Consultation Response from KC,
Highways Development Management

2025/91770 Land off Station Road, Meltham, HD9 4NL

Outline application for erection of residential development (5 dwellings)

Date Responded:07/11/2025
Responding Officer: CNB
Responding Ref: K3-15/11

This is an outline application with access and all other matters reserved for the erection of a residential development of 5 dwellings accessed via a private driveway from Station Road, a cobbled private cul-de-sac of approximately 4.5m wide with pinch points down to 3.6m to the east of the site and 3m to the west of the site with no pedestrian facilities or street lighting and the first 45m hosts a PROW MEL/23/60. Station Road provides access to 4 established dwellings at the eastern end, 11 newly built dwellings towards the eastern end and the Spinksmire Mill complex which hosts a number of individual occupant companies. There is a new turning head on Station Road that is suitable for an 11.85m refuse vehicle to turn and was added as part of the applications for the recently completed dwellings to the north of Station Road. Station Road joins B6108 Huddersfield Road at a priority junction approximately 150m to the east of the site.

B6108 Huddersfield Road is a 40mph local distributor road of approximately 7.3m width with a right turn lane in to Meltham Mills Road, footways on both sides and street lighting present. The station Road arm of the junction is on the inside of a bend on Huddersfield Road and there is a grass verge between the highway and footway that improves visibility. However, as noted in previous applications for dwellings on Station Road, the visibility splay to the right is slightly short for a 40mph road.

We are disappointed with the style of the applications as they appear to be filling the land to the north of Station Road as piecemeal development and by coming forward in small parcels, they are limiting the extent that the individual proposals can pay for highways mitigation work to offset the additional trips being generated.

It is noted that the red line plan for the application does not extend as far as the adopted highway, instead terminating at the unadopted Station Road. This would need amending to link up to B6108 Meltham Road and would then include the section hosting the PROW and we would request that the red line boundary is adjusted accordingly and that the Kirklees PROW team and owners of Station Road are consulted.

The current proposals would create an intensification of use of the access, and we would like to see that a suitable visibility splay to the right can be achieved. A speed survey was submitted with the Highway Statement that indicated the 85th percentile speed of 37mph for eastbound traffic which would require a visibility splay y-distance of 59m based on Manual for Streets calculations. Drawing No 1001 indicates that this splay can be achieved to the right if the splay end rests just within the highway as opposed to against the nearside kerb, and this, again on balance, is considered acceptable. The visibility splay to the left is easily obtainable due to the layout of the road and not a concern.

There have been issues raised as to the width of the access on to Station Road, however this measures as approximately 5.7m wide and as such would be suitable for two cars to safely pass. However, the issue is that the access is bounded by two walls approximately 1m high which cause vehicles using the access to drive closer to the centre of the road away from the walls. Unfortunately, the access is outside the applicant's ownership and so any widening or relocating of the walls would require third party permission.

The Kirklees Highways Structures team have been consulted and have responded with concerns relating to Harewood Bridge which carries Station Road over Meltham Brook. This has never been structurally assessed and that the developer would need to contact the bridge owner for permission to use the bridge prior to accessing the site. A previous application for land off Station Road included a CEMP Traffic Plan and Statement that indicated that the bridge was to be overlaid to take the weight of HGV delivery vehicles and this may need to be repeated with the current application.

It was also noted that, due to the unknown structural integrity of Harewood Bridge, the council would not wish to adopt Station Road.

The access road is approximately 250m long from its junction with Station Road to the turning head with the first 160m the access road being approximately 3m wide which would not be suitable for two cars to pass and we would like to see either the road widened to 5.5m (or a suitable width that allows a swept path analysis to show two cars can pass at any point along the road) or the inclusion of suitable passing places along the first 160m, these should be added to the access drawing and submitted for approval.

No information was provided relating to the gradient of the access road but drawing No 2391 01 Rev A indicates a climb of 12.7m over the 160m length, this gives an approximate gradient of 1:12 and this would be acceptable.

The access up to the proposed dwellings would not be used by a Kirklees refuse vehicle and so we would expect to see a waste bin collection presentation point at the junction with Station Road.

The access up to the proposed dwellings should be safely accessible by a West Yorkshire Fire and Rescue fire tender and we would need to see a swept path analysis showing that this was achievable. Details of the full access requirements for a fire tender can be found in the West Yorkshire Fire and Rescue Service Public Advice document FS-PAN010 Access For Fire Appliances.

No details were provided relating to pedestrian access to the dwellings from Station Road and we would like to see details of a safe pedestrian access providing.

It is also noted that the proposal site backs on to the Meltham Greenway, but there is no attempt to link the dwellings with this sustainable active travel route. We would like to see the applicant consider a suitable link from the proposal site to the Greenway that could be accessed by both pedestrians and cyclists. We consider that this is an opportunity wasted to improve the sustainability of the site in line with Kirklees aspirations for sustainable travel.

With this we cannot currently support the outline application with access due to a lack of information as noted above.

FOOTNOTE
Public footpath MEL/23/60 is the access to and adjacent to the development site and must not be interfered with or obstructed, prior to, during or after development works

The Council's public rights of way unit may be contacted by telephone 01484 221000 and ask for Sharon Huddleston or via the email address publicrightsofway@kirklees.gov.uk

Additional Notes for future reserved matters

The parking for the development should conform to local standards as provided within the Kirklees Highway Design Guide SPD and these are 2 to 3 bedroom dwellings provide 2 off street parking spaces, 4+ bedroom dwellings provide three off street parking spaces. These parking spaces should be a minimum of 2.4m x 4.8m (wider if adjacent to a fence or wall) and any garages should have minimum internal dimensions of 3m x 6m to be considered as a parking space. There should be 1 visitor space for every 4 dwellings (for these 5 dwellings there would be a requirement for 2 visitor parking spaces).

As mentioned above, waste would not be collected from outside the dwellings and so a suitable waste collection point should be created at the bottom of the driveway to the rear of Station Road. Details of the size and design of the waste collection point can be obtained from https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf