

**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: 28-10-2025.

Responding Officer: Mark Berry.

Responding Ref: 9-7SW-9.

This application seeks outline approval to the for erection of residential development, adoptable road and public open space at Headlands Works, Headlands Road, Liversedge.

The applicants have submitted revised plans.

Highways Development Management Comments

1, The Transport Statement needs to be un-dated to reflect the increase in the number of dwellings 23 to 33.

2, The garage to house type A (4 bedroomed) needs to be confirmed at 6 x 3m to be counted as a parking space.

3, Details of how the widened public footpath to the northern boundary of the site is to be retained needs to be provided.

4, The proposed visitor parking along the southern section of road could be better distributed along the length of this section of road.

5, When the layout is agreed the applicants should in the first instance submit an RSA brief and Auditors CVs for approval by our highway safety section.

The Section 38 highway adoption team and Highway Safety have been consulted, and their comments are below.

The comments from section 38 regarding road widths, visibility splays, traffic calming, gradients refuse vehicle swept paths (not all movements are shown on the plans provided), and visitor parking are relevant to the planning application as these issues could change the proposed layout.

The highway safety section is recommending waiting restrictions to the junction. These need to be agreed and shown on the proposed layout plans.

Section 38 highway adoption team

The application will need to comply with Kirklees Design Guide including some of the key issues below.

Table 1: Summary of Residential Street Types

Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)
Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH
Alignment	Curvilinear	Curvilinear/angular	Angular with alignment shifts
Design speed	25 mph	20 mph	15 mph
Speed restraint feature separation (Maximum)	100m	60m	40m
Forward visibilities	33m	25m	23m
Centreline radius (Minimum)	35m	20m	Based on vehicle tracking
Typical Cross-section	2m footway - verge - carriageway - verge - 2m footway	2m footway - carriageway - 2m footway	hard margin - carriageway - hard margin
Carriageway width	6.75 metres	5.5m	5.5m

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with the Kirklees Design Guide (Table 1) and dedicated to Kirklees if they fall out of the existing highway boundary i.e. junction visibility 2.4m x 25m (Red) and forward visibility around the bends of 25 metres (circled Blue). Please remove obstructions from these areas i.e. street furniture, parking bays, landscaping etc. Please provide junction visibility splays in accordance with the speed limit/ speed survey onto the existing Headlands Road.



A minimum carriageway width of 5.5m will be required. Please add the dimensions.



The carriageways that have a straight alignment will require vertical or horizontal deflection traffic calming at regular intervals in accordance with Table 1 above. Where horizontal traffic calming is proposed please ensure build outs are provided on either side of the carriageway to create a chicane as due to low traffic volumes single build outs or ones spaced some distance apart are not effective in slowing vehicles. Where vertical traffic calming is provided, please use a flat top road hump 4m wide at the top using our ramp from the standard details to ensure the vehicles do not ground out. Please note rumble strips are not accepted as they generate noise complaints from residents. Please note the alignment on the southern road is not considered sufficient to slow vehicles to 20mph and

therefore traffic calming as above will be required.

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Where there is not a footway adjacent to the carriageway a minimum 5.5 metre wide shared surface (Type C) block paved carriageway with a minimum 600mm block paved margin on either side is required as per Table 1 and paragraph 3.14 of the Design Guide. Shared surface carriageway must not be steeper than 1:21 or 5% otherwise a Local Residential Street (Type B) with footways on both sides will be required. Please remove the footways from adjacent the shared surface carriageway if the gradients permit shared surface carriageway.

3.14 Street Type C (Shared Surface Streets):

This street type has shared surfaces (for pedestrians and motor vehicles) and is designed to accommodate slower speeds, which should be self-enforcing through good design. Pedestrians can safely share the whole street with vehicles; however, designated pedestrian routes may still be required for more vulnerable users within the context and nature of the development, for example older people, people with disabilities and those with children. It is more appropriate if shared surfaces have different surfacing to Type A and B streets (e.g. block paving) and incorporate different surface materials to delineate the different functions of the highway at different points. Street tree planting can also be incorporated within shared surfaces to break up large swathes of hard surfacing. Care should be taken to coordinate street lighting and street tree planting locations to ensure

A long 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. Shared surface carriageways will need to be Equalities Act 2010 (DDA) and Kirklees Design Guide compliant and be no steeper than a maximum of 1:21 or 5%. If the carriageway is steeper than 5% then a Local Residential Street (Type B) with footways both sides would be required as per Table 1.

Kirklees require a swept path analysis for an 11.85m in length refuse vehicle indicating how it can pass an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre.



Cycling facilities must accord with LTN1/20.

Only visitor parking laybys parallel to the carriageway will be adopted. These must be a minimum of 2.4m x 6m. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption. Parallel parking bays adjacent Public Open Space, walls/ boundaries or shared surface carriageway must be surrounded by a minimum 1-metre-wide hardstanding to enable safe entry and exit of the occupants. Please add and provide the dimensions.

No property including balconies should be within 500mm to the proposed adopted highway including forward visibility splays. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.

Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.

GG 119 Revision 2

5. Undertaking the road safety audit

NOTE The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.

Highway Safety section

Currently residents park along the eastern side at and around the proposed access location, so waiting restrictions would be necessary to make sure that the junction could be safely used