

From:
To: [DCAdmin](#)
Subject: 2020/92331 Chidswell development
Date: 07 December 2022 13:14:57

Traffic and travel impact

I would like to highlight my own and the community's concerns surrounding the increase in traffic these developments will bring to the communities of Shawcross, Chidswell, West Ardsley, Gawthorpe and surrounding areas.

The traffic assessments carried out show a large number of junctions over capacity, even with mitigation some cannot be improved

Junction 5 - on the traffic report -Challenge way/Leeds Rd/Owl lane shows at the time of the survey 2019 this was very close to capacity. However, plans were passed and builds started for the new housing development and a McDonalds, **both impacting this junction further and are not taken into consideration on the assessment.**

Junction 7 – Owl lane/Wakefield rd/Leeds road/Chancery rd is already over capacity and any additions will exacerbate the current issues road users already experience. **Wakefield Council have also raised their issues with this junction.**

Junction 9 – Leeds road/Owl lane is a tiny road and just within capacity at time of assessment. However, this is where the access to the new McDonalds is and no assessment of this has been done or taken into consideration. **A new assessment should be done before approval given.**

Junction 10 – John Ormsby/Owl lane//Horace Waller roundabout over capacity in AM peak time without the additional McDonalds or the proposed developments report states it will need intervention and should be combined with the other surrounding interventions for the above junction.

All of the above should be assessed before planning approved. West Yorkshire combined authority's recent statement that improvements to some of the junctions above are now paused, is a real concern for excessive issues at these junctions.

Junction 11- Dewsbury rd/Rein rd/Syke rd- over capacity with future background added by 2024 moving forward would need intervention without the proposed development exacerbating the issues.

Junction 13 – Amberwood chase wait times to exit will increase,

report expresses that drivers may take greater risk into the oncoming traffic and may have safety concerns. It also expects rather than turn right, exiting Amberwood chase would be turn left and go around the roundabout instead. If this is the plan this should be looked at now before approval.

Just along from the above junction – is the village of Gawthorpe the whole village has been completely missed off the traffic report. Pulling in and out of the village via owl lane is already difficult at peak times and will have similar issues to Amberwood chase but a higher degree due to the size of the village. It also has the added issue that it also next to **Junction 7** that is already at capacity. **This needs to be assessed before approval given.**

Addition considerations

The rural part of Chidswell lane has seen a huge increase in traffic due to additional works and traffic on Owl lane. This is a green recreational lane and needs to be stopped off at the boarder of KMC/Wakefield and should not have a wait and see approach. There has been several accidents in the past couple of months. The lane is only one lane in most parts.

Heybeck lane is an extremely fast road turning in and out of this new junction will be difficult and dangerous. Traffic calming measures should be considered before approval.

New Soothill development not taken into consideration

Signalled junctions along Leeds road will back traffic up at peak times

Arriva have made severe cuts to bus services the area is no longer well served.

All of the above can be confirmed in Pell Frishmann's traffic report – EIA Volume 2 Chapter 13 on the planning portal

Kind regards