

WAKEFIELD COUNCIL HIGHWAY DEVELOPMENT MANAGEMENT (HDM)
RESPONSE ON PROPOSED DEVELOPMENT (IN KIRKLEES)

TO: Ruth Thackray

DATE: 17.11.2022

APP. REF:

(SITE A) - 2020/92350 and

(SITE B) - 2020/92331

HDM OFFICER: Mr Adrian Pigott

APPLICANT: Deloitte LLP

LOCATION:

(A) Land south of, Heybeck Lane, Chidswell, Shaw Cross, Dewsbury

(B) Land east of, Leeds Road, Chidswell, Shaw Cross, Dewsbury

DESCRIPTION:

- (A) Outline application for residential development (Use Class C3) of up to 181 dwellings, engineering and site works, demolition of existing property, landscaping, drainage and other associated infrastructure (amended and further information received) and;
- (B) Outline planning application for demolition of existing dwellings and development of phased, mixed use scheme comprising residential development (up to 1,354 dwellings), employment development (up to 35 hectares of B1(part a and c), B2, B8 uses), residential institution (C2) development (up to 1 hectare), a local centre (comprising A1/A2/A3/A4/A5/D1 uses), a 2 form entry primary school including early years provision, green space, access and other associated infrastructure (amended and further information received)

Introduction.

The development proposal is split into two.

'Site A' is land at Heybeck Lane and comprises 181 residential dwellings.

Meanwhile, 'Site B' is land east of Leeds Road and comprises:

- Up to 35 hectares / 122,500sqm employment space;
- Up to 1,354 residential dwellings;
- 2 form entry primary school;
- A new local centre.

Wakefield Council, Highways Development Management (HDM) responded to Kirklees Council in a letter dated 24 February 2021 (your ref: 2020/60/92331/E) regarding the following planning application:

“Outline planning application for demolition of existing dwellings and development of phased, mixed use scheme comprising residential development (up to 1,354 dwellings), employment development (up to 35 hectares of B1(part a and c), B2, B8 uses), residential institution (C2) development (up to 1 hectare), a local centre (comprising A1/A2/A3/A4/A5/D1 uses), a 2 form entry primary school including early years provision, green space, access and other associated infrastructure (amended and further information received)”

In summary, the key highway issues raised included:

- Spine Road and “no left turn onto Chidswell Lane” issue (mitigated via signage and design/geometry of junction at top of Chidswell Lane) and to be secured accordingly as per submitted drawing/series of meetings held between Kirklees and Wakefield
- Noted that the information presented within the ‘Via’ prepared ‘Transport Technical Note 3’ projected minimal queues on the proposed spine road through peak (i.e. AM and PM) periods.
- Accepted that queue lengths do increase the more existing traffic from Shaw Cross selects to utilise the proposed spine road. However, although verbal concerns were raised regarding Junction 7, it appears that the formal letter/submission omitted this. AP – I did raise this in a ‘Position Paper’ drafted when working at KC but the Technical Note response was along the lines of “WMDC did not request mitigation”. This is discussed in more detail later.
- HDM supported the proposal to remove the direct route from Leeds Road (via the proposed closure of Chidswell Lane to the north of the spine road)
- It was accepted that the design characteristics of Chidswell Lane south of the spine road and existing traffic calming meant it would not be seen as particularly attractive route to drivers and unlikely to benefit them in term of time savings
- The signage and alignment/geometry of the junction presented in proposed drawings at the northern end of Chidswell Lane would 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 was welcomed as without it, Wakefield residents/ drivers would suffer from significant increases to development traffic from the proposed sites, such as at the B6128 Challenge Way / A653 Leeds Road junction.
- Wakefield Council considered 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.
- Highways improvements should be secured accordingly, i.e. conditions supported by s278 / s106 and clarity on the agreed approach.

Update.

The April 2020 Transport Assessment (TA) was prepared by Pell Frischmann (PF) on behalf of their client, the Church Commissioners for England.

'Site A' and 'Site B' are subject to separate outline planning applications but the supporting Transport Assessment was prepared to assess the cumulative impacts of both developments.

Over the course of the last 12-18 months, Wakefield Council HDM has joined a series of meetings led by managing consultants Pell Frischmann (PF), National Highways/technical consultants (Jacobs), Kirklees and Leeds Council(s) - focussing on the impact of the development site(s) on the following motorway junctions:

- M62 J28 (Tingley Interchange; Junction 1 in the TA)
- M1 J40 (Flushdyke Interchange; Junction 2 in the TA)

HDM formed the role of 'Overseeing Organisation' in relation to the Stage One Road Safety Audit prepared in support of mitigation measures linked to M1 Junction 40.

Meanwhile, input was provided into the "Walking, Cycling and Horse-Riding Assessment and Review (WCHAR)" document.

WMDC colleagues were also consulted with respect to a Technical Note and comments were submitted to PF who responded accordingly.

A series of meetings have also taken place with respect to the development/agreement of an appropriate Monitoring Strategy Framework for each of the aforementioned junctions.

Since our February 2021 response, time allowed the further review of supporting technical documentation in terms of impact on the WMDC local road network within what might be considered a reasonable distance from the respective sites that form the two Kirklees Planning Applications and as recognised by the supporting Transport Assessment:

Junction Improvement Schemes

There is common agreement that a number of the junctions in the local area experience existing capacity issues and/or queueing in the peak hour(s). Others may experience issues in the near future owing to background growth and growth related to the KC Local Plan. The Proposed Development increases capacity demands on a number of those junctions either exacerbating emerging/existing issues or causing those issues to emerge earlier than they might in the absence of the Proposed Development. This includes the following junctions:

- Junction 3: A653 Leeds Road / Heybeck Lane;
- Junction 5: A653 Leeds Road / John Ormsby VC Way / Challenge Way;
- Junction 7: A638 Chancery Road / Owl Lane;
- Junction 9: Leeds Road/ Owl Lane;
- Junction 10: John Ormsby VC Way / Owl Lane; and
- Junction 11: A653 Dewsbury Road / Rein Road / Syke Road.

Junction 7 - A638 Chancery Road / Owl Lane / B6128 Leeds Road / A638 Wakefield Road

"shown to be over capacity by 2024 with or without the proposed development. Resultantly, design/capacity improvements are required."

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base								
1 - Chancery Road (A638)	5.6	14.07	0.85	B	14.4	37.03	0.95	E
2 - Leeds Road	9.7	42.68	0.92	E	3.1	16.10	0.76	C
3 - Wakefield Road (A638)	31.0	90.86	1.03	F	6.5	20.76	0.88	C
4 - Owl Lane	4.1	16.17	0.81	C	20.4	64.95	0.99	F
2024 DN								
1 - Chancery Road (A638)	7.4	17.36	0.88	C	12.1	29.54	0.94	D
2 - Leeds Road	6.4	31.33	0.87	D	3.2	17.06	0.76	C
3 - Wakefield Road (A638)	33.2	94.96	1.03	F	4.4	15.60	0.82	C
4 - Owl Lane	3.7	14.80	0.79	B	7.8	27.78	0.90	D
2030 DN								
1 - Chancery Road (A638)	8.6	19.45	0.90	C	7.6	17.86	0.89	C
2 - Leeds Road	5.3	27.61	0.85	D	2.6	14.78	0.72	B
3 - Wakefield Road (A638)	25.5	76.82	1.01	F	2.5	10.50	0.72	B
4 - Owl Lane	3.6	14.08	0.78	B	6.3	21.55	0.87	C
2024 DS(A)								
1 - Chancery Road (A638)	7.0	16.55	0.88	C	12.1	29.32	0.94	D
2 - Leeds Road	6.0	29.43	0.87	D	3.0	16.40	0.76	C
3 - Wakefield Road (A638)	33.2	94.64	1.03	F	4.4	15.42	0.82	C
4 - Owl Lane	3.7	14.49	0.79	B	7.6	27.18	0.90	D
2024 DS(A+B)								
1 - Chancery Road (A638)	7.8	18.11	0.89	C	12.6	30.50	0.94	D
2 - Leeds Road	7.0	33.74	0.89	D	3.1	16.53	0.76	C
3 - Wakefield Road (A638)	38.1	106.74	1.04	F	4.4	15.53	0.82	C
4 - Owl Lane	3.7	14.40	0.79	B	9.2	32.08	0.92	D
2030 DS(A)								
1 - Chancery Road (A638)	8.4	18.88	0.90	C	7.6	17.82	0.89	C
2 - Leeds Road	5.0	26.06	0.85	D	2.5	14.39	0.72	B
3 - Wakefield Road (A638)	25.7	77.19	1.01	F	2.5	10.39	0.72	B
4 - Owl Lane	3.6	14.07	0.79	B	6.2	21.24	0.87	C
2030 DS(A+B)								
1 - Chancery Road (A638)	16.6	35.72	0.96	E	57.2	100.61	1.05	F
2 - Leeds Road	8.5	43.13	0.92	E	6.9	37.13	0.89	E
3 - Wakefield Road (A638)	44.6	123.80	1.06	F	4.8	20.19	0.84	C
4 - Owl Lane	26.0	74.43	1.01	F	65.1	151.31	1.09	F

Table 6-91: Junction uplift contribution summary 2019 to 2030

Jct.	Detail	Uplift over 2019 Base due to Background growth		Uplift over 2019 Base due to 2030 Site A		Uplift over 2019 Base due to 2030 Site B	
		AM	PM	AM	PM	AM	PM
1	M1 Junction 40	2.2%	1.3%	0.1%	0.1%	4.7%	6.7%
2	M62 Junction 28	-	-	0.6%	0.6%	7.8%	12.2%
3	A653 Leeds Road / Heybeck Lane / B6124 Soothill Lane	28.6%	17.3%	4.2%	4.2%	29.3%	47.9%
4	A653 Leeds Road / Chidswell Lane	20.6%	12.4%	2.0%	2.0%	36.2%	55.0%
5	Leeds Road / B6128 Challenge Way / B6128 John Ormsby VC Way	17.8%	4.5%	1.0%	1.0%	25.4%	32.8%
5b	A653 Leeds Road / High Street	26.8%	3.6%	1.7%	1.5%	27.8%	35.9%
6	Windsor Road / Owl Lane	12.1%	2.3%	0.5%	0.5%	29.7%	43.4%
7	A638 Chancery Road / Owl Lane / B6128 Leeds Road / A638 Wakefield Road	1.1%	-6.5%	0.2%	0.2%	8.8%	13.6%
8	Chidswell Lane / Windsor Road	134.3%	13.6%	0.0%	0.0%	40.4%	19.4%
9	A653 Leeds Road / Owl Lane	19.0%	0.6%	2.2%	2.3%	39.6%	65.7%
10	John Ormsby VC Way / Owl Lane	11.1%	-0.3%	0.8%	0.8%	27.3%	44.6%
11	A653 Dewsbury Road / Rein Road / Syke Road	18.0%	15.9%	1.7%	1.7%	21.3%	32.2%
12	Owl Lane / Southern Site Access 5 / Dewsbury Rams	13.1%	2.6%	0.5%	0.5%	37.6%	55.2%
13	Owl Lane / Amberwood Chase	12.4%	2.5%	0.5%	0.5%	17.5%	29.3%
14	Site Access 1	48.6%	22.3%	22.4%	24.2%	7.2%	13.0%
15	Site Access 4	117.2%	16.1%	0.0%	0.0%	155.4%	92.5%
3	Site Access 2	35.1%	18.4%	2.0%	2.0%	43.7%	82.9%
3	Site Access 3	20.2%	13.2%	2.1%	2.0%	50.1%	73.8%

WMDC – Further internal consultation.

By way of the continued (M62-J28 and M1-J40) work with the application team via Kirklees Council and alongside National Highways, further consideration of some wider issues were discussed internally within WMDC.

Until this consultation invitation, there was no formal opportunity to raise concerns that have been highlighted in respect to the future performance/operational capacity of what is referenced in the TA as 'Junction 7'.

By way of explanation, time did not permit input from key colleagues when the early 2021 response was submitted. This was a direct consequence of resourcing/recruitment difficulties and a significant backlog of work at that time and focus/meetings placed on other locations.

Whilst it might be considered something of an oversight at the, it is hoped that this matter can be discussed in more detail with the application team via Kirklees Council.

Comments (Spring/Summer 2022) received as follows:

WMDC Principal Project Leader:

“Logically, by definition all of this extra traffic must also be coming through Owl Lane Roundabout. What mitigations are proposed there?”

WMDC Group Engineer, Urban Traffic Control:

“How does the extra traffic affect the Owl Lane Roundabout? This is not signal controlled and is in the WMDC boundary.”

WMDC Highways Senior Project Lead:

“Regarding the roundabout A638/B1628 – it is already heavily congested at the evening peak and the introduction of the new housing estate will only serve to exacerbate this congestion.”

A site visit by HDM has observed that the s.bound (forward and right-turn lane) backed up and impeded the ability of drivers wanting to move forward and then turn left onto the A638 towards M1-J.40. This issue was not completely clear in submitted documentation.

Wakefield HDM picked this up (and whilst of course not forming part of the design team) identified that an element of capacity improvement on the Owl Lane (southbound) approach to the roundabout, may assist at this location:

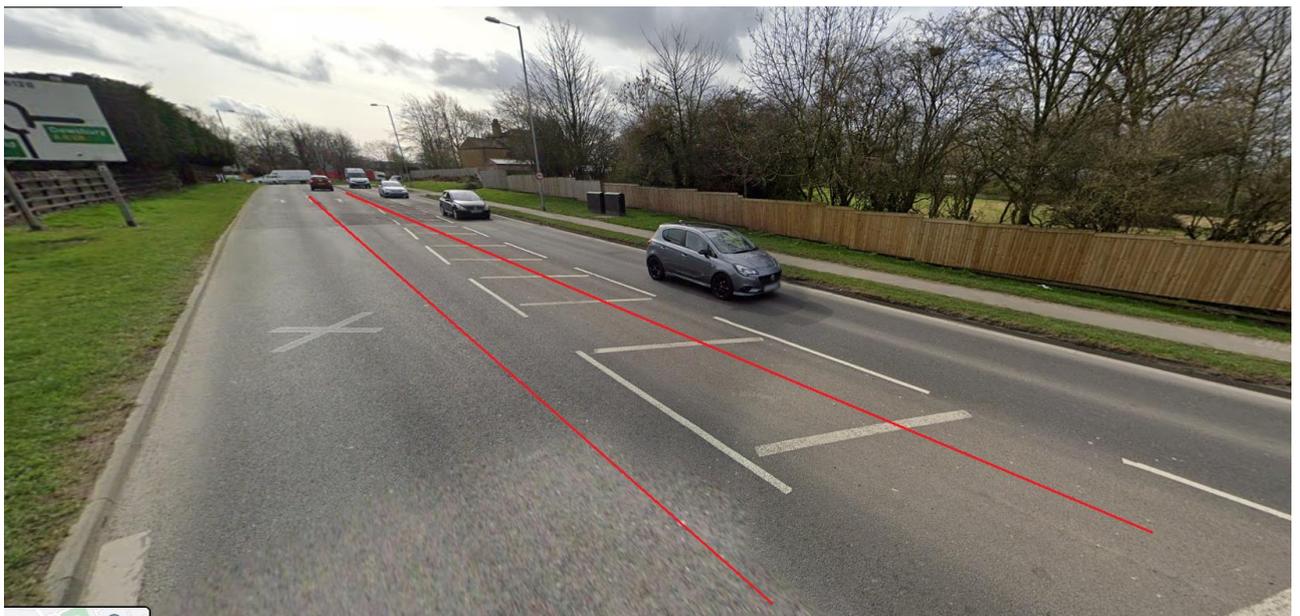




An element of capacity improvement might be achieved by extending running lane two (Owl Lane s.bound) beyond where it transfers from 1 to 2 lanes.

At present, s.bound drivers heading straight on/turning right are pulling onto the central hatching prior to the single running lane splitting into two.

This occurs due to the fact that left-turner (i.e. drivers heading towards M1-J.40) attempt to squeeze through on the inside running lane. M1 bound traffic generally has an empty road ahead it due to the majority flow being A638 west-bound or to continue south-east on Leeds Road.





Yellow Box at junction of B6128 Owl Lane and Leeds Road (i.e. Securing Owl Lane access to/from Gawthorpe)?





Conclusion.

WMDC would welcome the opportunity to discuss this item further with Kirklees and the application team, by way of a Teams meeting. Other approach arms to the roundabout and potential improvements should also be re-visited and considered/discussed at a future meeting.

End.

17-11-2022.

AP, WMDC HDM.

Note: Images courtesy of Google Streets

