal crossing promoted by tactiles / flush kerbs should be considered.

It's not clear from the plans provided how close the Forge Lane traffic calming features are to the proposed junction. If vehicles turn across road humps/cushions, it can cause destabilisation. The existing traffic calming features along Forge Lane need to be shown on the plans. They should be shown to be re-sited if they interfere with vehicle turning movements.

Section 38 comments

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be

in accordance with the Kirklees Design Guide (Table 2) and dedicated to Kirklees if they fall out of the existing proposed highway boundary.

A minimum carriageway width of 7.3m will be required.

Footways and segregated cycleways will be required on both sides of the Industrial/Commercial Street type carriageways to a minimum width of 2.0m as per Table 2. There is currently only one footway shown to be provided on the southern side.

A longitudinal section has not been provided and will be required to ensure compliance with the Equalities Act 2010 where necessary. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients.

There is a lack of provision for pedestrian and cycling at the crossing points at the roundabout. Please note pedestrians must not cross a greater distance than 10 metres or remedial measures such as a refuge will be required to reduce this to a safe crossing distance. Cycling facilities must accord with LTN1/20.

A Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) will be required. This will be required in advance of planning permission.

Highways Development Management (HDM) comments

1, HDM would generally agree with the conclusions of the Sanderson Associates TA and have no objections to these proposals in principle.

2, The footway to the site frontage should be shown to be widened to 3m to include a cycleway to tie into works planned at the Lees Hall Road/Ravensthorpe Road/Forge Lane junction.

3, A new east/west cycle link between Forge Lane and Brewery Lane via the existing path by Providence Court is shown. The cycle link should adhere to LTN 1/20 standards (width, surfacing, geometry etc).

4, There appears to be a gap between the eastern end of the proposed cycleway and the existing cycleway alongside Providence Court. The two cycleways need to be shown to meet.

5, Can the applicants be asked to explain why they have chosen to run the proposed cycleway through the site and not alongside the canal to the rear of building 1 and then on to Forge Lane.

6, The Developer should use larger radii and/or tapers for the trailing paths of longer left-turning vehicles and a pedestrian refuge island in the junction mouth, with an informal crossing promoted by tactiles / flush kerbs should be considered.

7, Junction and Forward Visibility Splays and dimensions should be shown.

8, Footways and segregated cycleways should be shown.

9, A longitudinal section should be provided showing the proposed gradients.

10, Pedestrian and cycling crossing points at the roundabout need to be clarified.

11, The existing traffic calming features along Forge Lane need to be shown on the plans. These should be shown to be re-sited if they interfere with vehicle turning movements.

12, When a proposal is agreed a Stage 1 Road Safety Audit should be provided. In the first instance the applicants should provide an Audit brief and Auditor CVs which will need to be approved by our Highway Safety team.