

28-08-20

<https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2020/92331>

Ref Outline Planning application 2020/92331

Dear Sirs/ Madams

I am a long term (43years) resident of Chidswell Lane. Although there is no possibility of this overall planning application being rejected, as its been instigated and supported at government, regional and local council levels over the past decade, which is evident from the initial changes in declassification and re-zoning of the area to facilitate this development. I would however like to ask for some changes and rejection to the inclusion of the 4th and additional / new access road junction (ref A 13398-T-005) that will link the new development to Chidswell Lane and the Windsor / Smallwood community.

the concerns
of myself and fellow residents of Chidswell Shaw Cross Community residing along these sections of the proposed routing.

Predominantly the section of Chidswell Lane that the developers have failed to include in their traffic survey, whilst still identifying it as a route for access and egress to phase 1a of the proposed new development via the new access junction ref A 13398-T-005 on Chidswell Lane in their Framework Travel Plan (FTP) Final Report A13398/VAA11 dated June 2020.

I would like to register my comments and lodge an objection to the inclusion of any linking traffic junction between this new and existing communities as an access point of this development due to the detrimental environmental and safety impacts it will impose to the current Chidswell Lane community by the increase of traffic flow along Chidswell Lane via the proposed junction ref A 13398-T-005 or any other junction linking the two communities will bring.

Some images and statements have been reproduced from the developers own outline planning permission documentation, supporting surveys and proposed mitigation measures.

Figure 4-1 Illustrative Masterplan

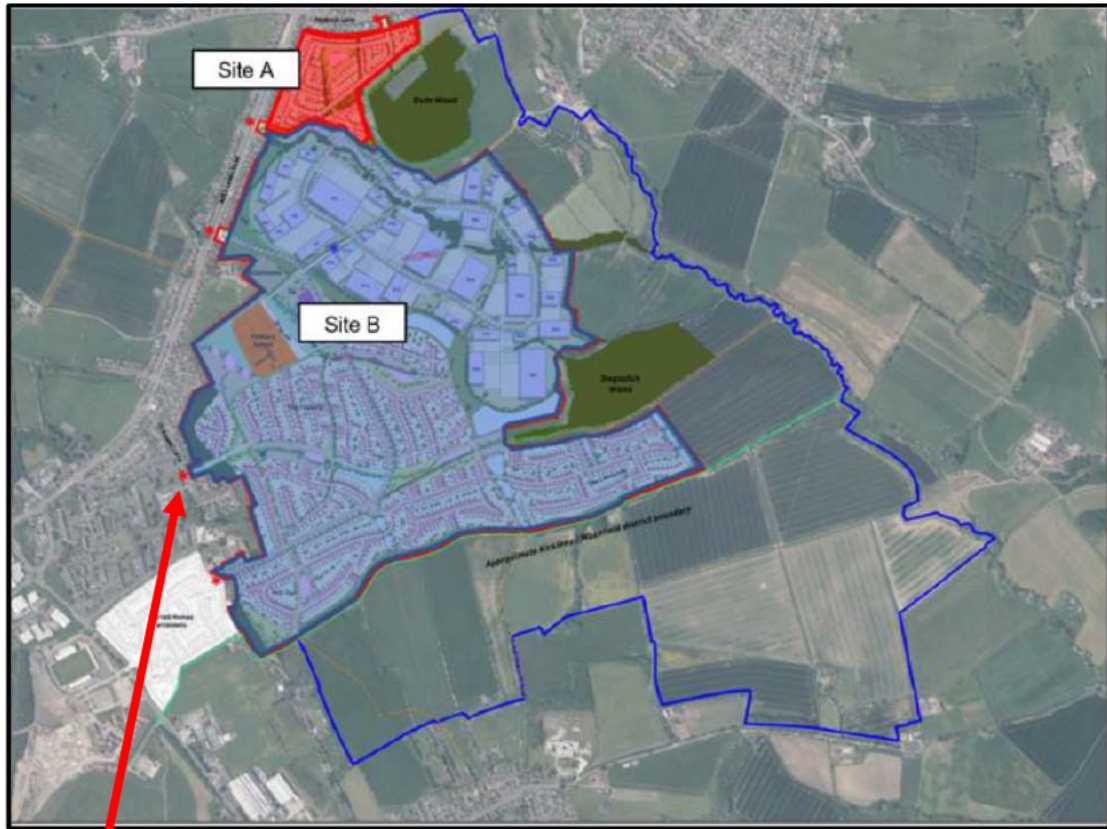
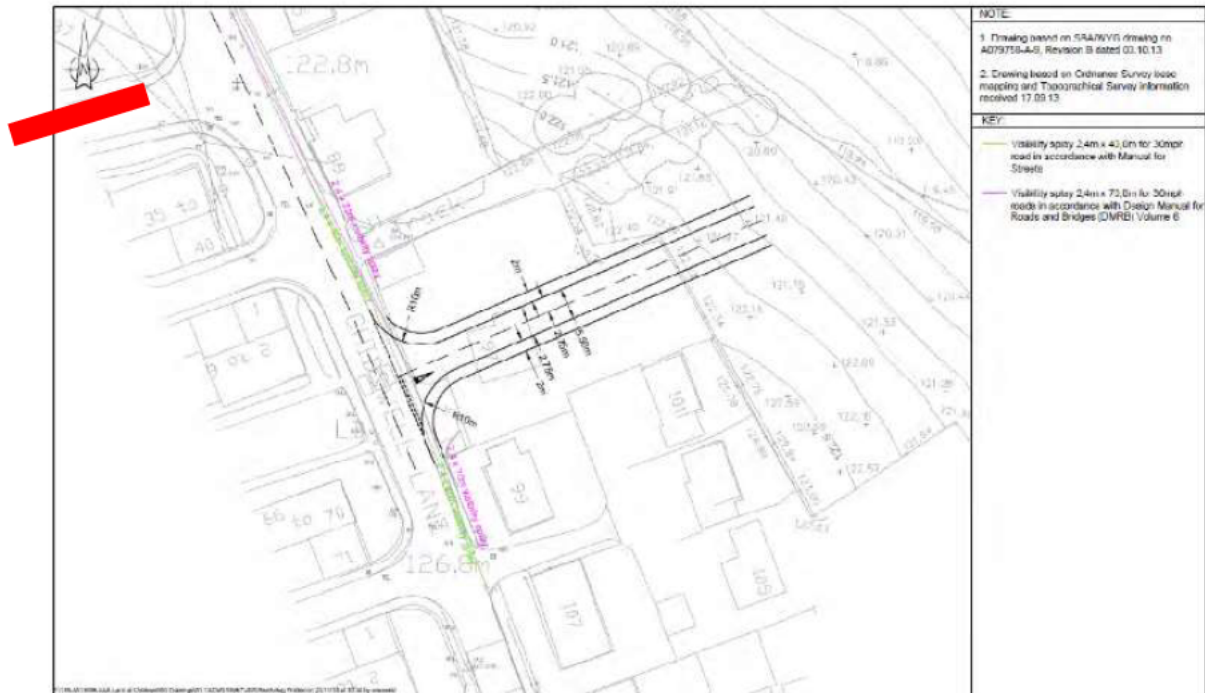


Fig 1 Proposed junction ref A 13398-T-005

Site Access 4 – Chidswell Lane

4.14 Site Access 4 is also proposed in the form of a priority T-junction onto Chidswell Lane as shown on **Figure 4.6** below.

Figure 4.6: Site Access 4 – Chidswell Lane



Source: Pell Frischmann drawing ref: A13398-T-005 Revision A (see Appendix G)

Fig 2 Detail of proposed Development Access 4 Copied from Developers' Application supporting documents
RED line denotes the start of the section of Chidswell Lane that is not included in the developer's survey.



Fig 3 Over view of the omitted section of Chidswell Lane Highlighted in RED

Railway stations

2.23 The two nearest railway stations accessible from the Site are shown in Figure 2.5 below. They coincide with the nearest town centres of Batley and Dewsbury, both of which are within a 20 minute cycle from proposed Site Accesses 3 (Leeds Road [South]) and 5 (Owl Lane) respectively.

Figure 2.5: Routes to local rail stations

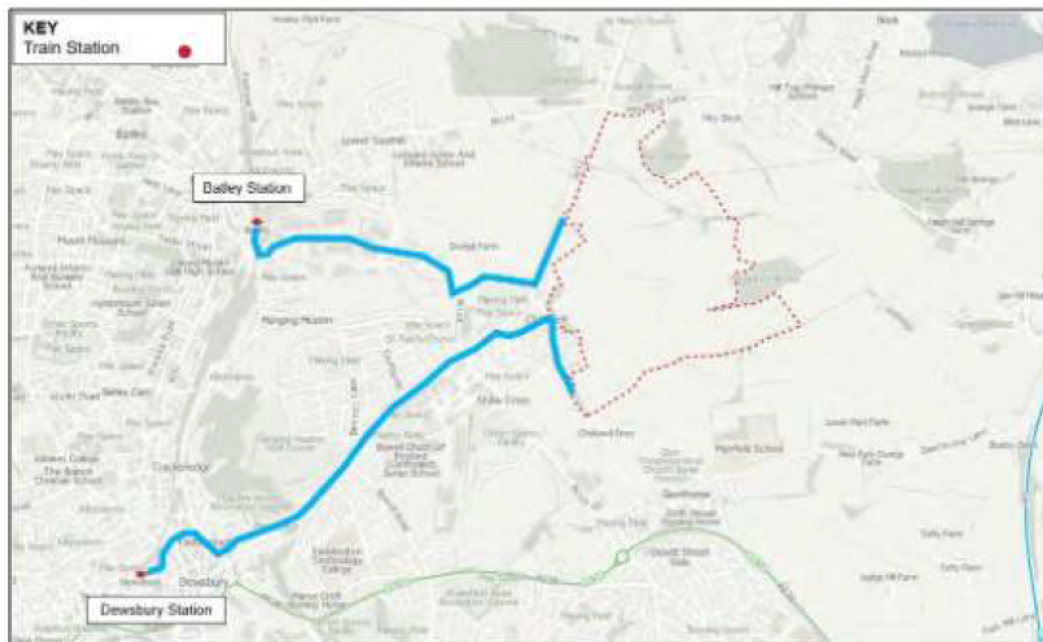


Fig 4 Copied from Developers' Environmental Statement -Volume 2–Chapter13

As you will see from the above map image the developers have identified this particular section of Chidswell Lane in the proposed cycle route to Dewsbury Station. However, it fails to mention access 4 on Chidswell lane. In other images within their documentation this section of Chidswell Lane is also identified as the shortest route to Shaw Cross School on Leeds road and all points towards Dewsbury, Batley and other district locations.

Logically, it can be predicted that residents of the 1a phase will endeavour to take the shortest route to their destinations South when using motorised vehicles too. As will services vehicles such as taxis, delivery and utility suppliers when accessing and egressing phase1a from / to the South of this development.

During our occupation of 17 Chidswell Lane there has been several accidents due to speeding and dangerous driving actions by non- local resident driven vehicles along this section. With the Junction onto Leeds Road being one of the major areas of incidents as it is not only busy, but traffic coming from the direction of Leeds inevitably is traveling at speeds in excess of the marked 30mph, and in some cases, in excess of the 40mph dual carriageway speed limit. Also, traffic turning from Leeds road from the direction of Dewsbury tend to be slower in their manoeuvre due to the immediate and steepish gradient transition from Leeds Road onto Chidswell Lane. Any speed access results in the vehicles suspension, and or engine sumps bottoming out and causing damage to the vehicles. In addition, waiting traffic on Chidswell Lane are hindered by parked resident or attendee parking at Mount Tabor Church, even though double yellow lines are present.

This particular section of Chidswell Lane does not benefit from any speed calming devices, as does the other sections of Chidswell Lane and Windsor Road, nor any other traffic restrictive access control.

It is however, used on a regular basis as a rat run / cut through during all times and also peak times of the day. Both from vehicles leaving the Chidswell / Windsor Smallwood Road community and those heading south towards Dewsbury, Batley and Ossett. This is to avoid and jump the long queues that can accumulate from the junction traffic lights at the Owl Lane, Challenge Way junctions. It is also used by parents as a parking / waiting area whilst delivering and collecting their children to and from Shaw Cross School or attending functions / activities at the school and Mount Tabor Church. Also, whilst there are functions on the Shaw Cross Leeds Road sports field and during activities at the Dewsbury Rams facility, Chidswell Lane and Windsor Road are used, even though double yellow lines are present in places, for parking by the attenders of such activities. This causing the live traffic corridors to be restrictive and causing even more congestion. These activities have a detrimental impact on the traffic flow and safety of the residents of Chidswell Lane and Windsor Road during these periods. With parking even extending onto the grass verges, pavements, double Yellow lines and bus stops/ laybys.

Our particular arm/ section of Chidswell Lane, highlighted in fig 3, is also used by the residents for on street parking and by the Smallwood Road estate to avoid traffic on the Leeds Road junction, especially when approaching from the Leeds direction or when leaving the Smallwood road estate and turning right towards Leeds.

This is understandable due to the dangers crossing traffic at the Leeds Road Chidswell Land junction nearest the Shawcross School where traffic heading south towards Dewsbury are inevitably still traveling in excess of the 30mph speed limit and in many cases of the 40mph restriction they have just exited or the junction is blocked by standing traffic.

The section of Chidswell Lane from Leeds Road to Owl Lane via Winsor Road, which benefits from traffic calming measures (speed bumps), is also used as a rat run to avoid at the same junctions on Leeds Road and suffers the same detrimental impact from parked vehicles at both sides of the road during normal times and exacerbated by events at Shaw Cross Playing fields and or Dewsbury Rams facility.

All Chidswell Lane and Windsor Road has residential parking allowed on both sides, with limited off-road residential parking, and are designated bus routes with some dedicated bus layby stops.

When parked cars or buses are present this effectively reduces the available live road corridor to single lane (3.5M) usable space. With opposing traffic having to stop, where, and if there, is a clear space, to ensure safe passing, or reverse to a suitable gap.

Inclusion of a linked junction from the new development in any location with Chidswell Lane will inevitably bring increased and unwarranted levels of traffic along the periphery roads of the Chidswell, Windsor, Smallwood Road community.

Based on the planning requirement for each of the 173 new home to have sufficient off-street parking for a minimum of 2 or 3 vehicles and the probability of the families of these new build residents will average circa this or above vehicles per household. Then the likely potential increase in residential daily traffic too and from phase a1 of this development through access junction 4 could be in the region of 692 journeys daily. According to the developers own calculations there is a potential for an increase, on a daily basis, of

increasing car or van traffic from this new development junction along Chidswell Lane and Windsor Road by 70%, if not more, of 484.4 journeys daily.

This does not include service and utility vehicles which will be required to deliver goods, maintenance plus local taxis to access egress rail stations, supermarkets etc which will account for another circa 20% of traffic.

Already our particular arm of Chidswell Lane is used as the shortest and predominate route for Taxis and delivery vehicles to access egress Windsor and Smallwood road residents. Adding a junction for the new development on Chidswell lane will only increase this volume exponentially in line with the resident numbers and their online shopping etc.

I question the predicted 9%foot fall figures. Since when have persons leaving their homes, to go to work, shopping or leisure, walked from an out of town residential area in large quantities. Probably not since the 1960's. In reality most people will jump in their private car, get a taxi or bus, if there is one passing their home or street end, to go from and return to their homes and or rail connections.

The developers transport frame

The placing of an access junctions on Chidswell Lane (REF A 13398-T-005) for this development would severely increase the traffic, congestion, noise and pollution on these roads. Especially, according to the developers supporting surveys and documentation, this is the recommended / suggested route for the residents in phase a1 to access Shaw Cross School, Dewsbury Rail station and other local services with inference to vehicular access / egress towards Dewsbury, Batley, Ossett and all regional and destinations beyond.

The inclusion of this access road junction ref A 13398-T-005 will be to the detriment of the current residents' safety, whilst increasing congestion, noise and emissions of pollutants to the community. This is in conflict of government and local planning guidelines.

In support of my objection I direct the committee to the

National Planning Policy Framework Update (2019)

The Government's National Planning Policy Framework (NPPF) sets out the planning policies for England and how these should be applied and was adopted in July 2018and last updated in June 2019.

Paragraph 109 of the National Planning Policy Framework Update (2019) notes that, "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

With this in mind I now direct the reviewing committee to the Pell Frishmann Land East of Leeds Road, Chidswell Environmental Statement -Volume 2–Chapter13report page 75. Junction 4 A653 Leeds Road Chidswell Lane Paragraph 6.60

"However when the whole of the Proposed Development is built out, along with other committed developments and the rerouting of vehicles included within the SATURN Model, together these factors significantly increase the traffic volumes on Leeds Road which causes substantial delays to vehicles looking to leave Chidswell Lane, as they have to wait for gaps in traffic. This causes the junction to exceed its theoretical capacity as shown in Table 6-20. **Owing to this, it is considered likely that in reality traffic will find alternative routes, however it is reiterated that as a result of the cumulative effect on Leeds Road of the background growth of traffic and the Proposed Development, this junction is not expected to operate satisfactorily over the longer term** "

and Page 111 Junction 15 –Site Access 4 paragraph 6.123 through to 6.129.

It is our belief that the "alternative route" that is insinuated will be the section/ arm of Chidswell Lane which we live along and the junction with Leeds Road omitted from the traffic survey report. Or the alternative Windsor Road Owl Lane junction which would invariably place that into overload too.

I therefore believe that the proposed access 4 onto Chidswell Lane violates this requirement and reiterate my request that the linking of the new development with Chidswell Lane by inclusion of the proposed new access road (ref A 13398-T-005) be reviewed and rejected, and that any form of access to this proposed new development should be direct to the main highway network only and not through or via the existing Chidswell, Windsor and Small Wood Road community.

With expectation of an impartial and an unbiased review of this matter by the Kirklees planning committee working for our community in Chidswell and not towards fulfilling government quotas, nor developers needs for profit.

Yours sincerely