

Land to the East of Leeds Road and Land at Heybeck Lane, Chidswell, Dewsbury.

Review of M62 J28 Cumulative Assessment Scoping Report

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Prepared by
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1. Introduction

AECOM have been commissioned by Kirklees Council to review the M62 Junction 28 Cumulative Assessment Scoping Report (the 'Scoping Report'). The Scoping Report is prepared by Pell Frischmann dated July 2020 (ref: A13398/VAA) in connection with the proposed development at Land to the East of Leeds Road and Land at Heybeck Lane, Chidswell, Dewsbury.

The purpose of the Scoping Report is to request all parties (Highways England, Leeds City Council and Kirklees Council) to agree to the list of items collated by Pell Frischmann relating to the following scope:

- Traffic flow scenarios and years for assessment;
- Background traffic growth;
- Committed developments; and
- Proposed developments.

Subsequent stages of assessment will involve analysis of the junction operation using traffic modelling tools in the context of the current junction operation and forecast future traffic flows, identification of appropriate mitigation scheme(s), identification of the cost implications of such schemes. Each stage will be scoped individually as they become relevant and are outside the scope of this document.

2. Consideration and response to the Points for Agreement

This section provides a point by point summary of the items put forward for agreement followed by our commentary and recommendation of the acceptability of the item for assessment purposes.

Scenarios:

- Agreement of all parties to base year of 2019 (based on HE surveys of October 2019)

The counts commissioned by Highways Agency are thought to be representative of current conditions following capacity improvements and are therefore acceptable.

Agreed

- Agreement of all parties to future year of 2032 (based full extent of KC and LCC Local Plan growth plans)

2032 has been selected by Pell Frischmann for the future year assessment primarily based on this being approximately the end of the Kirklees and Leeds Local Plan periods. However, the realistic worst case for full build out of the development should be the primary determining factor. It would seem most optimistic for this development to start to deliver houses in 2022 which leaves 10 years for full build out at a rate of 153 houses per year. It needs to be demonstrated that this build out rate is achievable and therefore whether 2032 is the realistic worst case.

Requires further justification from Pell Frischmann.

- Agreement of all parties to the total of 6 traffic flow scenarios (i.e. weekday AM and PM peaks for each of the 3 specified scenarios).

Table 1.1 in the Scoping Report sets out three specified scenarios as 2019 baseline, 2032 background and 2032 with development. The traditional approach would be for 2032 background to include KC and LCC committed development sites. None of the scenarios presented currently identify the impact of the Chidswell development.

It is recommended that a 4th scenario is added of 2032 base plus committed.

Background traffic growth:

- Agreement of all parties to an assumption of no underlying change in strategic traffic distribution in the future.

This approach would seem to adopt a robust approach. In addition, the date of the 2019 baseline counts should have captured any increase in traffic flow as a result of the recent capacity improvements so is also considered robust.

Agreed.

- Agreement of all parties to the principle of the use of TEMPRO-derived growth factors for the blended KC and LCC local authority areas.

The reference to TEMPRO over-estimating future year growth is, we think, an oversimplification of the position and in a location like this (motorway junction, key intra-urban route) TEMPRO could indeed be reasonably representative.

The reference to the Covid-19 effect and the potential for changed traffic patterns and travel habits is, we think, yet to be seen whether there will be a permanent effect or just a temporary reduction in vehicle volumes.

Agreed.

- Agreement of all parties to the principle of the use of TEMPRO 'alternative planning assumptions' to discount applicants' and cumulative development growth from TEMPRO-derived growth factors.

Why make it so complicated. A more transparent option would be to calculate the future year baseline (derived from 2019 count plus TEMPRO growth) then simply remove the Chidswell and Capitol Park generations from it.

Requires further justification from Pell Frischmann.

Cumulative developments:

- Agreement of all parties that cumulative developments will only be considered for sites in the KC and LCC authority areas.

Seems a reasonable approach.

Agreed.

- Provision by KC of a list of required cumulative development sites in the KC local planning authority area.

There does need to be consistency of methodology between the main TA and this additional cumulative assessment. Both must use the same Kirklees committed development sites otherwise it will lead to confusion and raise questions about the validity of the assessments.

The list of sites potentially impacting on M62 J28 are as follows:

Local Plan Ref.	Location	Land Use	Quantum
MXS7	Land east of 932-1110 Leeds Road, Shaw Cross/Woodkirk, Dewsbury	Mixed Use	1,535 Dwellings 122,500 sqm Employment
HS47	Land to the east of Leeds Road, Chidswell	Housing	280 Dwellings
HS61	Land to the south of, Ravensthorpe Road/Lees Hall Road, Dewsbury	Housing	1,869 dwellings during the Local Plan period with potential for a further 2,131 dwellings beyond the plan period

Notes;

With regards to traffic flows from the above sites at M62 J28; we have received an application for HS47, currently undetermined, which indicates two-way traffic flows at J28 of 27 and 26 respectively in the AM and PM peak periods.

To date we have not received planning applications for HS61 and have no agreed details regarding traffic flows at J28. It may be possible to determine indicative flows at J28 using the Kirklees SATURN model.

- Provision by LCC of a list of required cumulative development sites in the LCC local planning authority area.

N/A

- Agreement of all other parties to each of the given local planning authority's list of significant cumulative development sites.

N/A until further details are received.

- Agreement of all parties to the principle that sites with planning system interactions (where these are not in dispute) generally provide the best available information for use in this assessment process, and that where available, these be preferentially used for a given site. The usage of such (or not) will be agreed on a site-by-site basis, with the relevant local planning authority having the ultimate authority for each site.

Agreed in principle.

- Agreement of all parties to the principle that sites with no (or with unacceptable or insufficiently detailed) planning system interactions will be subject to a standard-practice trip generation / mode share / trip distribution exercise (as detailed above), with sites to be broadly categorised in up to no more than 6no separate areas (comprised no more than 3no areas per local planning authority) of comparable mode share / trip distribution patterns (based on 2011 Census Journey to Work data).

Agreed in principle.

- Agreement of all parties that affordable residential proportion of provision will be assumed equivalent to the prevailing local policy (Kirklees Local Plan Policy LP11 / Leeds Local Plan Policy H5).

Agreed in principle.

Proposed developments:

- Agreement of all parties that the Transport Assessment (and associated documentation) related to the Applicant's Proposed Development is acceptable with regard to trip generation estimates, mode share estimates, trip distributions and therefore development uplift flows for the future scenarios in which the complete and operational development is included.

A detailed review of the draft Transport Assessment for Land to the East of Leeds Road and Land at Heybeck Lane, Chidswell, Dewsbury has been undertaken by AECOM. This found that the person trip rates and vehicle trip rates were acceptable. However, there was not enough detail provided to allow a full review of the distribution and assignment of vehicle trips to the highway network.

Until a high-level distribution plan is provided, a justification for the routes used between the site and the origin / destination of trips and network diagrams to quantify the quantum of development trips per route, this point cannot be agreed.

- Agreement of all parties that the Transport Assessment (and associated documentation) related to Sterling Capitol's proposed development is acceptable with regard to trip generation estimates, mode share estimates, trip distributions and therefore development uplift flows for the future scenarios in which the complete and operational development is included.

It is recommended that Leeds City Council confirm their acceptance of the details for the Sterling Capitol development.

Kirklees Council have not reviewed and do not intend to offer a view on this.

- Agreement of all parties that no further adjustments are necessary or proposed for development trips relating to the applicants' proposed developments.

Until a high-level distribution plan is provided, a justification for the routes used between the site and the origin / destination of trips and network diagrams to quantify the quantum of development trips per route, this point cannot be agreed.

3. Conclusions

While many of the points for agreement have been confirmed, there are some outstanding points that require further discussion and information prior to any agreement, as indicated in the comments above.