
From: Greg Jones <Greg.Jones@i-transport.co.uk>
Sent: 07 March 2017 16:51
To: Alistair McMurray
Cc: Steve Hopwood; Tim Williams (tim.williams@miller.co.uk); Andrew Rose; Steven Eggleston
Subject: 2016/94117 Lees Hall Road and 2016/94118 Ravensthorpe Road
Attachments: L070317 Mr A McMurray, Kirklees Council (ITY11389 & ITY11390).pdf; ITY11390-GA-002B.pdf; ITY11390-GA-004.pdf; Photo1 - Ravensthorpe Road ATC.pdf; Photo 2 - Lees Hall Road ATC.pdf; Traffic Flow Diagram- Observed Distribution.pdf

Importance: High

Alistair,

Thank you for your consultation responses on the above planning applications. Please find attached a letter and associated enclosures which respond to the matters that you have raised and provides clarification where sought. A hard copy will follow in the post.

We trust that this additional information provides you with everything you need to confirm to the Planning Case Officer that you are able to support the applications but if you have any queries please contact me.

Thank you.

Regards
Greg

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Mr A McMurray
Consultant Principal Engineer
Highways Development Management
Kirklees Council
Civic Centre 3
Huddersfield
HD1 2YZ

Your Ref: K16-14NW/8
LPA Ref: 2016/60/94117/E0/SH and 2016/60/94118/E0/SH
Our Ref: GJ/dc/ITY11389/ ITY11390
Date: 7 March 2017

BY EMAIL & POST

Dear Alistair,

Land Off Lees Hall Road, Dewsbury (LPA ref: 2016/60/94117/E0/SH) and Land off Ravensthorpe Road, Dewsbury (LPA ref: 2016/60/94118/E0/SH)

Thank you for your consultation responses on the above outline planning applications. This letter responds to the matters that you have raised and provides clarification where sought.

For ease of reference, we address each of the applications in turn before considering cumulative issues, using the same sub-headings used in your responses.

Land off Ravensthorpe Road (LPA ref: 2016/60/94118/E0/SH)

Highways Site Context

1. You have requested clarification with regard to rear access to Nos. 143 – 153 Ravensthorpe Road. The submitted Masterplan is illustrative only. It is however our understanding that the access to which you refer is not adopted and that its sole purpose is to provide agricultural access to the application site.

Pedestrian Accessibility, Infrastructure and PROW

2. The submitted Masterplan is illustrative only. The only matter for determination at this stage is the main site access illustrated to a feasibility level of detail on the enclosed i-Transport Drawing No. ITY11390-GA-002 Rev B.
3. Proposed new pedestrian crossing facilities, in the form of dropped kerbs and tactile paving to the east of the proposed site access from Ravensthorpe Road, are shown on i-Transport Drawing No. ITY11390-GA-002 Rev B. Controlled pedestrian crossings are not proposed.

4. Secondary points of pedestrian access will be determined at Reserved Matters stage.
5. We note your comments regarding footways within the site; this is a matter for determination at Reserved Matters stage.
6. Access to the remainder of the agricultural land following construction of the proposed development is a commercial matter between the Applicant and the Land Owner outside of this planning application.

Access Arrangement

7. i-Transport Drawing No. ITY11390-GA-002 Rev B presents the proposed site access arrangement and responds to your queries. It demonstrates suitable forward visibility can be achieved along the site access road. It also demonstrates that visibility splays at the site access junction can be achieved via the removal of a short section of the existing stone wall. The PICADY assessments of the proposed site access junction set out in the submitted TA do not show any significant queuing for the right turn movement into the site from Ravensthorpe Road. The forward visibility for an eastbound vehicle to a vehicle turning right into the site is considerably in excess of 43m.
8. A longitudinal section is shown on i-Transport Drawing No. ITY11390-GA-004, enclosed, which shows the gradients set out in the TA can be achieved.
9. For completeness, please find enclosed Photograph 1 which shows the location of the ATC on Ravensthorpe Road, just east of the bend where Ravensthorpe Road becomes Calder Road.

Trip Generation

10. We note your comments regarding the vehicular trip rates applied in the assessment of the development proposals. We do not accept the Council's assertion that a vehicular trip rate of 0.7 trips per unit is 'more robust and representative'. Our position remains that the trip rates presented in the submitted TA's are entirely suitable to inform the assessment and we would reiterate the points articulated at Paragraph 6.4.4 of the submitted TA, namely that:
 - The TRICS database is a nationally recognised industry leading tool for the derivation of trip rates to inform the assessment of development schemes;
 - The selection criteria applied are entirely consistent with the proposed development;
 - No adjustment has been made to the trip rates to take account of the affordable housing provision on the site. Affordable housing generally exhibits a lower vehicular trip rate than does private market housing; and
 - The demographics of the local area lend themselves to lower levels of trip making including localised trip making, lower levels of car ownership, high bus and walk mode shares etc.

Trip Distribution and Assignment

11. You have requested that a Sensitivity Test be undertaken, whereby the distribution and assignment of vehicular trips generated by the proposed development is informed by existing turning movements at junctions. Our position is that the method for distributing and assigning traffic used in the submitted TA is technically more robust than the alternative you have suggested. Notwithstanding our position, we have undertaken a comparison of the two methodologies on a without prejudice basis. The enclosed traffic flow diagrams present the requested Sensitivity Test. Figure ST.11 shows the differences in traffic movements at junctions across the agreed study area between the two methods; it can be seen that the differences are *de minimis*. In this context we maintain our conclusion that the traffic flows generated by the proposed development will not have a severe impact in the context of the NPPF test.

Land off Lees Hall Road (LPA ref: 2016/60/94117/E0/SH)

Pedestrian Accessibility, Infrastructure and PROW

1. The submitted Masterplan is illustrative only. The only matter for determination at this stage is the main site access illustrated to a feasibility level of detail on i-Transport Drawing No. ITY11389-GA-001 Rev B (reproduced at Appendix I of the submitted TA).
2. Proposed new pedestrian crossing facilities, in the form of dropped kerbs and tactile paving to the east of the proposed site access on Lees Hall Road, are shown on i-Transport Drawing No. ITY11389-GA-001 Rev B. Controlled pedestrian crossings are not proposed.
3. We note your query regarding connection to the existing Public Right of Way along the eastern site boundary. This is a reserved matter for determination at a later stage.

Baseline Traffic and Survey Data

4. The ATC loop was located on Lees Hall Road just east of the junction with Lees Holm and west of the existing speed cushion. The enclosed Photograph 2 refers. The ATC survey is thus considered fit-for-purpose.

Access Proposals

5. The site access junction arrangement is capable of being converted at a future date to afford suitable access for a greater quantum of development, should the wider emerging allocation come about through the Local Plan process and if this is needed. The future conversion of the site access junction is not a matter for determination under the current planning application. The Applicant accepts that any proposed amendments to the access, if consented, will require further supporting evidence at an appropriate future date.

Trip Generation

6. This is the same issue as dealt with at point 9 above. We consider the trip rates presented in the TA to be entirely suitable to inform the assessment of the development proposals.

Trip Distribution and Assignment

7. This is the same issue as dealt with at point 11 above. Figure ST.12 of the enclosed traffic flow diagrams shows the differences in traffic movements at junctions across the agreed study area between the two methods; it can be seen that the differences are generally *de minimis*.
8. The Sensitivity Test method results in an increase of +9 and +17 two-way development trips at the Slaithwaite Road / Ingham Road junction in the AM and PM peak hours respectively. These theoretical additional flows are below the threshold of +30 trips often applied to determine whether further consideration of a junction's performance is required. Your consultation response accepts that the junction currently operates within capacity with a minimal amount of queuing. In this context we maintain our conclusion that the traffic flows generated by the proposed development will not have a severe impact in the context of the NPPF test and do not consider further analysis to be warranted.

Cumulative Impact Assessment

1. For robustness, and again on a without prejudice basis, we have carried through the traffic distribution Sensitivity Test to consider the two development sites cumulatively. Figure ST.13 of the enclosed traffic flow diagrams shows the differences in traffic movements at junctions across the agreed study area between the two methods; it can be seen that the differences are generally *de minimis*. Table 1 below summarises the cumulative impacts of the two proposed developments at each of the junctions within the study area.

Table 1: Distribution Sensitivity Test: Cumulative Impact – Percentage Impact and number of two-way development trips

	AM Peak Hour			PM Peak Hour		
	2016 Surveyed Flow + Committed Development *	Cumulative Development Traffic	% Impact	2016 Surveyed Flow + Committed Development *	Cumulative Development Traffic	% Impact
Lees Hall Road / Brewery Lane	656	51	7.7%	595	46	7.7%
Ingham Road / Slaithwaite Road	1766	29	1.6%	1732	35	2.0%
Lees Hall Road / Forge Lane / Ravensthorpe Road	1082	57	5.3%	1061	52	4.9%
Forge Lane / Station Road /Thornhill Road	2337	32	1.4%	2275	31	1.4%
Huddersfield Road / Calder Road	2614	52	2.0%	2333	54	2.3%

* Total junction peak hour flow

The principal difference between the distribution methods is exhibited at the Slaithwaite Road / Ingham Road junction during the PM peak hour. The junction is currently performing with a maximum RFC of 0.54 in the evening peak and hence has plentiful residual capacity to deal with any variation in traffic movements of the order of magnitude suggested between the two methods. We therefore conclude that the cumulative impacts of the two developments in combination are not severe.

2. You have queried the operational assessment results set out in Table 8.11 of the respective TA's, which relates to the '2021 Future Base plus Committed Development plus Cumulative Development' sensitivity test (i.e. with TEMPro growth) traffic scenario at the / Forge Lane / Thornhill Road / Station Road double mini-roundabout junction. As set out in the submitted TAs, the base model of the junction does not replicate the observed queues and i-Transport does not consider the predicted future year queues and delays to be realistic.

We comment as follows:

- We have checked the flows input to the junction model and believe these to be correct;
- RFCs and Max Queues on the Station Road arm of the junction are not improved in the 'with development' scenario.
- We believe that the 'improvement' that you mean to refer to is in fact the RFC on the Thornhill Road arm of the junction, which reduces from 1.66 to 1.65 in the AM peak hour only with the addition of the development traffic – i.e. it is only the second decimal which changes. This change is not material given the RFC is already above 1.0 and does not mean that an error has occurred.

- The queue on Thornhill Road increases from 82 to 84 pcus in the same time period with the development in place.
- The model predicts that delays to motorists on Thornhill Road increase by c.14 seconds in the same time period with the development in place.
- The same is the case on the other arms of the junction which are predicted to also experience small increases in queues and delays.
- The differences between the 'with development' and 'without development' scenarios are not material and our conclusion remains that the development proposals will not result in a severe impact at the junction.

We trust that the information set out above and in the various enclosures provides you with all the information you need to confirm to the Planning Case Officer that you are able to support the planning applications.

Yours sincerely

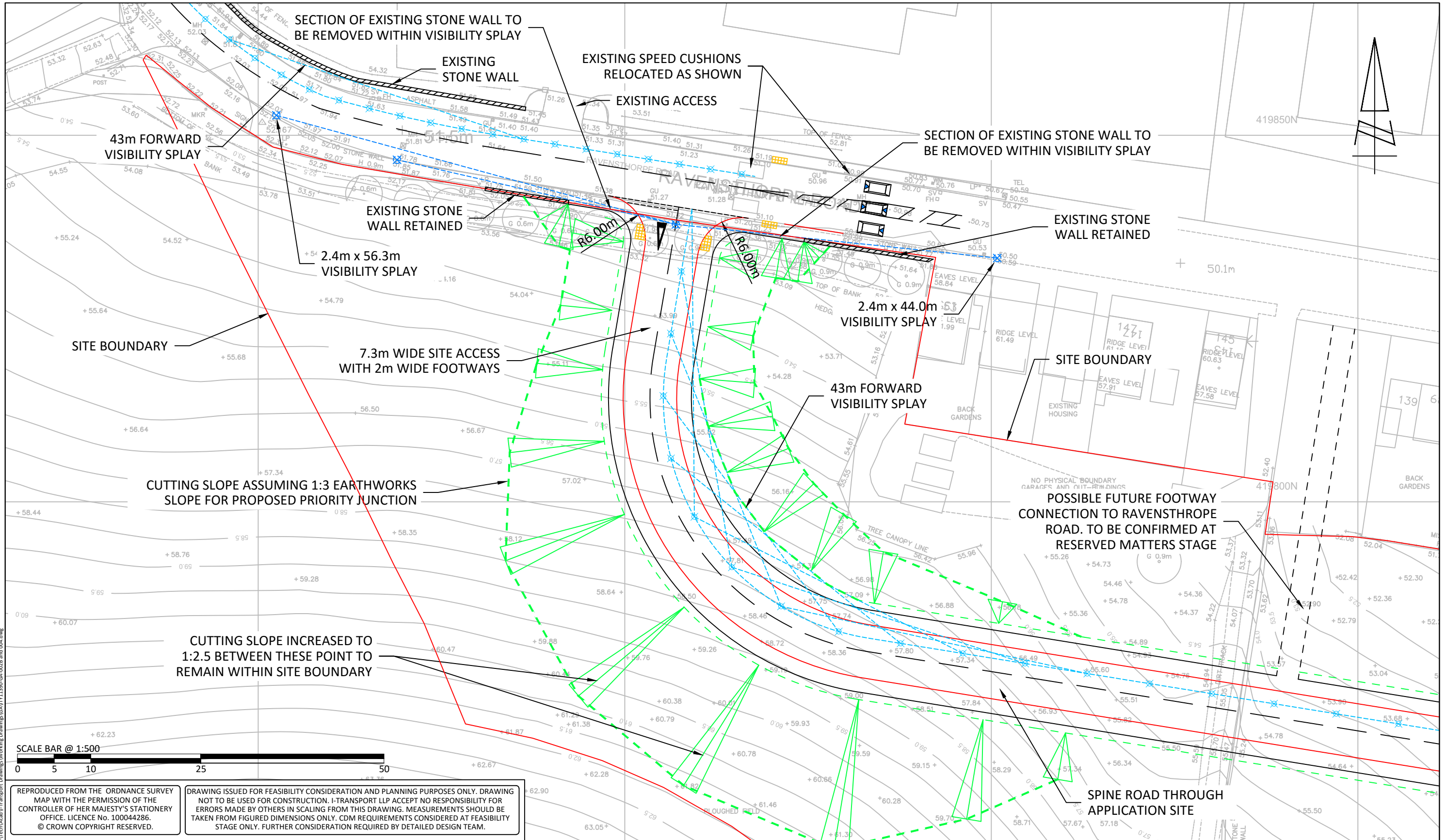


GREG JONES
Associate Partner
for i-Transport LLP

(email: greg.jones@i-transport.co.uk)

Enc: Drawing No. ITY11390-GA-002 Rev B
Drawing No. ITY11390-GA-004
Photograph 7 – ATC location Ravensthorpe Road
Photograph 6 – ATC location Lees Hall Road
Distribution Sensitivity Test Traffic Flow Diagrams

cc:	Mr S Hopwood	Kirklees Council (Planning)	(by email)
	Mr T Williams	Miller Homes	(by email)
	Mr A Rose	Spawforths	(by email)
	Mr S Eggleston	i-Transport	(by email)



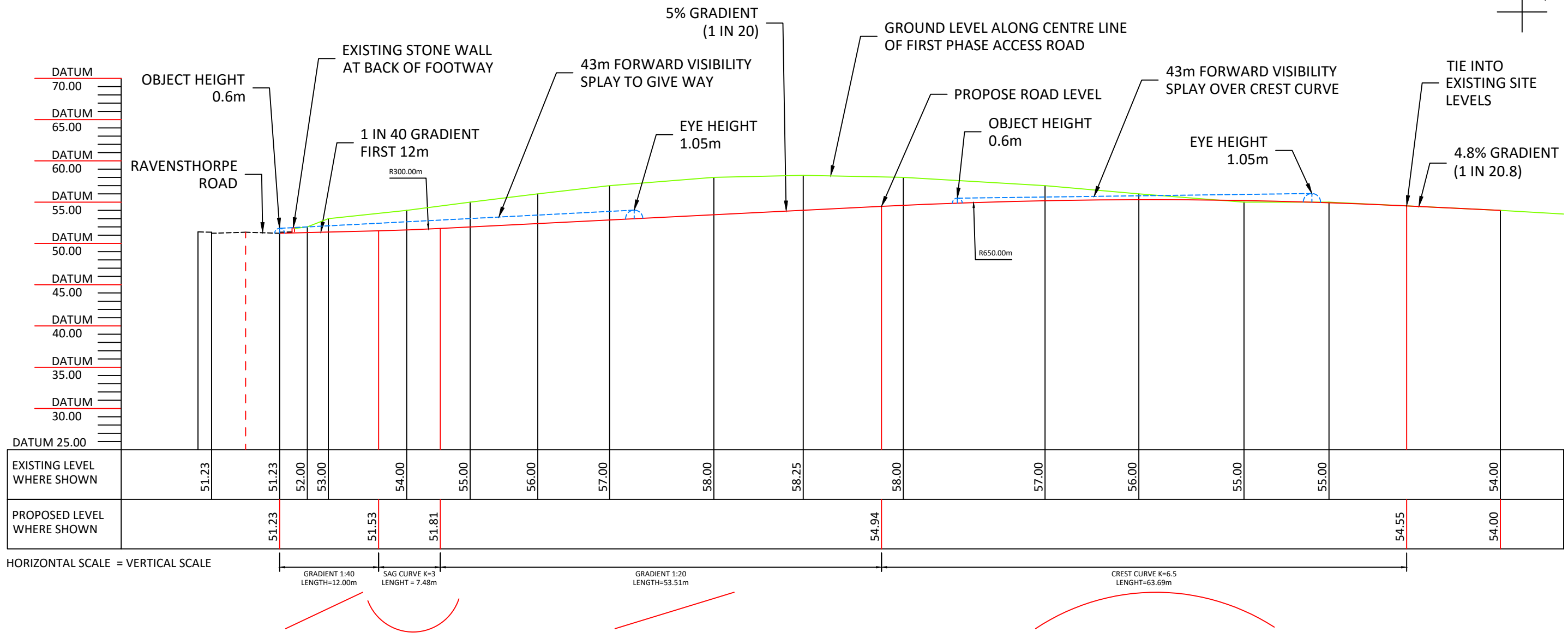
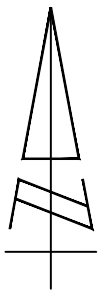
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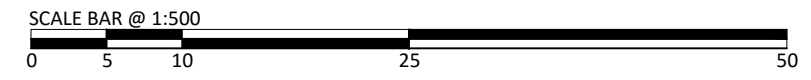
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HORIZONTAL SCALE = VERTICAL SCALE

GRADIENT 1:40 LENGTH=12.00m SAG CURVE K=3 LENGTH= 7.48m GRADIENT 1:20 LENGTH=53.51m CREST CURVE K=6.5 LENGTH=63.69m

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: PLANNING

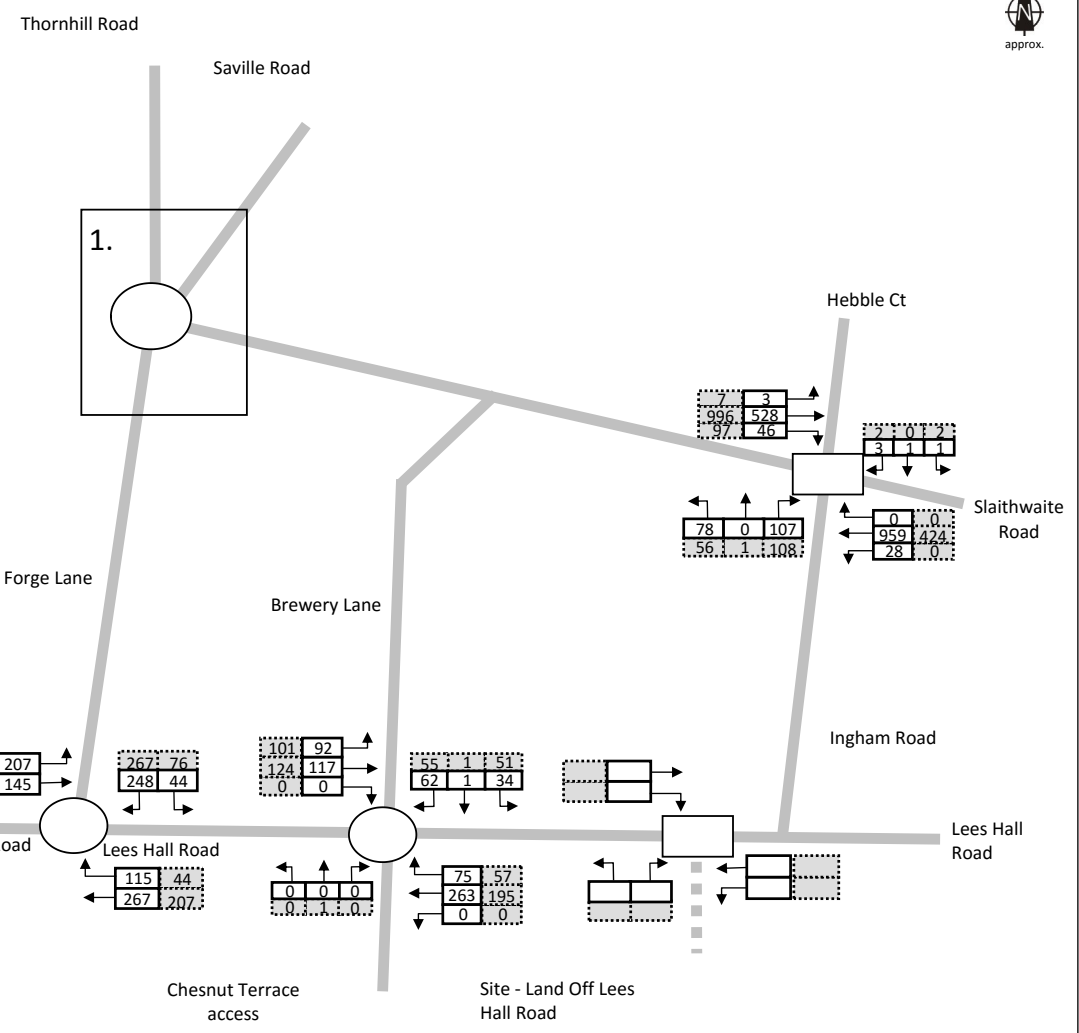
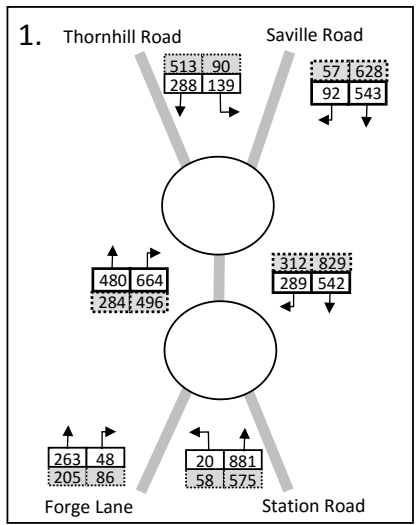
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CLIENT: MILLER HOMES

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
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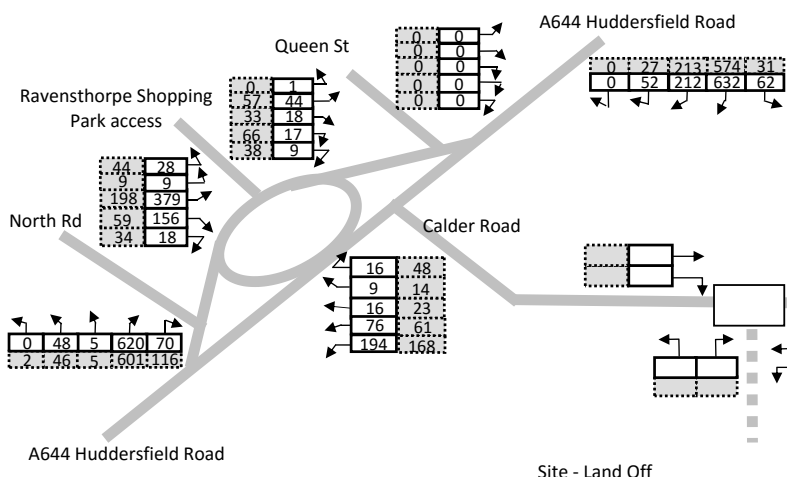
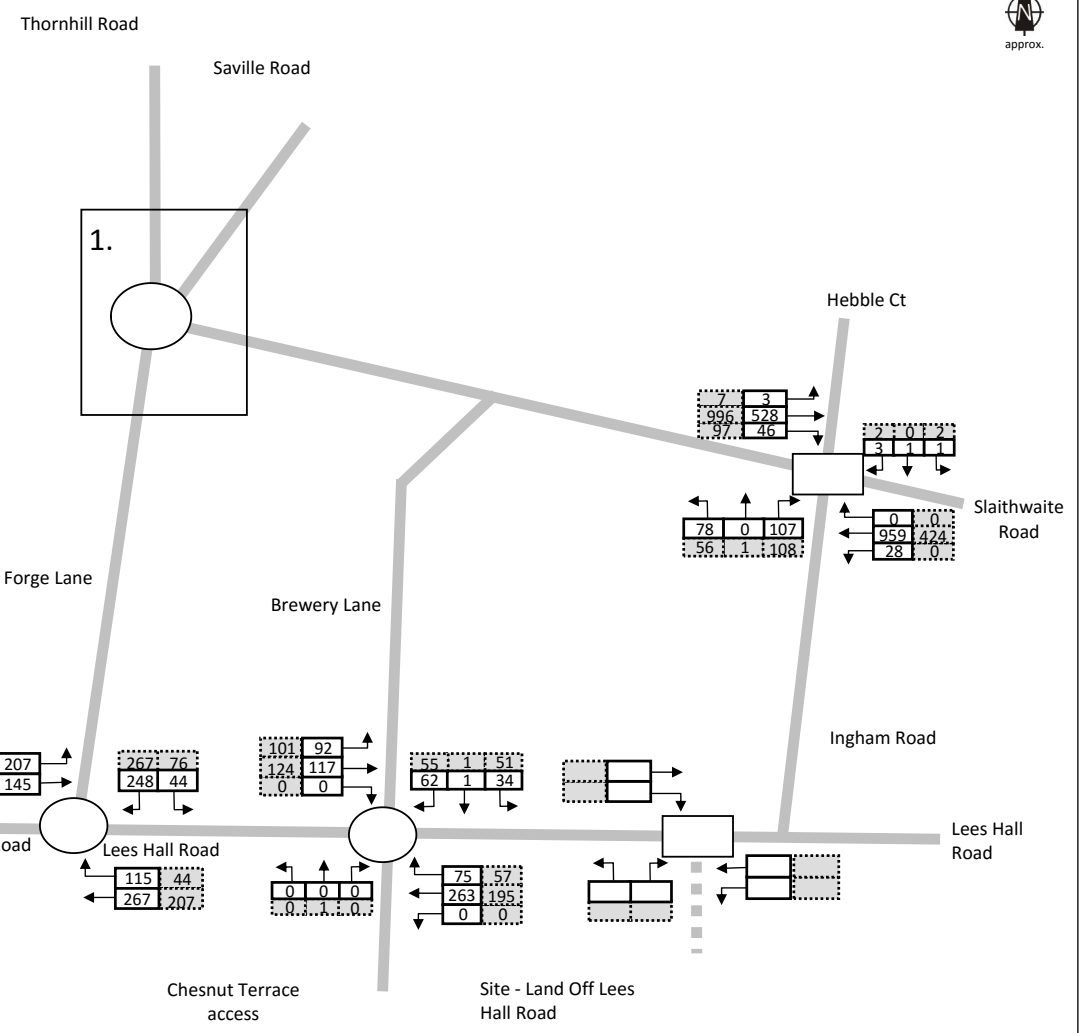
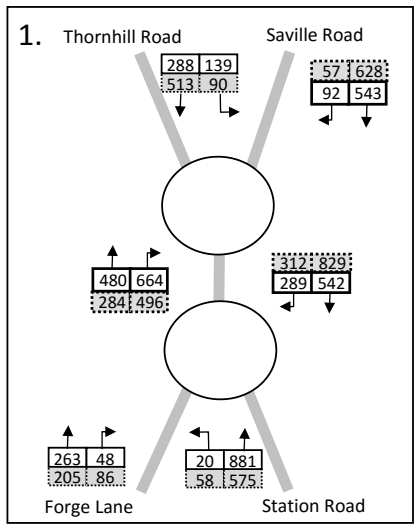


Key:

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 PM Peak

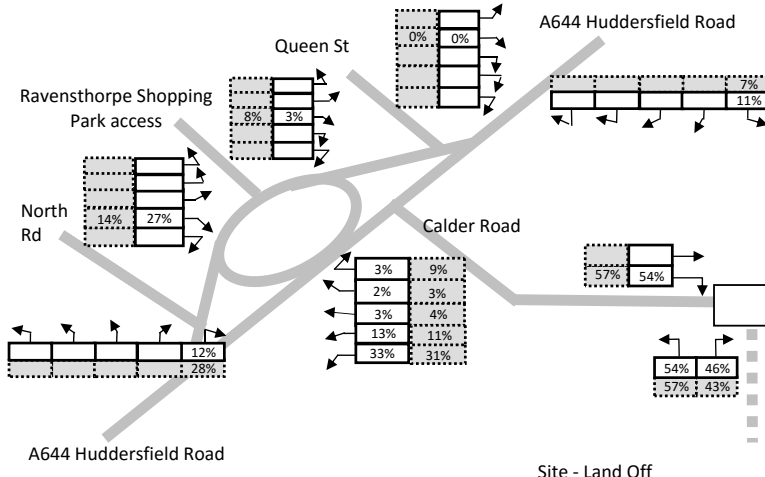
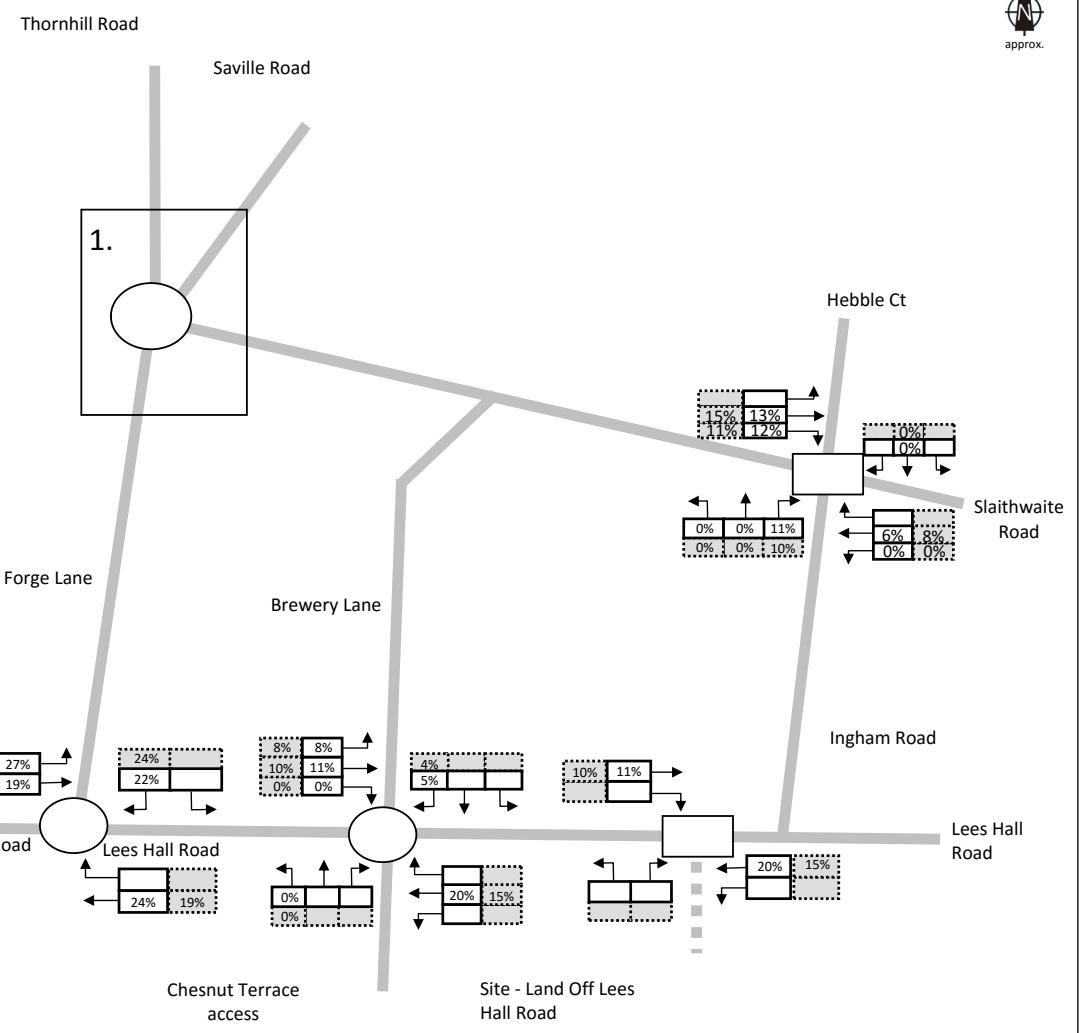
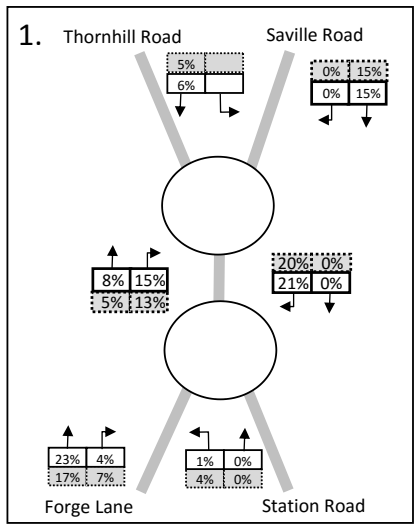
	Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
ST.1	
Land off Ravensthorpe Road, Dewsbury 2016 Survey	
Note: Traffic flows shown as total vehicles/in PCUs	



Key:

	AM Peak
	PM Peak

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ST.2	
Land off Lees Hall Road, Dewsbury 2016 Survey	
Note: Traffic flows shown in PCUs	



Site - Land Off Ravensthorpe Road

Chesnut Terrace access

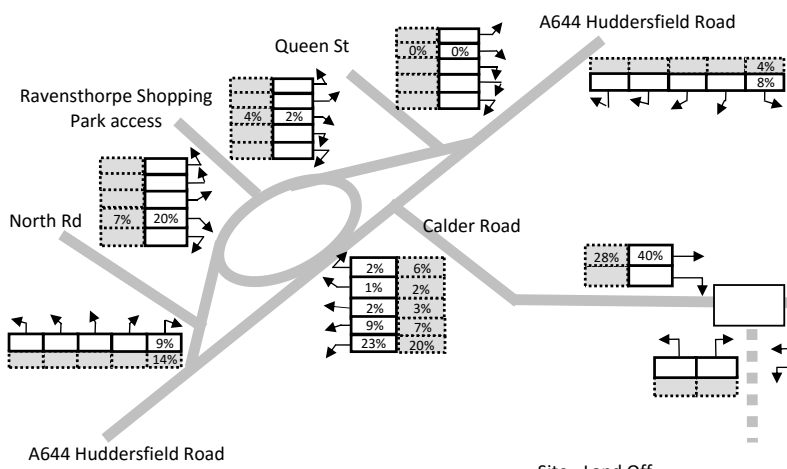
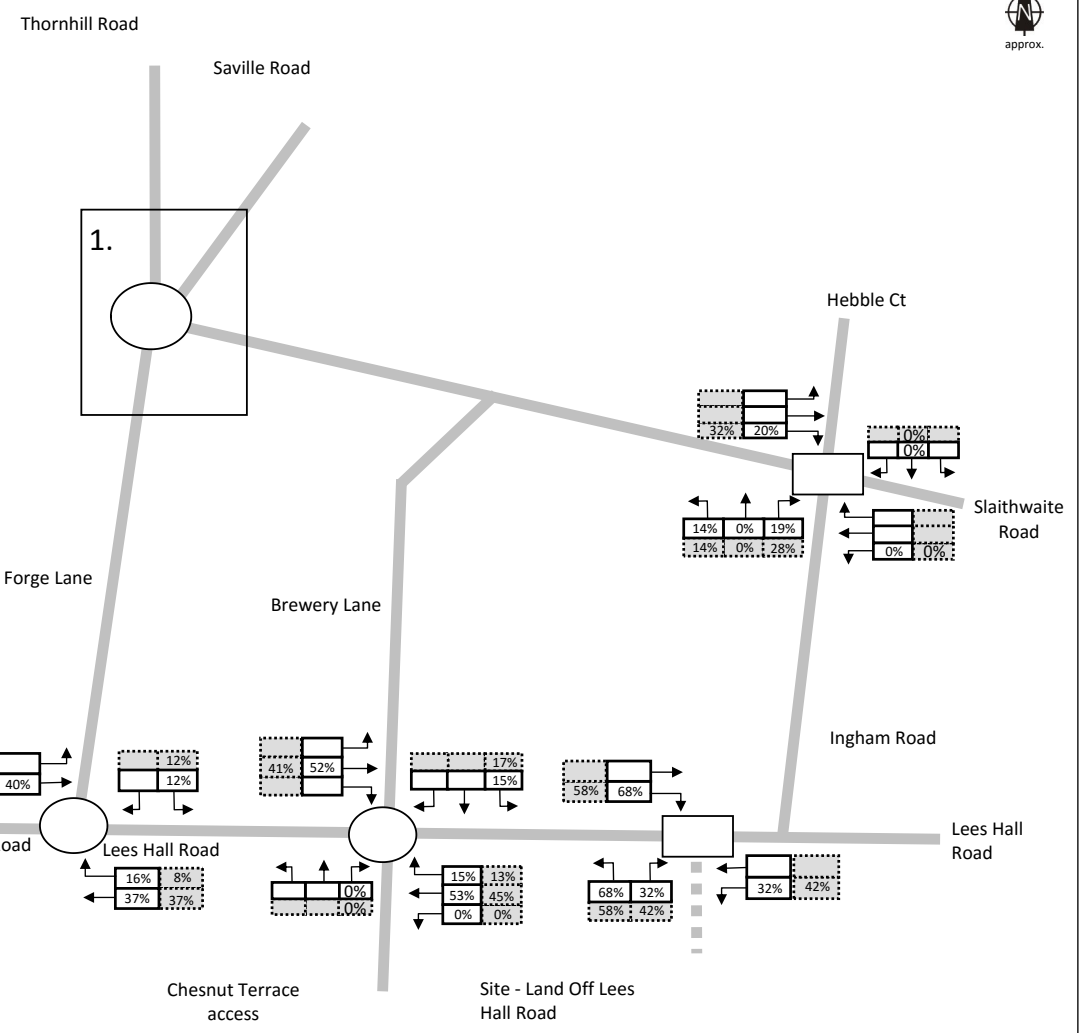
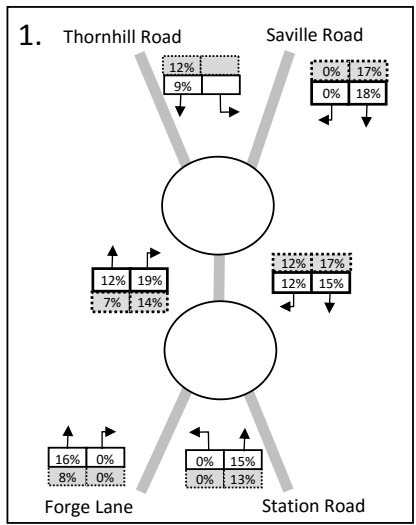
Site - Land Off Lees Hall Road

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	ST.3

Land off Ravensthorpe Road, Dewsbury
 Development Distribution (Observed Flows)

Key:

	AM Peak
	PM Peak



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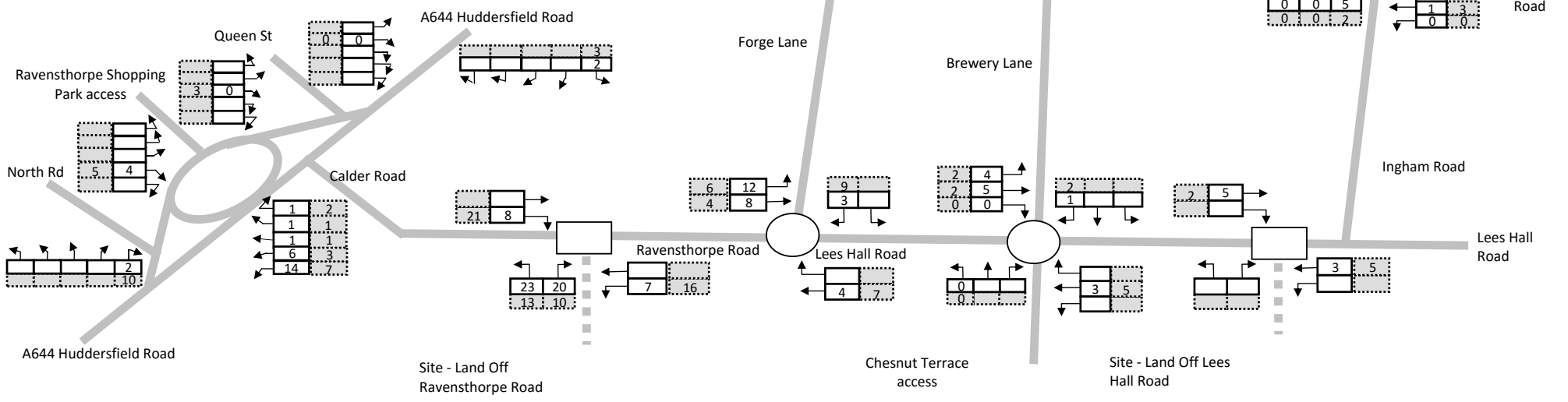
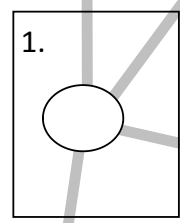
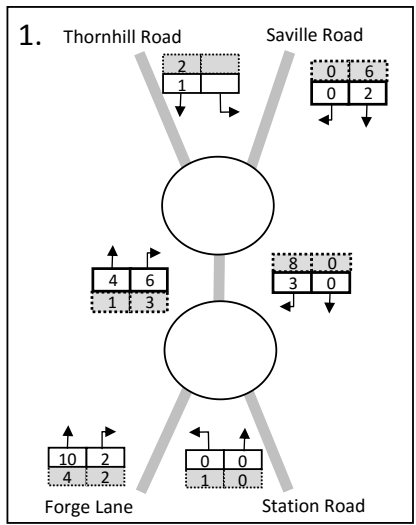
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Land off Lees Hall Road, Dewsbury Development Distribution (Observed Flows)

Key:

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PM Peak



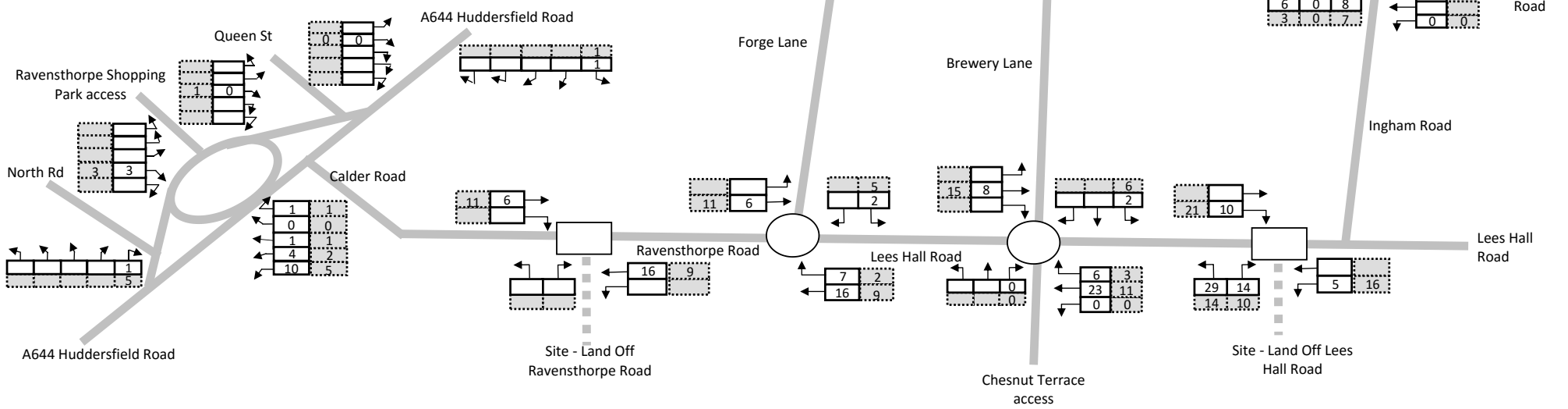
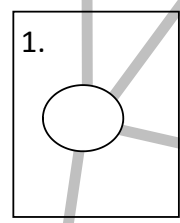
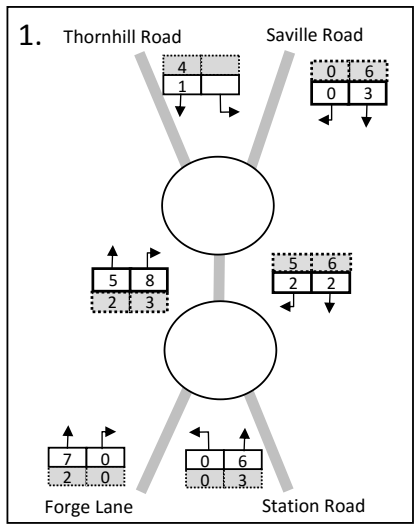
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ST.5

Land off Ravensthorpe Road, Dewsbury
 Development Assignment (Observed Distribution)

Key:
 AM Peak
 PM Peak

Note: Traffic flows shown in PCUs



Key:

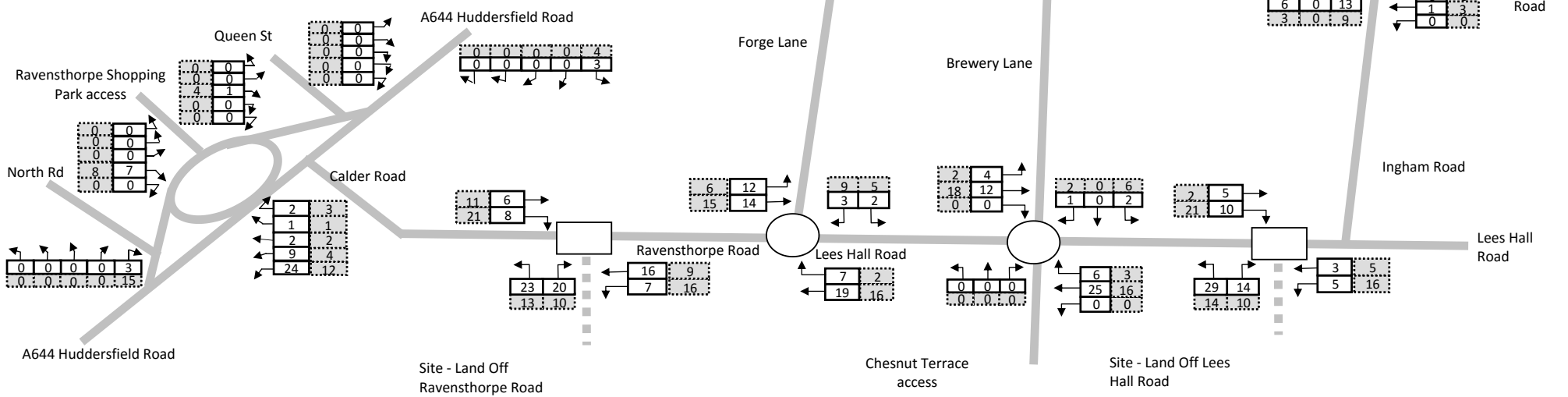
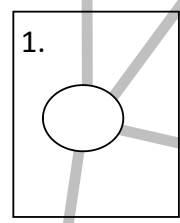
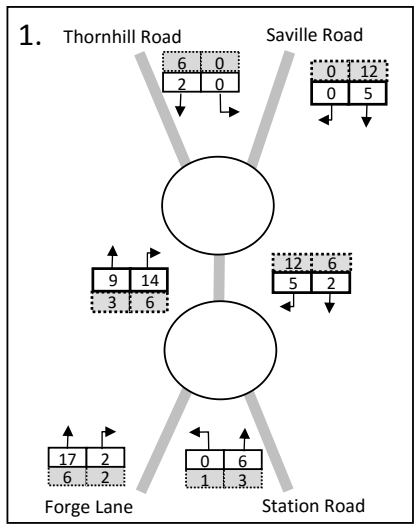
	AM Peak
	PM Peak

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ST.6

Land off Lees Hall Road, Dewsbury
Development Assignment (Observed Distribution)

Note: Traffic flows shown in PCUs

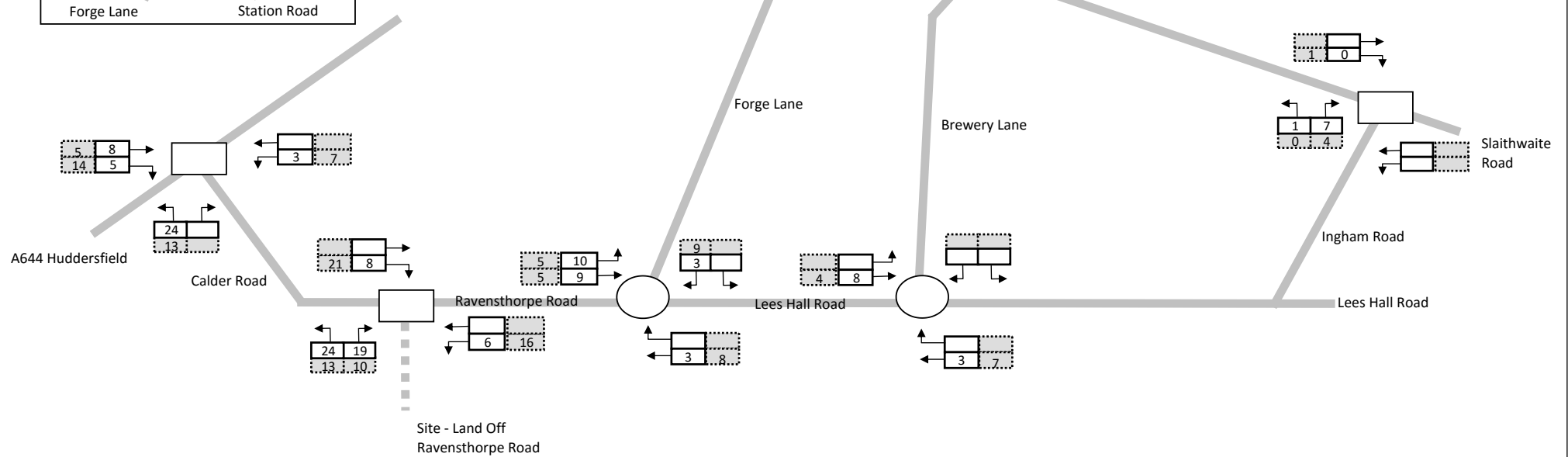
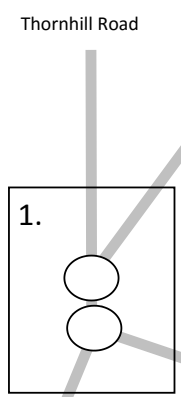
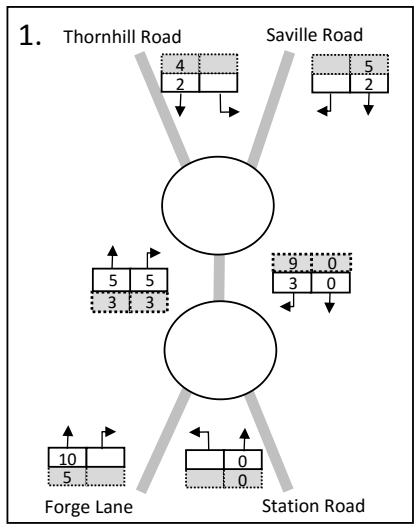


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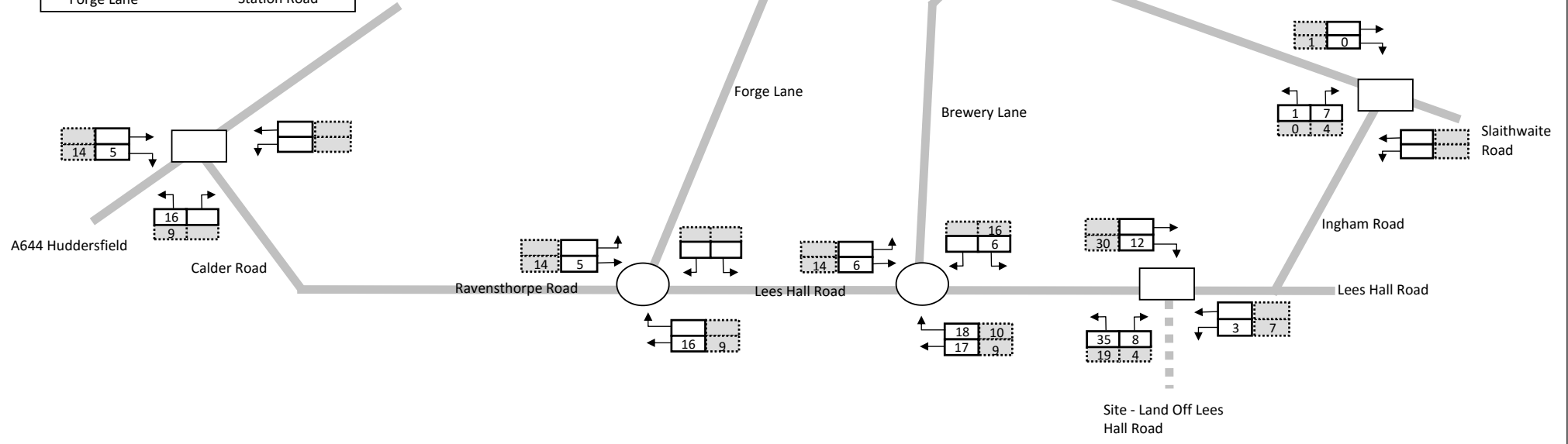
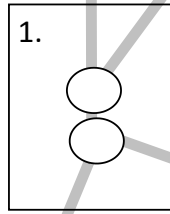
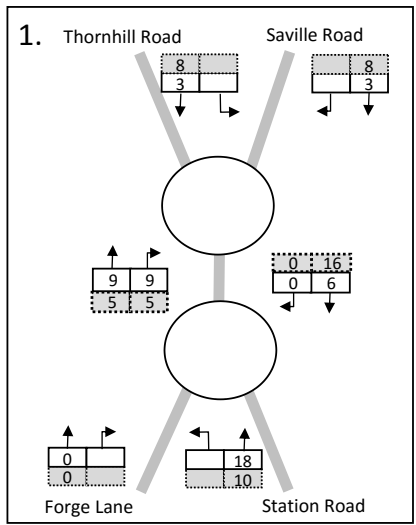
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ST.7	
Land off Lees Hall Road & Ravensthorpe Road, Dewsbury Development Traffic Assignment (Observed Distribution)	
Note: Traffic flows shown as total vehicles/in PCUs	



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ST.8	
Land off Ravensthorpe Road, Dewsbury Development Traffic Assignment (Census Distribution)	
<small>Note: Traffic flows shown in PCUs</small>	

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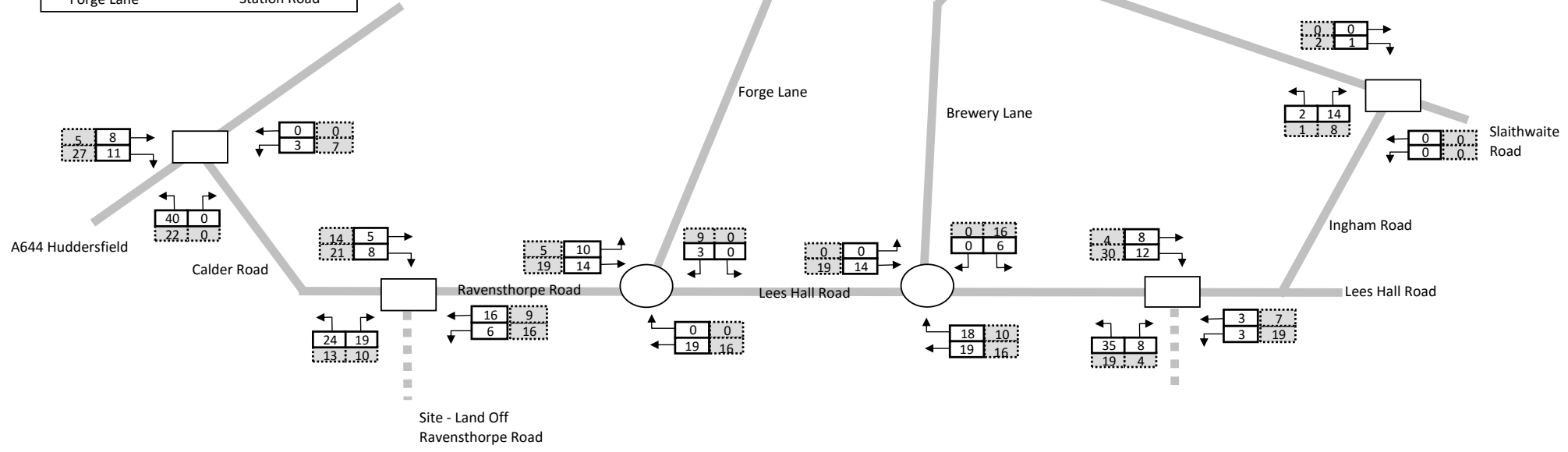
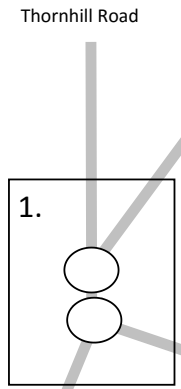
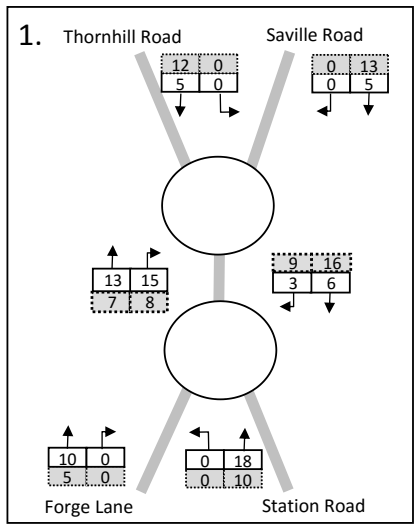
	AM Peak
	PM Peak



Key:

	AM Peak
	PM Peak

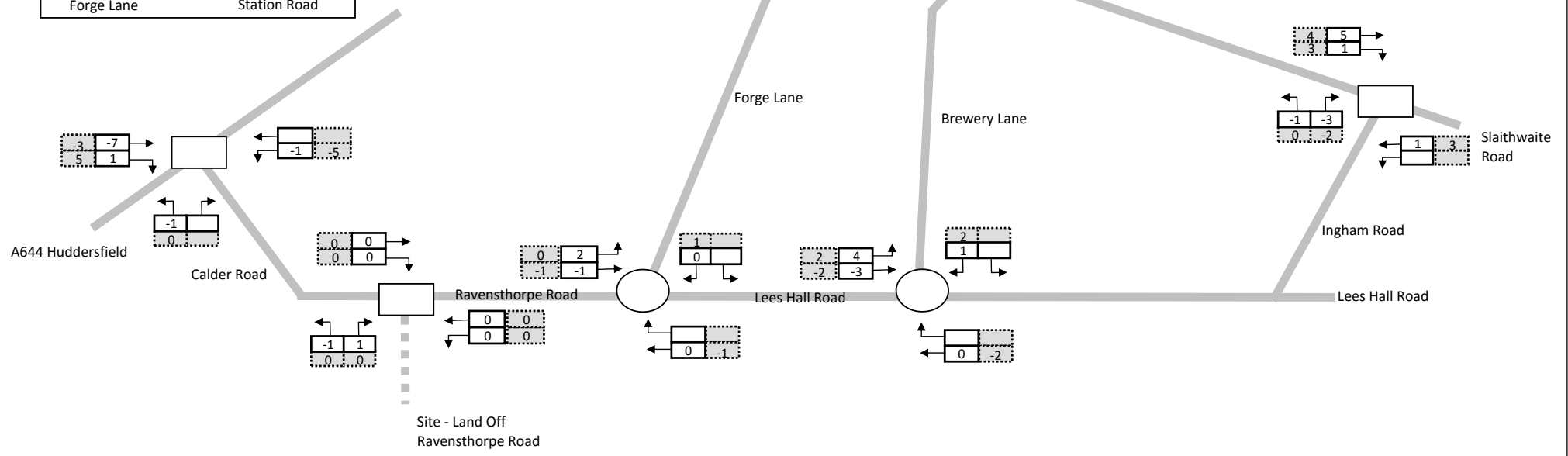
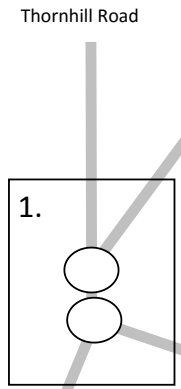
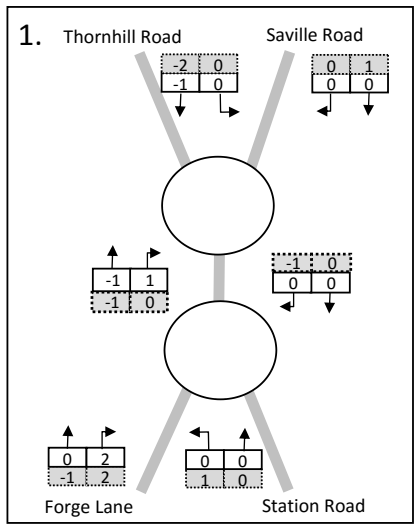
	Park House, Park Square, Leeds LS1 2PW Tel: 0113 3571360 www.i-transport.co.uk
	ST.9
	Land off Lees Hall Road, Dewsbury Development Traffic Assignment (Census Distribution)
Note: Traffic flows shown in PCUs	



Key:

	AM Peak
	PM Peak

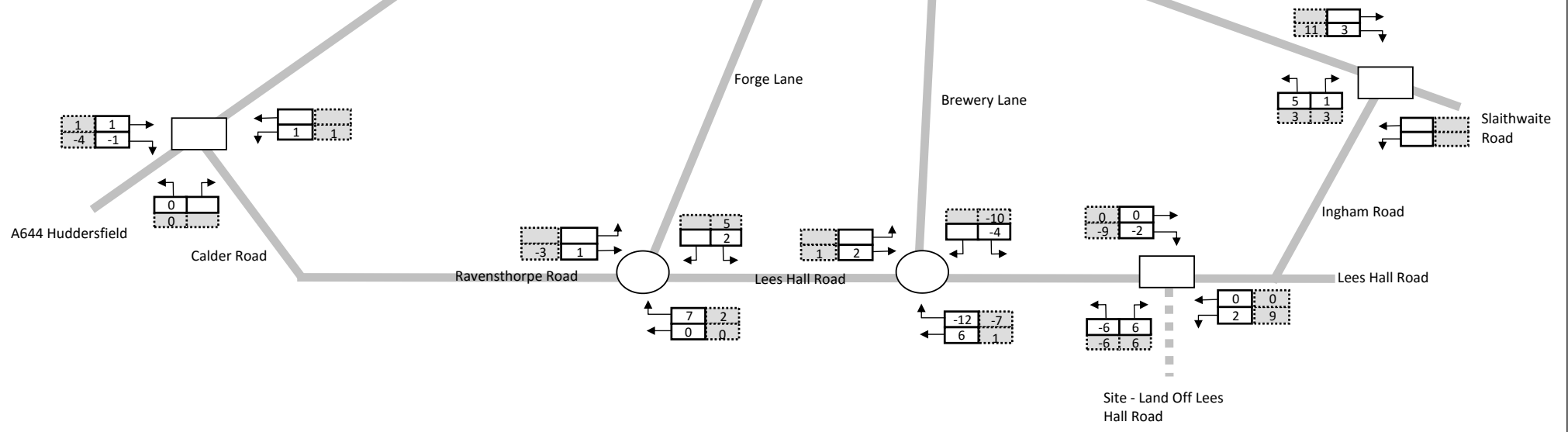
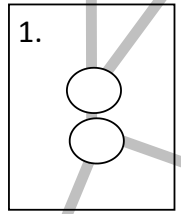
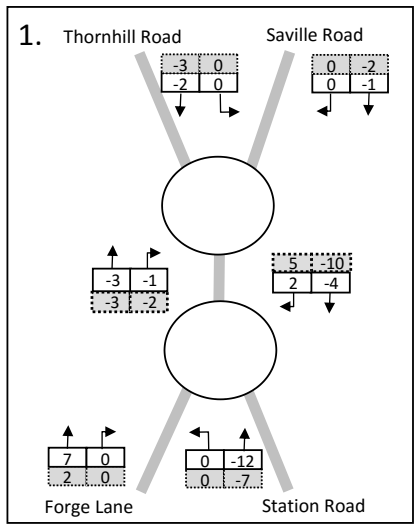
	Park House, Park Square, Leeds LS1 2PW Tel: 0113 3571360 www.i-transport.co.uk
	ST.10
Land off Lees Hall Road & Ravensthorpe Road, Dewsbury Development Traffic Assignment(Census Distribution)	
<small>Note: Traffic flows shown in PCUs</small>	



	Park House, Park Square, Leeds LS1 2PW Tel: 0113 3571360 www.i-transport.co.uk
ST.11	
Land off Ravensthorpe Road, Dewsbury Observed - Census	
<small>Note: Traffic flows shown in PCUS</small>	

Key:

	AM Peak
	PM Peak



Site - Land Off Lees Hall Road

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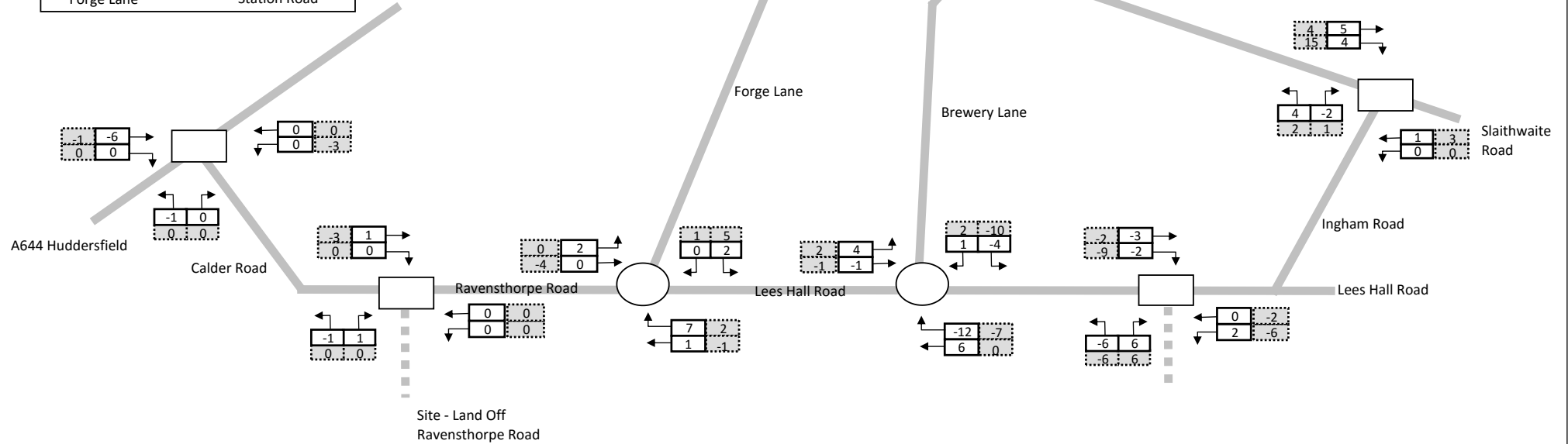
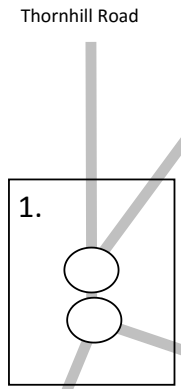
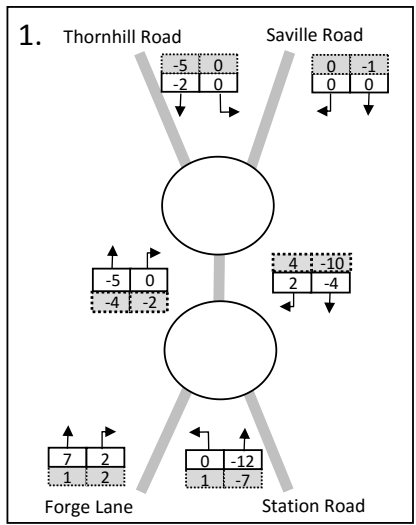
ST.12

Land off Lees Hall Road,
Dewsbury
Observed - Census

Key:

	AM Peak
	PM Peak

Note: Traffic flows shown in PCUs



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ST.13

Land off Lees Hall Road & Ravensthorpe Road,
 Dewsbury
 Observed - Census

Key:
 AM Peak
 PM Peak

Note: Traffic flows shown in PCUS