Consultation Response from KC, Highways Development Management
2026/90975 Land adj, Victoria Spring Business Park, Wormald Street, Millbridge, Liversedge, WF15 6RA
Erection of an industrial/commercial unit (Use Class B2)
Date Responded: 15 May 2025 Responding Officer: Sheila Henley Responding Ref: 9-7SE/15

Recommendation: Further information and revisions:

- **Red / blue line clarification**
- **Plan / drawing consistency**
- **Phasing and site operations**
- **Access junction modification**
- **Swept path analysis**
- **Stage 1 Road Safety Audit documentation**
- **Cycle parking**
- **EVCP's.**

Ref to Plans: 90102-01150-P01 - Proposed Site Plan and Ground Floor Plan - Unit 1; 25048-106 (B) _ Visibility Splay Layout Plan - Phase 1; 25048-109 (A) _ HGV Swept Path Analysis - Phase 1

The proposal within the red line indicates a 480sqm light industrial unit with loading docks, yard, and associated car parking with future phases indicated.

The proposal site is within 400m walking distance of bus stops on Wakefield Road with frequent bus services. To improve the sustainable travel offer and LP policies 20 and 22, the provision of cycle parking is expected within an enclosed and secure storage unit for staff, typically to accommodate up to four cycles plus provision near the entrance for visitors in the form of a hooped stand.

Additionally, for 10% of the car parking spaces to be provided with electric vehicle charging points.

Details for approval are necessary of the position of both cycle parking and evcp's and the form of the cycle parking.

For the access, the existing access from Wormald Street is to be modified by widening to a 10.0m approach, enlarging the radii to 10.0m, and providing a 2m surrounding footway with a visibility splay of 2.4 x 43m in each direction. A swept path analysis tracks a 16.5m long articulated vehicle.

The industrial estate street widths and radii sizes are inconsistent between the drawings for the visibility splays 25048-106 (B) and 25048-109 (A) swept path analysis. Drawing 25048-106 (B) is more consistent with minor industrial streets criteria within the Kirklees Street Design Guide SPD. Additionally, the swept paths are too tight clipping the footway of each of the access junction radii and that opposite side of Wormald Street.

Clarification is necessary of the access layout together with revisions of the drawings and the swept path to demonstrate clearance and satisfactory turning.

The visibility splays are acceptable on ensuring that foliage is cut back at the frontage boundary.

Furthermore, a Stage1 Road Safety Brief, Audit and Designer Response is necessary to confirm the safety of the layout and for it to be agreed with Kirklees Highways in full prior to determination. This documentation must be compliant with the Design Manual for Roads and Bridges document GG119. The brief and CV's of personnel undertaking the Stage 1 Road Safety Audit must be submitted for agreement prior to undertaking it.

Internally, within the red line of the proposal site, the existing access way is to be widened, and a further street provided to the south before it continues westwards into the blue line. The southern link provides a turning point and leads to a loading dock. There is a yard with six or seven car parking spaces and bin storage depending on the plan referenced. A further five car parking spaces are shown within the red line towards the northern boundary of the site.

Again, there are inconsistencies between the plans. It is unclear how the loading dock within the yard and car parking are reached since there is no crossing point shown of the kerb line / margin. The hgv parking to loading dock within the yard appears to obstruct the main door to the building. There are no designated paths illustrated.

The swept path analysis does not show manoeuvres to and from the yard loading dock. Instead, it shows the turn to and from the southern link and dock as well as extending into the blue line at west where future phases are depicted. It suggests too that two articulated vehicles are unable to pass along the estate road and clarity is necessary of the occurrence should the site be extended into the blue line as depicted. There is need to confirm too that the area within the blue line is available for use for the manoeuvres serving the proposed unit and does not become gated. There is space for waste bin storage, but no details are illustrated of the form of the storage.

The amount of car parking is likely to be sufficient for a light industrial unit but is limited to that within the red line of c12 spaces and not the quantum of 42 an increase of 27 as indicated on the Application Form which appear to relate to the existing building on site and others for future phases with many of these falling within the blue line. There is need for demarking an allocation at the north too.

As submitted, the proposal has many inconsistencies, including the red line, layout between the plans for which clarification is necessary.

There needs to be better adherence to LP policies 20, 21 and 22 for sustainable travel and parking such as the installation of cycle parking and evcp's, on access to address geometry and technical criteria, and within the yard area to reach the loading dock and car parking spaces. Further information is necessary on safety and convenient usage through amendments to the swept paths, submission of a Stage 1 RSA and understanding of the proposal site operations and the wider intentions.