

Our ref:

Date

Victor Grayson  
Development Management Masterplanner  
Kirklees Council  
Civic Centre III  
Market Street  
Huddersfield  
HD1 2JR

Regeneration and Economic Growth

**Interim Corporate Director: Clare Elliott**  
**Service Director, Planning, Transportation and**  
**Strategic Highways: Bronwen Knight**

Wakefield One  
PO Box 700  
Burton Street  
Wakefield  
WF1 2EB  
T 01924 305858  
E bknight@wakefield.gov.uk  
Typetalk calls welcome

Our ref:

Your ref: 2020/60/92331/E

Date: 24 February 2021

Dear Victor

**Wakefield Council Consultation Response - 2020/60/92331/E Land east of, Leeds Road, Chidswell, Shaw Cross, Dewsbury**

Thank you for consulting Wakefield Council on this application and the helpful discussions you have facilitated that have assisted significantly in drawing up the comments below. These comments have been discussed with the Leader of the Council, the portfolio holder for Planning and Highways and the Chair and Deputy Chair of the Council's Planning and Highways Committee.

The Council wishes to make the following comments in respect of this application and request they are considered as you determine the application.

**Principle –**

As you are aware, as part of the consultations held during the preparation of the Kirklees Local Plan, Wakefield Council formally objected to the allocation of this site for mixed use development. Key aspects of our concern related to highway matters, including the impact upon the local highway network within Wakefield, and loss of Green Belt. The Kirklees Local Plan is now adopted and Wakefield Council appreciates the principle of this site being developed in accordance with the site specific policy (Reference MXS7: Land east of, 932-1110 Leeds Road, Shaw Cross/Woodkirk, Dewsbury) and other relevant development plan policies is established.

**Highways –**

It is noted the site specific policy states 'additional mitigation on the wider highway network will be required'. Due to the fact this site is adjacent to the Wakefield boundary the Council considers this includes the local network that may be impacted by this application in Wakefield. The site specific policy is also clear, with regard to access to this site, a spine road will be required, including the provision of a new roundabout at the junction of this spine road with the

B6128 (Owl Lane), through the adjacent housing allocation HS47 'including no left turn onto Chidswell Lane'. Wakefield Council understands such a spine road is included in the proposal still under determination on allocation HS47 (planning application reference: 2019/62/92787/E), but it will not provide access into MXS7 until that site commences construction. As such the HS47 application does not address the issue of preventing no left turn onto Chidswell Lane. It is apparent no viable solution has been found to deliver the policy requirement that there should be no left turn allowed onto Chidswell Lane for traffic exiting MXS7 and without this the proposal will be contrary to this element of the site policy.

With regard to highways the key issues are, therefore, if adequate mitigation has been provided to prevent unacceptable impacts on the local network in Wakefield and if material considerations exist which may outweigh the conflict with the site policy with regard to no left turn onto Chidswell Lane.

It is acknowledged technical assessments have been produced. These have been reviewed and Wakefield Council has the following observations:

- The information presented within the Via prepared 'Transport Technical Note 3' projects minimal queues on the proposed spine road through peak (i.e. AM and PM) periods. It is, however, noted queue lengths do increase slightly the more existing traffic from Shaw Cross selects to utilise the proposed spine road - but that junctions will be able to readily absorb such traffic/increased use and operate efficiently;
- Wakefield Council is inclined to agree the proposal to remove the direct route from Leeds Road (via the proposed closure of Chidswell Lane to the north of the spine road) will make the present movement from Leeds Road to Gawthorpe significantly less attractive to road users;
- It is noted that in the Transport Assessments development traffic was not assigned to use Chidswell Lane south of the spine road and it considered existing vertical deflection traffic calming on this road will mean it is not seen as particularly attractive to vehicle users with minor, if any, tangible benefits for familiar/regular users. Wakefield Council considers drivers may, however, attempt it a few times but are unlikely to discover it saves them any genuine journey time (and would, over time, increase wear and tear on their vehicles);
- The signage and alignment of the junction in drawings Wakefield Council have seen proposed at the northern end of Chidswell Lane, will further add to making it unattractive for those inclined to "rat-run", from north to south along Chidswell Lane, joining Owl Lane just to the west of Gawthorpe. At that point, drivers would simply have to wait for a break in the heavy (peak) traffic flows on Owl Lane from development generated traffic that joined Owl Lane from the new roundabout junction;
- The concept of the through road is accepted mindful of the fact that, without it, Wakefield residents/drivers would suffer from significant increases to development traffic from the proposed sites, at the B6128 Challenge Way / A653 Leeds Road junction. Although Kirklees suggested a future improvement scheme at that junction, it is unlikely to see any notable increase in capacity, no matter what might be done to it.

As such, Wakefield Council considers it essential the spine road through HS47 and new roundabout on Owl Lane are secured and Chidswell Lane is stopped up, just to the north of

where the spine road will cross it to access MXS7 when construction commences on that site. These essential highways improvements should be secured through planning conditions and / or section 106 agreements as appropriate. These interventions may be adequate to outweigh the conflict with the site policy for MXS7 identified above.

### **Masterplan -**

The site policy states 'a masterplan is required for this site to be prepared in accordance with policies in the Local Plan' and a Masterplan Framework has been submitted by the applicants. The Council considers it is essential this masterplan is adhered to as the development of the site proceeds and additional reserved matters applications are received. A condition should be applied to any planning permission to ensure any future reserved matters applications have to be in conformity with this masterplan.

### **Green Belt Boundary –**

Wakefield Council is particularly concerned a high quality boundary treatment is provided on the southern edge of this site (which also forms part of the local authority administrative boundary between Kirklees and Wakefield). The boundary treatment should protect the visual amenity of the adjacent Green Belt land and allow a clear distinction between the urban area that will be developed to the north and the remaining countryside in Wakefield. It is noted the site policy requires the provision of 'landscape buffer areas'.

The indicative layout at section 3.2 in the Masterplan Framework sets out the existing hedgerows and trees on this boundary will be retained and a strip of natural / semi natural greenspace will be provided to the north of this. Wakefield Council strongly supports this and consider it is vital the existing hedgerows are improved and maintained as the site is developed.

The area of Green Belt south of this site within Wakefield district will increasingly play an important role, as this development is delivered, in checking unrestricted sprawl and preventing towns merging, which are key Green Belt purposes. Wakefield Council considers this Green Belt parcel forms an essential strategic gap between Chidswell (and, eventually, the development on MXS7) in Kirklees and Gawthorpe in Wakefield.

If you require any further information/clarification or wish to discuss any of the above points, please do not hesitate to contact Council officers.

Please note that this letter has been sent by email only.

Bronwen Knight  
Service Director, Planning, Transportation and Strategic Highways