

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

**2024/92031 Headlands Works, Headlands Road, Liversedge, WF15 7NT**

**Outline application for erection of residential development, adoptable road and public open space**

**Date Responded: 17-9-2024.**

**Responding Officer: Mark Berry.**

**Responding Ref: 9-7SW-9.**

This application seeks outline approval with access, layout and landscaping the matters to be considered for erection of residential development, adoptable road and public open space at Headlands Works, Headlands Road, Liversedge.

Planning permission was granted in 2012 and in 2017 for the erection of 37 dwellings on this site - application numbers 2013/91037 and 2016/93112.

Both permissions included a condition requiring a scheme detailing the widening and improvement of public footpath number SPE/111a/10, to create a 3.5m wide shared cycle and pedestrian route along the northern site boundary between Headlands Road and Spen Valley Sports College.

The proposals for this application show 23 dwellings served by a proposed access sited slightly to the north of the existing access onto Headlands Road. A proposed carriageway is shown with footways to both sides returning into the site leading to a shared surface carriageway and turning head.

Sufficient off street parking spaces are shown to all plots. 4 bedroomed houses have 3 spaces, and 2/3 bedroomed houses have 2 spaces.

Highways Development Management comments as follows:

1, The footpath widening scheme to public footpath number SPE/111a/10 required by the previous permissions is not shown on these proposals.

2, The footway to the site frontage appears narrow and should be widened to 2.0m to the full frontage.

3, No sight lines are shown from the proposed access onto Headlands Road. Sight lines of 2.4 x 43 should be shown.

4, The carriageway and footway widths should be specified at 5.5 metres and 2.0m respectively.

5, Swept paths should be provided which demonstrate that an 11.85m refuse vehicle can enter and exit the site from Headlands Road and turn within the site. All schemes must incorporate reasonable tolerances and safety margins. A good starting point is to allow 0.5m clearance to kerbing or vertical obstructions on each side of the swept path. Designs should therefore, where possible, aim to cater for vehicles larger than the above minimum standards.

The overall road alignment is unlikely to allow acceptable refuse vehicle access given the abrupt changes in direction and tight radii. The kerb radii of the access from Headlands Road are also tight and unlikely to be acceptable.

The turning head is unlikely to be sufficient in size to allow a refuse vehicle to turn.

6, Acceptable forward visibility at changes in the road alignment should be demonstrated 23m forward visibility is recommended. Forward visibility splays should be included within the adoptable area.

7, Road gradients need to be confirmed.

The desirable maximum carriageway longitudinal section gradient on all adoptable shared surface carriageways is 1 in 20 (5%). If this is not achievable then the specific circumstances should be discussed with the Council to address potential mobility and safety implications. A gradient no steeper than 1 in 10 (10%) is preferred.

The gradient of a non-priority route on the approach to a junction should be a gradient of 1 in 40 (2.5%) for the initial 10 metre length with an absolute maximum of 1 in 25 (4%).

8, Bin collection points should be provided to all dwellings to enable bins to be presented on collection day without either obstructing the highway or proposed driveways.

9, A ramp should be provided at the transition between traditional estate road and shared surface carriageway.

10, 600mm block paved hard margins are required to all section of the shared surface carriageway.

12, Visitor parking should be shown at the rate of 1 space per 4 houses (6 spaces). Only 4 are currently shown on the plans.

11, When the works are agreed a Stage 1 road safety audits covering all aspects of the design including the proposed access and internal road layout should be submitted.