

Access Appraisal

Proposed Dwelling off Peep Green Road, Liversedge

Job No: 26002

26th January 2026



1. Introduction

- 1.1 This access appraisal has been prepared to support an outline planning application for the construction of one detached bungalow dwelling and where access is to be via an existing access onto Peep Green Road, which currently serves Peep Green Farm, in Liversedge.
- 1.2 The development site sits within Kirklees Council's administrative area a unitary authority responsible for the planning and highway elements relating to this application.
- 1.3 A review of the planning history on this site, indicates that an application was last made for outline planning for a detached dwelling under planning no. 2017/60/92036/E, which was refused. The highway reasons for refusal were due to the proposal failing to demonstrate that the site can be accessed safely.
- 1.4 Regarding this current application this access appraisal examines the proposed access, and its suitability, in terms of layout, surface, visibility and ability for vehicles to manoeuvre in and out in a forward gear. In addition, this document also reviews the highway safety and sustainable travel facilities in the area and improvements where appropriate.

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2. Existing Conditions

HIGHWAYS

- 2.1 Peep Green Road passing the site comprises a two-lane single carriageway c.7.0m wide, kerbed on both sides with a c.2.m wide footway on the west side and verge / ditch on the other side. This road as detailed below (supplied by Google Maps) has street lighting and a controlled by a 30mph speed limit.
- 2.2 Based on traffic flow figures as provided in the Road Traffic Statistics website, it is estimated that traffic flows on Peep Green Road passing the development site do not exceed 500 two-way vehicle movements per hour.

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- 2.3 The Peep Green Farm access as detailed below (supplied by Google Maps) has a c3.3m carriageway with verges on both sides and has swinging gated halfway along its length. This access route is bounded by boundary walls on both sides.
- 2.4 This access has been established for years, historically serving more dwellings than are currently on site, which is now only Peep Green Farm and corner property no. 24, for pedestrian access.

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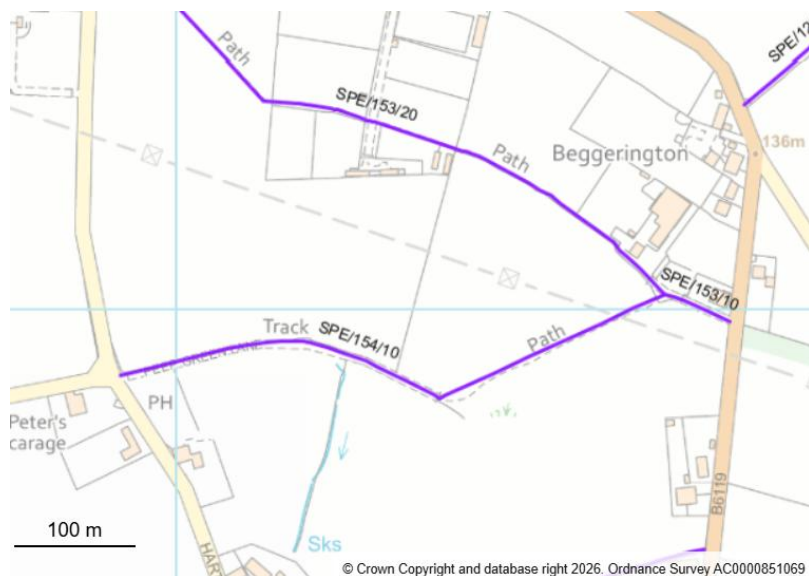
2.5 It is estimated that Peep Green Farm generates not more than 2 two-way vehicle movements per hour along the access or not more than 10 two-way vehicle movements daily.

2.6 The footway on Peep Green Farm crossing the access route as shown below is a dropped crossing to accommodate vehicular and two-wheeled access.



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2.7 All public rights of way in the area are detailed below and include SPE/153/10 which runs along the Peep Green Farm access.



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- 2.8 All pedal cyclists utilising the highway network in the area have to share the carriageways with vehicular traffic. The nearest national cycle network route which is traffic free route No. 66 is some 2km to the east of the site and provides a link to and from Bradford to the north.

BUS TRANSPORT

- 2.9 The site is some 150m walking distance from the nearest bus stops located on Peep Green Road to the north. At these stops, the northbound stop on the west side of the road has a flag and post, timetable and the footway as a waiting area, whereas no facilities are provided on the east side for the southbound direction. Two services with limited frequencies call to these stops and provide access to locations including Bradford and Brighouse.

- 2.10 Further stops are provided c.480m to the south with better stop facilities and provide access to Huddersfield at higher frequencies.

PERSONEL INJURY COLLISION RECORDS

- 2.11 The CrashMap website has been used to investigate the occurrence of personal injury collisions (PICs) in the vicinity of the site. Data for the latest available ten-year period (2015 to end 2024) has been obtained for the local highway network in the vicinity of the site.

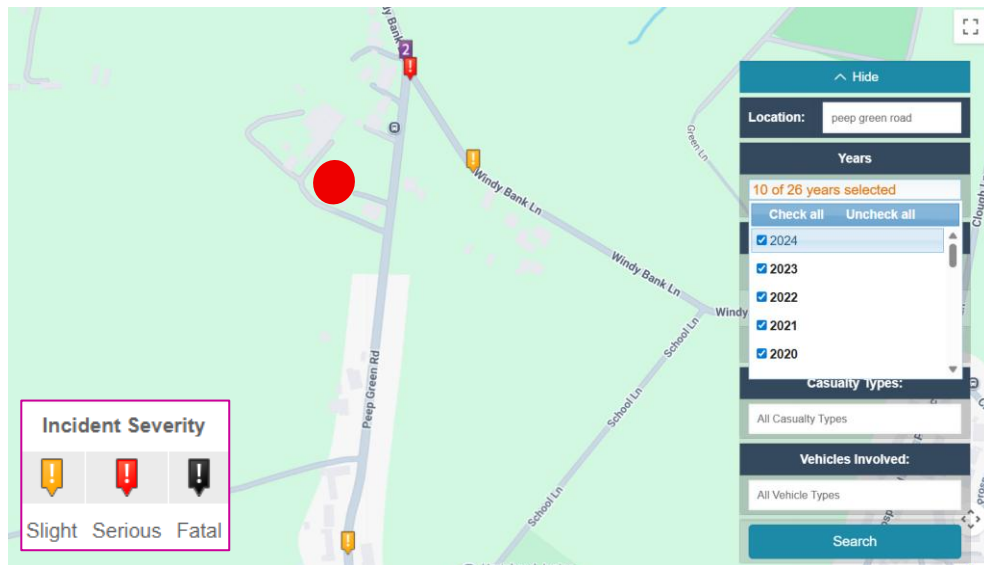
- 2.12 The data collected in the search area and shown below, indicates that the nearest collisions to the site entrance were on Windy Bank Lane to the north at and near the junction with Peep Green Road and one on Peep Green Road to the south. These incidents were minor/serious in severity, and each involved two vehicles, but no vulnerable road users were involved.

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Source : <https://crashmap.co.uk/Search>

- 2.13 It is considered that these incidents are most likely to be a function of the volumes of traffic using these roads, nevertheless, further investigations should be undertaken at the Peep Green Road / Windy Bank Lane T-junction.
- 2.14 However, no incidents were recorded at or in the vicinity of the proposed development access onto Peep Green Road, and therefore do not indicate a safety concern, or any negative safety trends on the local highway network here.

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3. Development Traffic and Impact

- 3.1 It is considered that the proposed bungalow will generate not more than 1 vehicle movement per hour and it is considered that the additional movement of traffic on and off Peep Green Road will not be noticeable and will be less than the day-to-day fluctuations in traffic levels generated by the adjacent farm and the background traffic on Peep Green Road.
- 3.2 Therefore, it is argued that the proposed development will result in no noticeable intensification of traffic and have little to no impact on highway safety which is injury free along Peep Green Road in this location.

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4. Proposed Access Conditions

- 3.1 Nevertheless, it is proposed to modify the access onto Peep Green Road to include a hardstand area 5.0 x 5.0m in dimensions behind the footway dropped crossing, to cater for two-way vehicle movements at the entrance and to prevent any loose material ending up on the adopted footway and carriageway.
- 3.2 At the give-way line onto Peep Green Road visibility splays of 2.0m x 43.0m that avoid the boundary walls can be achieved in both directions. However, given the low boundary wall heights on either side, splays in excess of this can also be achieved. Further, all signage at the access location onto Peep Green Road is to be moved outside the visibility splays.
- 3.3 At the parking area to be provided in front of the proposed bungalow building, adequate visibility in both directions is to be provided for users accessing onto the access. Here, all vegetation and obstacles should not be greater than 600mm high within the required visibility splays, and the gate pier/pillar on the northside of the access should also be moved outside the sight envelope.
- 3.4 Radii are to be provided where the edges of the parking area meet the access so as to facilitate easier manoeuvring of vehicles in and out of the parking area.
- 3.5 The carriageway access surface is to be made suitable for all purpose traffic and void of any undulations or potholes.
- 3.6 The above proposed modifications to the access, the visibility available at the access junction on Peep Green Road and the visibility areas required at the parking area leading onto the access in front of the proposed bungalow are detailed in drawing no 2600201 P01 attached to this document.

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5. Summary

6.1 It is therefore considered that:

- the existing low volumes of traffic and highway speed limit at the access junction on Peep Green Road,
- the zero-injury record on the adjacent highway,
- the visibility available, and
- the proposed access arrangements and modifications as detailed in drawing 2600201 P01 attached to this document

are more than adequate to safely accommodate the proposed development and the minimal additional traffic it will generate onto the adjacent highway.

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DO NOT SCALE

KEY:

PROPOSED HARDSTANDING SURFACE

P01	21/01/2028	HT	FIRST ISSUE	TL
REV	DATE	BY	DESCRIPTION	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



VIASOLUTIONS

SITE/PROJECT: PEEP GREEN FARM, LIVERSEDGE

TITLE: ACCESS IMPROVEMENTS & VISIBILITY SPLAY

DRAWN: HT	APPROVED: TL	DATE: January 26
DRAWING No: 2600201	SCALE @ A1: 1:250_1	REV: P01