PARAGON HIGHWAYS



Station Road, Meltham

Highway Statement

Sept 2018

Project 802(G)

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	**Final Draft**	**No. of dwellings reduced**		
Date	**Sept 2018**	**Jan 2019**		
Prepared by	**PAH**	**PAH**		
Checked by	**CS**	**JH**		

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CONTENTS

1 SITE LOCATION .....
1.5 Accident Data.....
2 SITE ACCESSIBILITY .....
2.1 Bus Travel.....
2.2 Train Travel.....
2.3 Pedestrians and Cyclists.....
2.4 Accessibility Conclusion.....
3 CURRENT USE OF THE SITE .....
4 PROPOSED DEVELOPMENT.....
5 TRAFFIC IMPACT .....
6 SITE HISTORY.....
7 CONCLUSION .....

APPENDICES

Appendix A **Site Location**

Appendix B **Road Traffic Accidents**

Appendix C **Pedestrian & Cycle Catchment**

Appendix D **Proposed Site Layout**

1.0 Site Location and Local Highway Network

1.1 The application site is situated on the east side of Meltham some 1.2km from the town centre, and 6.3km southwest of the large town of Huddersfield. The site location is shown at Appendix A. The application site is accessed from Station Road, which is a short access road (approximately 500m in length) that serves a small number of residential properties, and a small cluster of commercial and light industrial properties. Subsequently Station Road is subject to very light traffic volumes throughout the day. Station Road can only be accessed by vehicular traffic via the B6108 Huddersfield Road, which is a distributor road that connects Meltham Town Centre with the small settlements of South Crosland, Netherton, and the A616 south of Huddersfield Town Centre. Subsequently, Huddersfield Road is subject to moderate traffic volumes throughout the day with a noticeable increase during the network peak hours.

1.2 Station Road is a narrow two-way single carriageway road, which generally ranges between 3m and 5m in width. Grass verges are generally provided on both sides of the road that range between 0.5m and 1m in width, although there are some localised widened areas that act as informal passing places/ parking areas. The carriageway is constructed from stone sett paving which is generally uneven, containing pot holes and trip hazards for pedestrians accessing the existing residential properties located at the far west end of the road. Station Road does not contain any turning facilities at the end of the cul-de-sac and as a consequence large refuse vehicle currently reverse along the highway. Station Road contains street lighting for the first 45m, and the road appears to be subject to a 30mph speed limit, although given the width and construction of Station Road actual traffic speeds are considered to be well below 20mph. Notwithstanding this, development has been approved on Station Road for 6 dwellings which includes for improvement to a considerable length of the highway. Further details of these proposed improvements can be found in section 6 below.



Photograph 1 – Station Road on Approach to the Site Frontage

1.3 Station Road joins with Huddersfield Road via a simple priority junction containing kerbed radii on both sides that terminate at the rear of the north side footway of Huddersfield Road. The initial section of Station Road contains a low stone wall on both sides, although the carriageway is a minimum of 4.9m in width allowing for simultaneous two-way flow within the junction area, and for vehicles to completely manoeuvre off Huddersfield Road. Visibility at the access falls somewhat short of the requirements set out within Design Manual for Roads and Bridges, although it is considered that the access operates safely (see Road Traffic Accident Study within 1.5 below).



Photograph 2 – Station Road Junction with Huddersfield Road

1.4 The B6108 Huddersfield Road is a two-way single carriageway road with footways provided on both sides, providing a continuous pedestrian link to Meltham Town Centre. Within the vicinity of the Station Road access, Huddersfield Road is around 10.5m in width, and contains a ghost island arrangement with a right turn lane that serves the Meltham Mills Road junction opposite Station Road. Within the vicinity of the Station Road junction it has a northwest side footway, which is 1.7m wide, which is separated from the carriageway by a wide grass verge that ranges in width between 4m and 5m. Along the southeast side of Huddersfield Road there is also a footway, which is generally 1.7m in width. Both the carriageway and footways are considered to be suitable in terms of width and construction for their day to day use. Huddersfield Road contains street lighting to main road standards and this particular section of Huddersfield Road is subject to a 40mph speed limit, although this changes to 30mph as it approaches Meltham Town Centre. There are Traffic Regulation Orders along Huddersfield Road that restrict waiting along the southeast side of the road on both sides of the Meltham Mills junction. There are also waiting restrictions provided at other junction areas and strategic locations especially as the road enter Meltham's town centre.

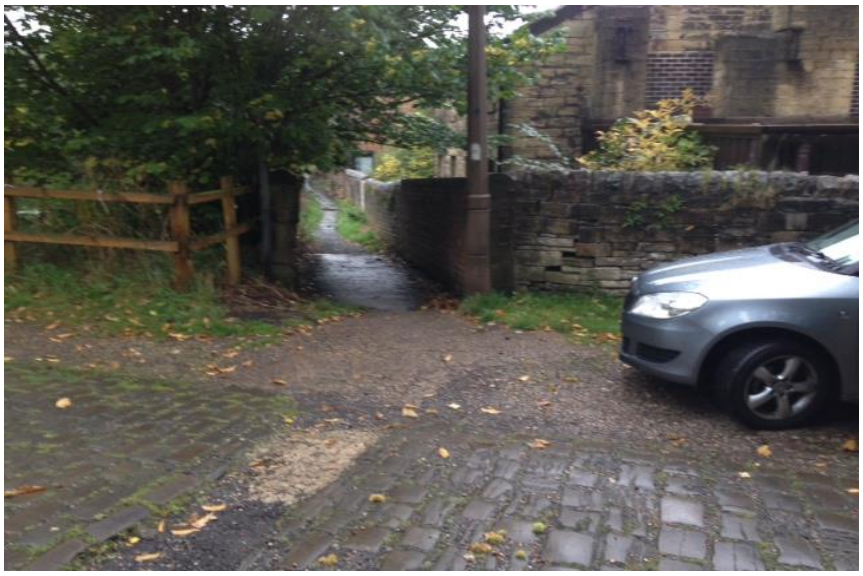
1.5 **Accident data** – The accidents data for the Huddersfield Road within the vicinity of the Station Road junction has been obtained from Crashmap and InCollision data for the 5-year period up to December 2017. The study area is shown at Appendix B and identifies the reported injury accident record over this 5-year period. One incident has been recorded in November 2014 which involved 2 vehicles and occurred again to the north of the Station Road junction with Huddersfield Road. This involved a vehicle being driven by a young driver with several passengers emerging from the Meltham Mills Road junction into the path of an oncoming vehicle. One of the passengers in the approaching vehicle has serious injuries with the remainder having slight injuries. This incident occurred during the hours of darkness during foggy conditions.

1.6 The second incident occurred in September 2014 again during the evening and involved a single vehicle and a pedestrian who was walking within the carriageway with his back to oncoming traffic. This incident was classified as slight.

1.7 The third incident occurred in May 2017 yet again during the evening at 11.35pm when a motorcycle rider proceeding along the major road away from the bend hit a kerb and then collided with a wall resulting in a serious injury. No other vehicles were involved, and road conditions were dry.

1.8 It should be noted that there has been no injury reported accidents during the 5 -year search period at the junction of Station Road and Huddersfield Road. It is considered that the accidents mentioned above are disparate events and therefore this section of Huddersfield Road has a very good injury accident record and does not indicate a road safety problem or any trends of any significance that would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposals. It is therefore concluded that Station Road and this section of Huddersfield Road operate safely.

1.9 There is a public right of way (MEL/23/60) that runs from Huddersfield Road along the initial 45m of Station Road and then proceeds off the public highway in a northwest direction to link with other public footpaths. This pubic right of way is not located within the application site.



Photograph 3 - Public Footpath link

1.10 The site is located within easy reach of the bus services available on Huddersfield Road. Further details of the bus services available from the local fare stages are shown in Section 2.0.

2.0 Sites Accessibility by other Modes of Transport

2.1 Bus Travel

Opportunities to access bus services on Huddersfield Road are located approximately 170m from the proposed site access. The nearest stops benefit from passenger shelters, timetable information, raised bus boarding kerbs for easy pedestrian access and bus stop clearway markings allowing buses to park parallel with the kerb. Details of the bus services available from these fare stages are shown in Fig 2.1A below.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
321	Huddersfield – Netherton – Marten Nest – Meltham *Late evening journeys daily to Huddersfield*	Infrequent	Infrequent
324	Huddersfield – Netherton – Meltham	15 mins	60 mins (eves) 30 mins (Suns)
324	Huddersfield – Netherton – Meltham	30 mins	-
933	Meltham Town Service	60 mins	-

Fig 2.1A

2.1.1 As can be identified from Fig 2.1A, there are a total of 4 services available from the nearest stops, with services every 15 minutes or less to the nearby large town of Huddersfield, Meltham Town Centre, and the nearby settlement of Netherton, with an additional service every 30 minutes, and an additional hourly service for Meltham Town Centre. These services travel to Huddersfield Bus Station, which offers further local and national destinations. Huddersfield Bus Station is also located a short walk from Huddersfield Railway Station.

2.1.2 Therefore, the overall bus services in the locality of the site are considered to be of an excellent standard and will provide a suitable alternative to the private car in line with current Government guidelines.

2.2 Train Travel

The nearest railway station from the application site is Berry Brow Railway Station, which is located approximately 4.8km from the site; subsequently it is within cycling distance. Berry Brow Railway Station is situated on the Penistone Line. The local rail services available from this station are shown below:

Train route – Penistone Line

Huddersfield – Lockwood – Berry Brow – Honley – Brockholes – Stocksmoor – Shepley – Denby Dale – Penistone – Barnsley – Meadowhall - Sheffield

Service summary

Route	Monday to Saturday frequency		Sunday frequency
	Daytime	Late evening	
Huddersfield – Denby Dale – Barnsley - Sheffield	60 mins	60 mins	60/120 mins

2.2.1 As can be identified from the train routes and services summarised above there are good train links with services every hour to the local city of Sheffield, and the large towns of Huddersfield and Barnsley.

2.3 Access for pedestrians and cyclists

Pedestrian and cycling accessibility are to a good standard given the sites location close to the town of Meltham with nearby local services, retail, commercial and employment opportunities within local industrial and commercial properties.

2.3.1 **Walking** – Pedestrian accessibility within the site will be via the improved Station Road, that will be laid out to a higher standard, with the actual specification to be agreed with the LPA. Pedestrian access within and along the site frontage to Station Road will be designed to meet current Kirklees Council guidance.

2.3.2 Once onto the local network Huddersfield Road provides a good quality link to the nearest bus stops, local amenities, and the substantial local services within Meltham Town Centre. The local footway network is considered suitable in terms of width, construction, and lighting. Huddersfield Road within the town centre contains a pedestrian refuge island, and Holmfirth Road adjacent to the Huddersfield Road junction contains a zebra crossing, both providing safe and convenient access to the shops and services within the town centre. The pedestrian catchment at Appendix C includes the whole of Meltham, including local services and amenities including hairdressers, banks & building societies, food stores, a large supermarket, restaurants, public houses, butchers, bakers, newsagents, a post office, hot and cold food outlets, and other local shops. Within walking distance of the site there are health centres, offering GP services, a dental practise, opticians, and pharmacies. There are employment opportunities located within walking distance in addition to Meltham Town Centre there are light industrial properties located on Station Road, and significant opportunities within Meltham Mills and Bent Ley Industrial Estates nearby, and Crosland Road Industrial Estate at the neighbouring settlement of South Crosland. There are also three schools located within walking distance of site including two primary, and one junior and infant school.

2.3.3 As part of the development proposals it is intended to construct a footway along the full site frontage to Station Road similar to the previous approvals on this site. The footway will be at least 1.5 metres wide and it is to be lit to a standard to be agreed with the Local Highway Authority.

2.3.4 **Cycling** – Within the recommended distance for cycling (5km) is the nearby town of Holmfirth, and the large village of Honley, which both contain services and amenities including local shops, commercial properties, and leisure facilities. The settlements of Netherthong, Netherton, South Crosland, and Berry Brow (including its railway station) are also located within cycling distance of the site as identified on the plan at Appendix C. In addition to the local retail and commercial centres of Holmfirth and Honley there are employment opportunities within the industrial areas of Honley and Crosland Hill, including Hope Bank Works.

2.3.5 Meltham Greenway is located north of the application site. This is a route for walkers, cyclists, and horse riders and provides a link to Meltham Town Centre and Huddersfield Road following the route of the old railway line. Meltham Greenway contains a good quality surface, which is free from motorised traffic.

2.3.6 Similar to the previously approved schemes for this site, Station Road will be widened in places and upgraded which can only improve access for cyclists.

2.3.7 Secure cycle storage facilities will be provided within the site, the type and location are to be agreed by the LPA.

2.4 Accessibility Conclusion

2.4.1 The site is located in a very sustainable location being within acceptable walking distance of the residential, commercial, and local shops and services within Meltham. Excellent local bus services are also available within a short walking distance from the site. The application site is situated close to local schools, and primary health facilities including GP surgeries, dentists, and opticians. There are significant employment opportunities within Meltham Town Centre and nearby commercial/ industrial properties. Within cycling distance of the site is the nearby town of Holmfirth, and the large village of Honley, which both contain services and amenities including local shops, commercial properties, and leisure facilities. Netherthong, Netherton, South Crosland, and Berry Brow (including its railway station) are also located within cycling distance of the site. Improvements are to be made to Station Road as part of the current proposals which will improve accessibility for all. Therefore, the site fully conforms to current Government directives for ensuring developments are located in a sustainable location.

3.0 Current use of the site

3.1 The application site consists of open land and contains large areas of grassland with levels rising towards the northwest side of the site. It contains a mix of boundary treatments including dry stone walling etc.

3.2 The site is generally bounded by farming land and the recently approved residential development site to the west.

4.0 Proposed Development

4.1 The applicants propose to construct 7 new dwellings, to replace the 2no. very large dwellings that were previously approved on this site – planning ref: 2014/62/91714/W.

4.2 The proposed dwellings will be served directly from Station Road via dropped footway crossing arrangements leading to individual drives.

4.3 As part of the development proposals Station Road will be widened and a footway and street lighting provided to a standard to be agreed with the LPA.

4.4 Secure cycle storage facilities will be provided within the site, the type and location are to be agreed by the LPA.

4.5 Bin collection points will also be provided adjacent to the highway for each property.

5.0 Traffic Impact

Anticipated Traffic Generation

5.1.1 The anticipated traffic generation for the development of 7 new dwellings has been assessed using data from the national TRICS database.

5.1.2 Table 5.1A provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed new dwellings.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.151	0.416	0.567	0.390	0.225	0.615
Generated Trips	1.057	2.912	3.969	2.73	1.57	4.30

Table 5.1A Predicted Development Trip Rates & Generation

5.1.3 As can be seen from the above table, the proposed development is anticipated to generate between 4 and 5 trips during the morning and evening peak hours respectively. Typically, a development of this size would generate between 42 and 56 vehicle movements per day, however given the sites sustainable location close to the local services, amenities, and employment opportunities within Meltham, the local bus services, and nearby schools, it is anticipated that the daily trip rate would be less than anticipated.

5.1.4 The development proposes substantial improvements to road safety for all users of Station Road, as additional turning facilities are to be provided to accommodate a large vehicle utilising the site entrance and avoiding lengthy reversing manoeuvres, an extension to street lighting is also proposed together with carriageway widening and a footway along the site frontage.

5.1.5 It must also be acknowledged that the site has planning approval for 6 dwellings (see section 6 below) and that the proposed scheme will in effect only add traffic generations from an additional 6 dwellings and not the 8no. as highlighted above. In effect there would be an additional 4 trips during the am and pm peaks and overall between 36 and 48 trips per day above that already approved.

5.1.6 Therefore, it is considered that the level of traffic generated by the new dwellings can easily be accommodated and would be easily offset by the highway safety improvements proposed along Station Road. Therefore, the proposed development would only have a positive impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

6.0 Site History

6.1 Planning Approval was granted on part of the site to erect 2no. dwellings together with associated highway improvements. Planning approval ref: 2014/62/91714/W dated: 11th November 2014 refers. No objections were raised to this application from a highway safety point of view. The aforementioned approval was granted subject to 20 conditions to which I understand an application has now been submitted to discharge the pre-commencement conditions.

6.2 Planning Approval has also been granted for the erection of an additional 4 dwellings together with highway improvements generally as agreed for the previous approval for 2 dwellings with the addition of a further turning facility. The planning approval reference for the 4 dwellings is 2015/92638 and this was approved on the 2nd March 2016. Again there was no objection in principle from the Councils Highways Development Management Team to the development subject to minor internal amendments to the scheme.

7.0 Conclusion

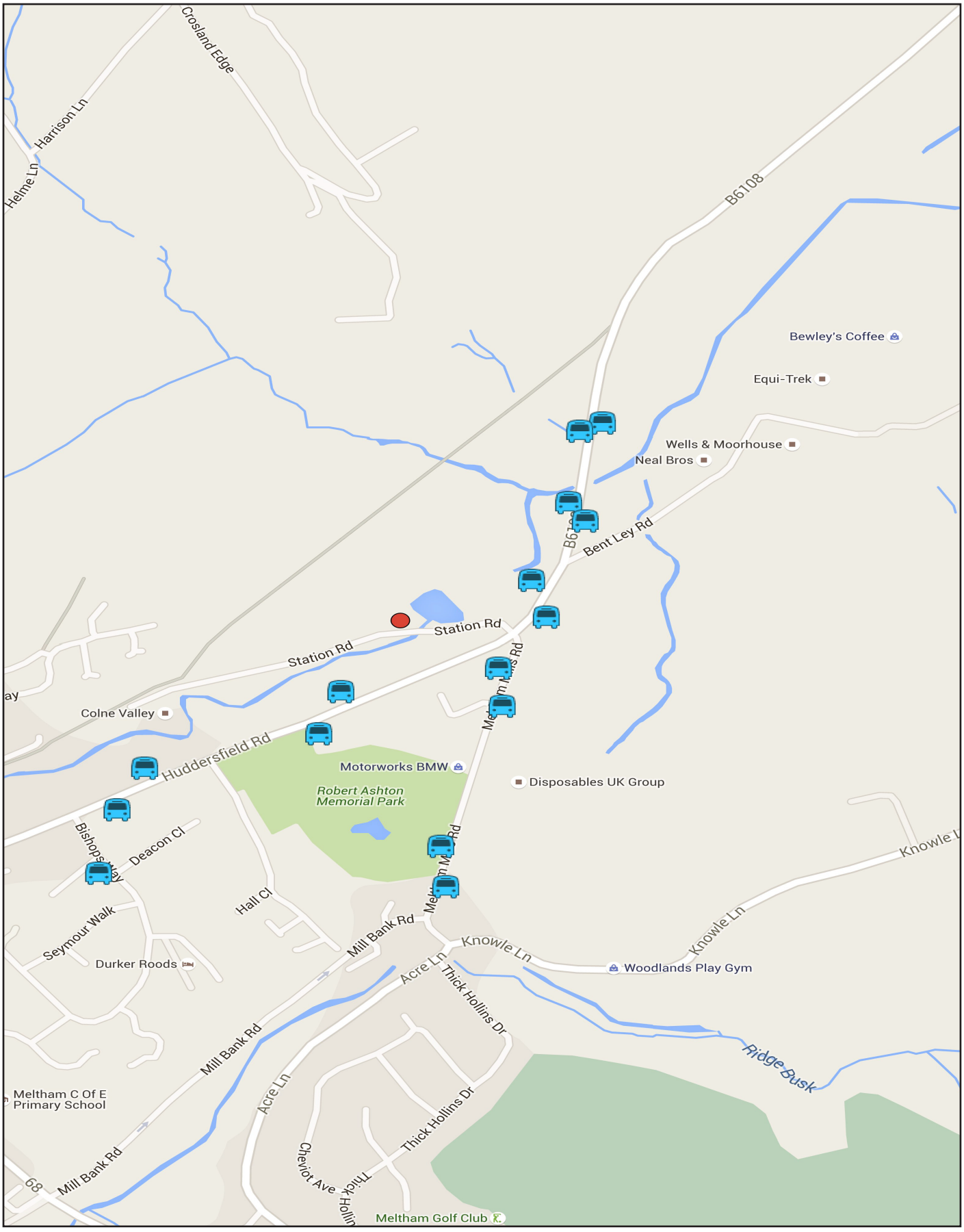
7.1 The applicants proposed to construct 7 new dwellings directly served off the Station Road in Meltham. The 7no. dwellings will replace 2no. large properties that were previously approved on this part of the site. The proposed access / turning arrangement will be sufficiently wide enough to provide a turning facility to accommodate a large vehicle so that these vehicles can enter and exit the site access and Station Road in a forward gear. The proposals also include for the provision of carriageway widening and a footway along the site frontage to Station Road. Additional street lighting will also be provided along the new footway.

7.2 The site is located in a sustainable location being within acceptable walking distance of the residential, commercial, and local shops and services within Meltham. Local bus services are also available within a short walking distance from the site. The application site is also situated close to local schools and primary health facilities including GP surgeries, dentists, and opticians. There are significant employment opportunities within Meltham Town Centre and nearby commercial/ industrial properties. Within cycling distance of the site is the nearby town of Holmfirth, and the large village of Honley, which both contain services and amenities including local shops, commercial properties, and leisure facilities. Netherthong, Netherton, South Crosland, and Berry Brow (including its railway station) are also located within cycling distance of the site. Therefore, the site fully conforms to current Government directives for ensuring developments are located in a sustainable location.

7.3 It is considered that the level of traffic generated by the new dwellings above that already approved can easily be accommodated and would be easily offset by the road safety improvements proposed along Station Road. Therefore, the proposed development would only have a positive impact on the safe operation of the local highway and will not significantly add to any perceived congestion at the peak times on the local network. It is therefore concluded that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted and the Local Planning Authority is therefore requested to confirm the findings of this report.

Appendix A

Location Plan



SITE LOCATION

BUS STOP LOCATION

PAH HIGHWAY CONSULTANTS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Road Traffic Accidents

All RTC in the vicinity of Station Road, since 2007 to date

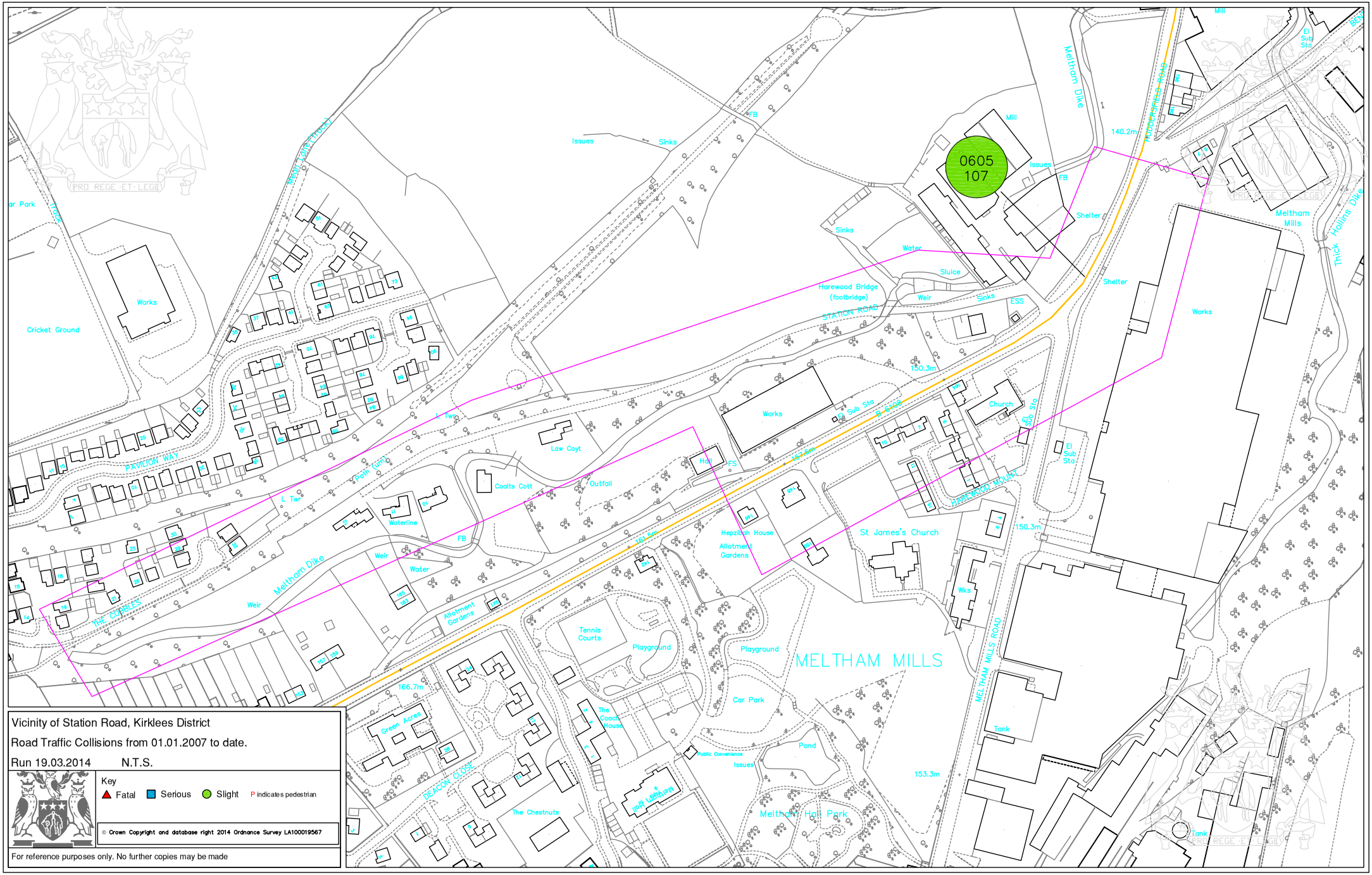
0605107 SLIGHT 14/07/2007 004:45 410894 /411074 Huddersfield Road 25 Metres North of Meltham Mills Road, Meltham, Huddersfield

V1 Travelling Along Huddersfield Road from Meltham Fails to Negotiate left Hand Bend. Vehicle Leaves Carriageway to Offside, Mounts Kerb and Collides with Concrete Lampost. Vehicle Skids Along Carriageway and Comes to Rest. Occupants Flee Vehcile but Are Later Traced. Slight Injury to Driver V1.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
0	Car	Going ahead LHB	SW	NE	Female	20	Positive	1	Driver/Rider	SLIGHT	1	Female	20	

Contributory Factors

Impaired by alcohol	V001	V.likely	Loss of control	V001	V.likely	Too fast for conditions	V001	V.likely



Vicinity of Station Road, Kirklees District

Road Traffic Collisions from 01.01.2007 to date.

Run 19.03.2014 N.T.S.

Key

▲ Fatal ■ Serious ● Slight P indicates pedestrian

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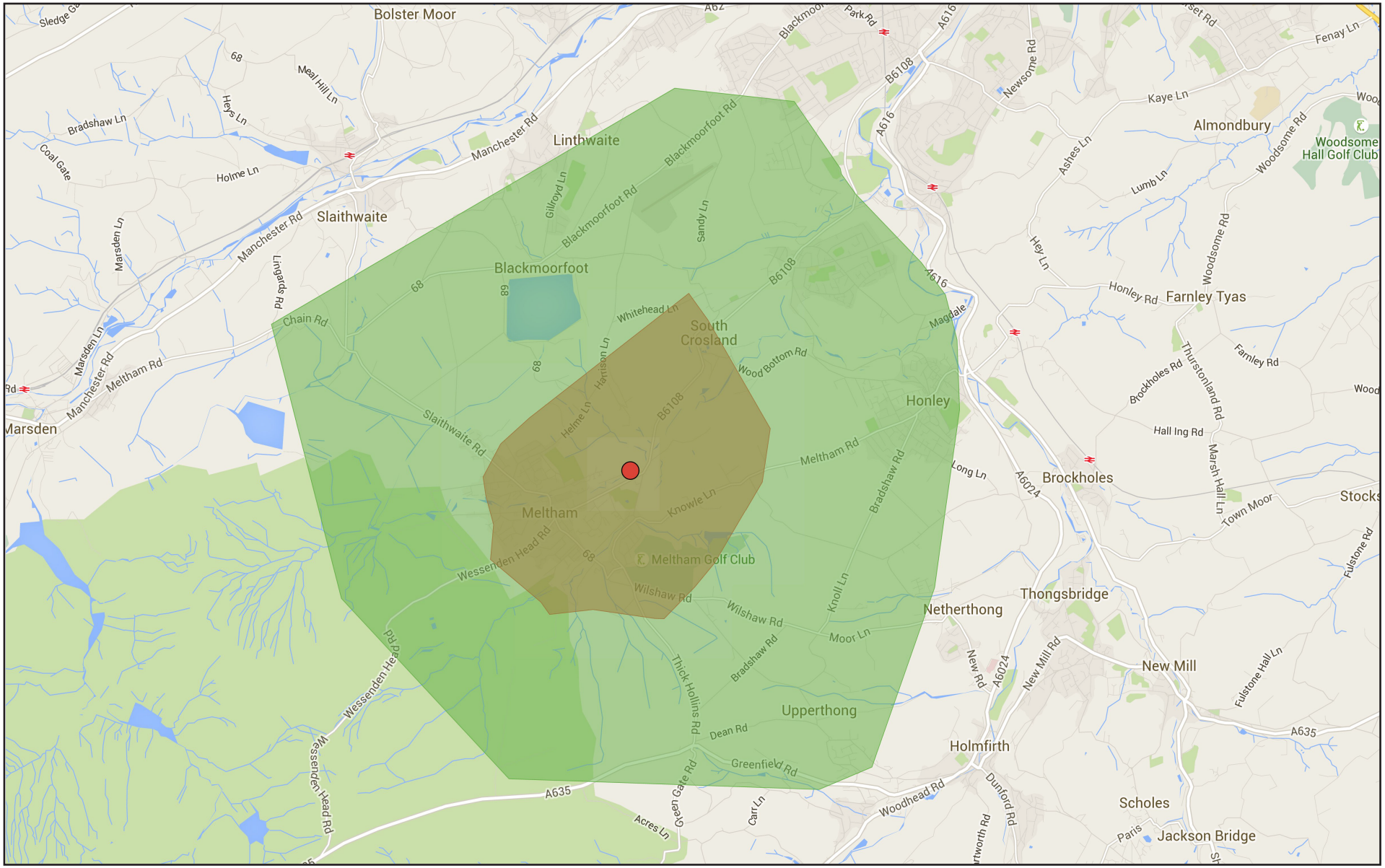
Appendix C

Pedestrian & Cycle Catchment



5km CYCLE CATCHMENT

2km WALKING CATCHMENT

SITE LOCATION

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UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix D

Proposed Development

STATION ROAD, MELTHAM

THIS DRAWING IS BASED ON SURVEY DRAWING NO. 2901(0)-50, PREPARED BY CNE 17 AND ORDNANCE SURVEY INFORMATION. IT IS SUBJECT TO CONFIRMATION OF BOUNDARIES / RIGHTS OF WAY / EASEMENTS AND CONSULTATION WITH THE LOCAL AUTHORITY, DESIGN TEAM AND PUBLIC UTILITIES, ETC.

GENERAL KEY

- PEDESTRAIN & VEHICULAR ENTRANCE/S
- GATE
- BOUNDARY
- EXISTING SEWERS & EASEMENTS
- RETAINING WALLS
- PROPOSED EMBANKMENTS / SITE RE-GRADING
- PROPOSED TREES TO INCLUDE SPECIES SUCH AS SILVER BIRCH, MOUNTAIN ASH & NATIVE CHERRY - REFERENCE LANDSCAPE ARCHITECTS DRAWINGS FOR SPEC'S.
- EXISTING TREES / SHURBS / HEDGES TO BE REMOVED - REFERENCE ARBORICULTISTS DRAWINGS.
- EXISTING TREES / SHURBS / HEDGES TO BE RETAINED - REFERENCE ARBORICULTISTS DRAWINGS.
- ROOT PROTECTION ZONES - REFERENCE ARBORICULTISTS DRAWINGS.

BOUNDARY TREATMENTS

- 1800mm HIGH TIMBER CLOSE BOARDED FENCE
- 900mm HIGH TIMBER CLOSE BOARDED FENCE
- 900mm HIGH STONE WALL

GROUND TREATMENTS

- TARMAC TO ESTATE ROADS, PAVEMENTS / FOOTPATH, PRIVATE DRIVES AND DRIVE - UNLESS OTHERWISE STATED
- TURFED AREAS
- PAVING SLABS TO PATHS & PATIOS
- LOW LEVEL SHRUBS TO INCLUDE SPECIES SUCH AS BOX, COTONEASTER, EUONYMUS, BERBERIS & MAHONIA, INTERSPERSED WITH LARGER SHRUB PLANTING TO INCLUDE SPECIES SUCH AS HAWTHORN, BLACKTHORN, CHERRY, CORNUS & ELDER - REFERENCE FDA DRAWINGS FOR SPEC'S.

SITE PLAN

0 10 20 30 40 50m SCALE 1:500 @ A1

NORTH

OUTLINE OF APPLICATION SITE FOR APPROVAL 2014/62/9/714/W, 2NO. DETACHED HOUSES

OUTLINE OF APPLICATION SITE FOR APPROVAL 2015/62/9/263B/W, 4NO SEMI - DETACHED HOUSES

PROPOSED TREES

PROPOSED GARDEN BOUNDING WALL, STEPS AND EMBANKMENTS, ETC.

NEW TIMBER 1.8M HIGH CLOSE BOARDED FENCE

NEW TIMBER 1.8M HIGH CLOSE BOARDED FENCE

NEW TIMBER 900MM HIGH CLOSE BOARDED FENCE

NEW TIMBER 900MM STONE BOUNDARY WALL

BIN COLLECTION POINTS AT EACH DRIVE. BIN STORAGE AREAS LOCATED IN THE HOUSES OR TO THE SIDE, AS INDICATED ON THE HOUSE DETAILS AND SITE PLAN.

APPROVED ROAD IMPROVEMENTS / WIDENING.

EXISTING TREES TO BE REMOVED.

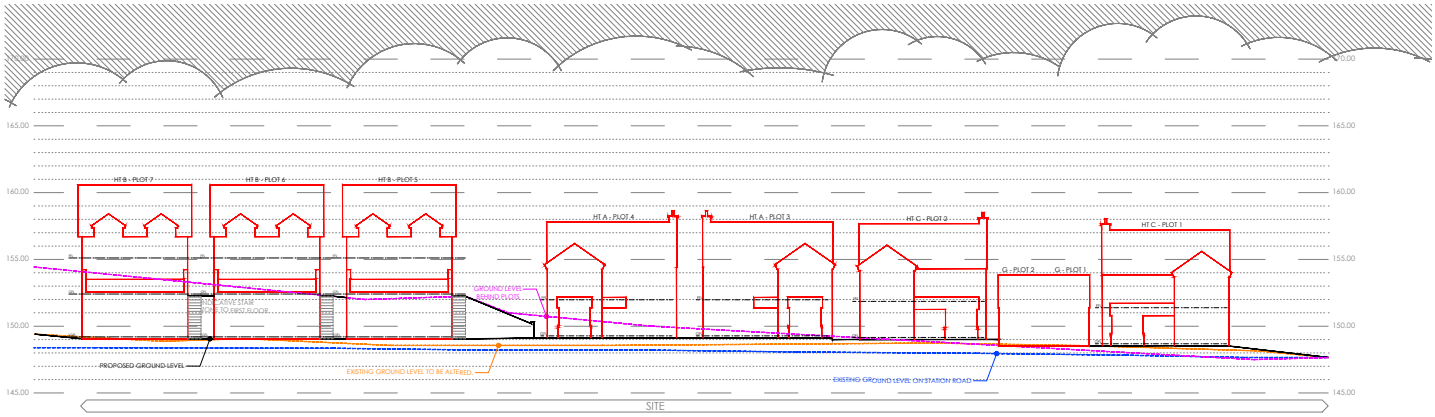
NEW TURNING HEAD, PART OF THE APPROVED ROAD IMPROVEMENTS / WIDENING.

EXISTING TREE APPROVED TO BE REMOVED AS PART OF PLANNING APPLICATION

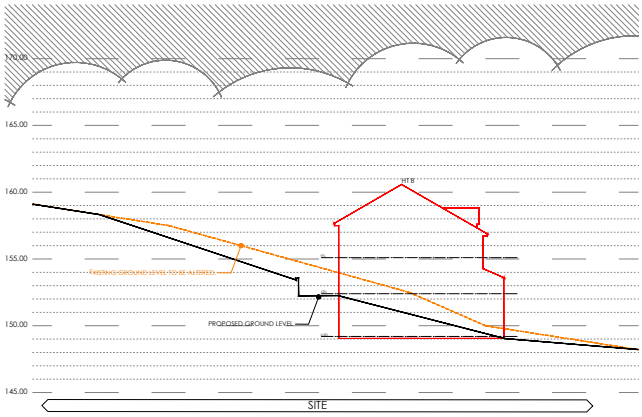
Station Road

NOTES

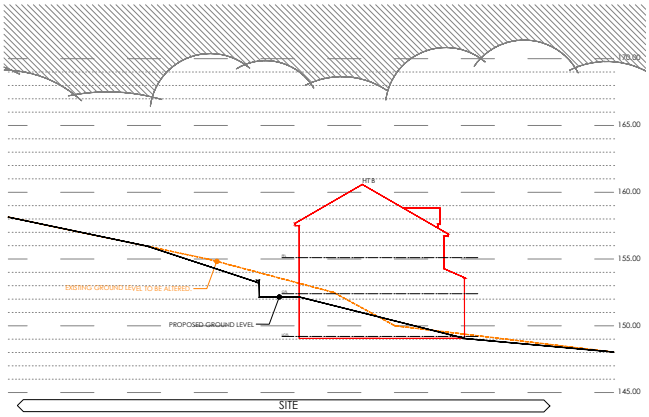
ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY.



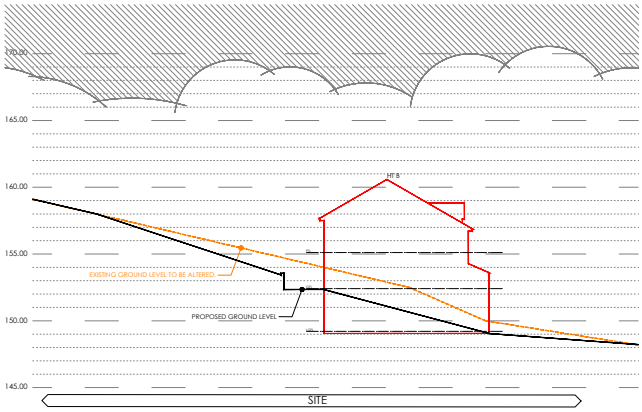
SITE SECTION II



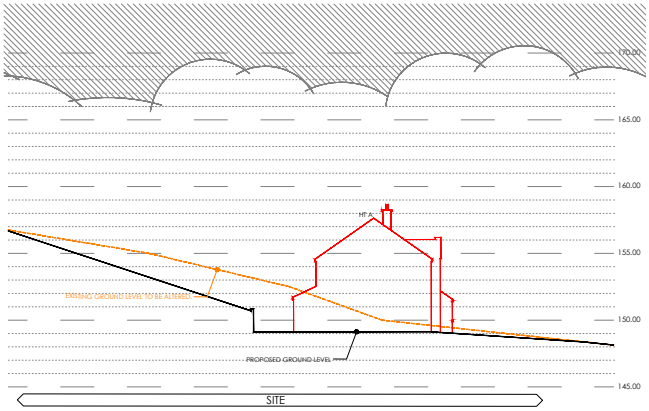
SITE SECTION AA



SITE SECTION CC



SITE SECTION BB



SITE SECTION DD

0 5 10 20m SCALE 1:200

REV	DESCRIPTION	BY	CHKD	DATE
B	UPDATED SECTIONS II	BC	JC	21.01.19
A	UPDATED AS PER CLIENTS COMMENTS	BC	JC	02.01.19

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CLIENT: H3 CONSULTING

PROJECT: STATION ROAD, MELTHAM

TITLE: SITE PLAN & SITE SECTIONS A-D & I

DRAWING NO.	1565-101	REVISION	B
SCALE	1:500 @ A1	DATE	20.12.18
DRAWN BY	JC/BC	CHECKED BY	JC

PURPOSE OF ISSUE

- (●) PLANNING
- ( ) BUILDING REGS
- ( ) TENDER
- ( ) COMMENT
- ( ) INFORMATION
- ( ) CONSTRUCTION

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