

**KIRKLEES METROPOLITAN COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT CONTROL KP20H**

PLANNING REF 2016/62/92319/E0/LC
CATEGORY Small Major

PROPOSAL ERECTION OF 10 DWELLINGS

LOCATION SITE OF FORMER ATLAS WORKS,
HALIFAX ROAD,
LIVERSEDEGE,
WF15 8HG

APPLICANT TOWNSEND PLANNING
CONSULTANTS

HDC Ref. No. K7-9SE/6

Highway Officer Mark Berry

O. S. Ref. 175 244

Date Received 26/07/2016

Target Date 16/08/2016

Date Returned 18/08/2016

Decision

Route No. A649

Road Name HALIFAX ROAD

Adopted Yes

Footpath No

Highway scheme Yes

SHLAA Ref 78

Checked by / date Anita Thomas 27/07/2016

This application seeks approval to the erection of 10 dwellings at the site of the former Atlas Works, Halifax Road, Liversedge.

The proposals are to construct a new residential development of 10 new dwellings, which will be served from an improved access off Halifax Road.

The site contained the Atlas Works which comprised of a large industrial building along the east and north sides totalling a footprint of approximately 725 sqm. However, recently this building has been demolished and therefore the site contains areas of rubble, and overgrown vegetation. The site also contains a garage associated with an adjacent dwelling located on the far west side of the site.

The proposals are to provide a new residential development of 10 new dwellings, served via a new adoptable access and internal road layout.

The proposed junction will be a simple priority junction with kerbed radii on both sides with 2m wide footways returning into the site on both sides leading to an informal road layout.

The proposed junction will have visibility splays of 2.4m x 43m in both directions. These visibility splays can be achieved by providing small junction buildouts/ footway widening on both sides of 675mm.

The level of parking provision on the site is considered to be in accordance with recommended standards.

A turning head is to be provided sufficient in size to allow a refuse vehicle to turn.

Highways concerns with this application are as follows:

Plots 8 to 10 - There is no pedestrian access between the parking spaces to the rear. Ideally the spaces should be widened to 3.2m.

Plots 1 and 2 - Access to the parking to both plots will involve difficult turning and manoeuvre. Ideally an improved layout should be provided

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Internal refuse vehicle turning - The turning movement will be very tight and will involve difficult turning and manoeuvre. Ideally an improved layout should be provided.

Visitor parking - the parking space has shown scales only 5.0 metres in length at the rear. Ideally this should be 6.0 metres. Given the number of dwellings 2 parking spaces should be provided.

Traffic calming - A traffic calming ramp should be provided at the site access with the adjacent footways carried past to allow pedestrian access onto the shared surface.

Gradients - The site falls steeply from Halifax Road into the site. Can the applicants provide longitudinal section through the centre line of the roads to demonstrate acceptable gradients can be provided.

On behalf of
S. Sampson - Group Engineer
Highways Development Control

HDC REF
