

Application number 2023/93503

Kirklees Planning Service
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16 January 2024

Application number 2023/93503 Planning application for land off, Roslyn Avenue, Netherton, Huddersfield, HD4 7EW

My submitted objections take account of the 2019 Kirklees Local Plan. My objections focus on a few specific points relating to the impact on highway safety, increased traffic volume, associated increased risks to air quality and Section 106 of the Town and Country Planning Act 1990 regarding local travel plans. I have other issues I will raise should the initial planning application progresses.

Impact of highway safety

The Huddersfield Blueprint launched in 2019 by Kirklees Council includes key locations on routes to the south of Huddersfield town centre, this includes the A616 Lockwood Bar junction with Lockwood Road, Bridge Street, Albert Street and Crowther Street.

Does the initial and current Blueprint design take into consideration the increased traffic flows from these 82 houses together with other ongoing building developments in Netherton and surrounding areas.

Considering the number of parking spaces for dwellings and visitors being proposed challenge needs to be made regarding the Travel Plan comment of *"it is evident that no adverse impact would be placed onto the existing highway network and its on-street parking"*.

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Increased traffic volume within the development and surrounding highway network will be damaging to the interests of public and highway safety and contrary to the objectives of the Kirklees Local Plan LP24 (Design), LP20 (Sustainable travel) and LP21 (Highway safety and access).

The submitted Travel plan states that *“The internal access roads are designed to achieve low vehicle speeds, incorporating appropriate changes in the road alignment and street type which assist in providing a safer environment for pedestrians and cyclists within the Site”* It is commendable that the developers intend to include traffic calming within the proposed development but they make no indications of what they will offer to ensure a safe environment for existing residents on the three access roads to the site.

Whilst Roslyn Avenue and Chapel Street were completely resurfaced in 2023, Henry Frederick Avenue has long endured poor and deteriorating road surface conditions and frequent temporary repairs to potholes. The existing road surface will not sustain construction traffic and any increase in traffic volume if not properly reinstated. Given current local authority budget constraints shouldn't additional improvement costs not be passed on to the developers.

Should this development be approved, because of the road inclines on Henry Frederick Avenue and Chapel Street there needs to be a published street cleaning plan that the developers can be held accountable for and prevent vehicles from skidding due to mud and debris to and from the site, out onto the busy Meltham Road.

The traffic modelling report seems to particularly highlight vehicular connections from the development with Henry Frederick Avenue to Meltham stating, *“the manual junction turning count surveys highlight that the majority of the development traffic would utilise Henry*

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Frederik Avenue and Meltham Road." A more detailed survey should be required as it appears the recommendations are based on a **single day mid-week survey**.

Whilst the submission states "*Observed approach traffic speeds are low*" this does not in my view reflect the unsafe vehicle speeds encountered daily which are not low!

Whilst acknowledging the recommendation that "*the junction priority is formalised by providing give-way markings at the northern end of Henry Frederik Avenue*" I suggest this may need reviewing to take account the potential higher speeds of vehicles on Roslyn Avenue because of the restricted view to the left caused by existing boundary fence and hedging from the end domestic dwelling.

All but one of the existing dwellings on Henry Frederik Avenue from Meltham Road from the Beaumont Arms Pub up to number 11 have no off-road parking which results in double parking and reduced accessible road widths. Reduced views into Henry Frederik Avenue means there are frequently standoff situations. My interpretation of a standoff being occasions when opposing travel vehicles meet each other and one must give way to allow the other to continue. This is something I witness daily on the street. Implementing parking restrictions would only push the problem further up the street and not reduce the risk of collisions.

Inserted photographs were taken at 10:23 on Saturday 16 December 2023. These show the restricted road with and views up and down Henry Frederik Avenue.



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The developers submitted modelling summary traffic flow report informs of manual junction counts undertaken on 14 June 2023, between 07:00 – 10:00 and 16:00 – 19:00. With peak times indicated as between 07:45 to 08:45; and 16:30 to 17:30.

With the proposed development predicted to generate 46 and 49 two-way vehicle movements during the morning and evening peak hour periods, respectively.

Whilst currently a relatively quiet road network approval of this application could potentially change how the connected streets are impacted upon in term of road safety and accessibility.

I have completed a personal survey of traffic flow and activity North to South on Henry Frederick Avenue (only) at a fixed midway point between Roslyn Avenue and Meltham Road (B6108). Because of the viewing angle vehicle 'standoffs' could not be captured, especially at the junction with Meltham Road where there are usually parked vehicles on both sides of the road.

The figures were gathered between 07:00 and 19:00 over a 7-day period from Saturday 16 December 2023 and Friday 22 December 2023.

The accumulated figures collated during the material times where at a fixed midway point on Henry Frederick Avenue and only report on the 1,910 two-way movements up and down Henry Frederick Avenue **ONLY**.

They do not account for movements on Roslyn Avenue or Chapel Street or any turn directions thereafter. These are considered minimum numbers because of missed activity due to darkness and/or restricted viewing capabilities.

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2023 AM - PM Peak times	7 to 8	8 to 9	9 to 10		4 to 5	5 to 6	6 to 7	
Saturday 16 December	0	7	12		20	12	12	63
Sunday 17 December	26	16	18		31	26	16	133
Monday 18 December	25	16	20		35	32	23	151
Tuesday 19 December	29	19	33		41	33	24	179
Wednesday 20 December	22	19	28		28	29	17	143
Thursday 21 December	20	16	13		32	32	15	128
Friday 22 December	14	15	33		41	22	8	133
	136	108	157		228	186	115	930

My survey collated activity throughput by four categories –

1. Cars and vans, included SUVs, quad bikes, saloon cars, estates etc.
2. Lorries and buses, included vehicles larger than small delivery vans.
3. Two wheelers, included pedal cycles, scooters and motorcycles.
4. Pedestrians included, adults and pushchair occupants, schoolchildren, and horse riders.

Other statistics gathered include the following:

- a. 203 pedestrians were detected during the relevant periods. 79 appeared to be adults with only 4 very young children observed in wheelchairs. The remaining 124 pedestrians were dog walkers. No school children age pedestrians were detected.
- b. Only 2 cyclists were observed during the 7 days riding up and down the street on 10 occasions. 6 times upwards and 4 times downward. No other two wheeled movements were detected.

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c. 24 lorries were detected 6 up the street and 18 down, these included the scheduled service bus which only travels down the street and did not adhere to its timetabled or daily schedule.

a. 1,876 cars and vans were detected travelled up and down the street as shown

below:

Cars and Vans direction of travel	Up	Down
Saturday 16 December	55	76
Sunday 17 December	133	139
Monday 18 December	139	136
Tuesday 19 December	153	180
Wednesday 20 December	138	132
Thursday 21 December	144	133
Friday 22 December	153	165
TOTALS	915	961
Overall totals	1,876	

The figures I have collated may indicate that the submitted peak time modelling summary for 2023 (Table 7.2) of 22 vehicles does accurately reflect current traffic flow.

Table 7.2 B6108 Meltham Road/Henry Frederik Avenue – Modelling Summary

Arm	AM Peak (07:45-08:45)			PM Peak (16:30 – 17:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2023 Count						
Henry Frederik Avenue to B6108 Meltham Road E	0.01	7	0	0.01	7	0.0
Henry Frederik Avenue to B6108 Meltham Road W	0.01	11	0	0.03	1	0.0
From B6108 Meltham Road E	0.02	6	0	0.03	4	0.0
2028 Base						
Henry Frederik Avenue to B6108 Meltham Road E	0.01	7	0	0.01	7	0.0
Henry Frederik Avenue to B6108 Meltham Road W	0.01	11	0	0.03	11	0.0
From B6108 Meltham Road E	0.02	6	0	0.03	4	0.0
2028 Design						
Henry Frederik Avenue to B6108 Meltham Road E	0.04	7	0	0.03	7	0.0
Henry Frederik Avenue to B6108 Meltham Road W	0.06	11	0	0.06	11	0.1
From B6108 Meltham Road E	0.04	6	0	0.08	4	0.1

compared to my observed traffic flow estimates and their calculated predicted base flow rates for 2028 where they consider 91% of development traffic would use Henry Frederik

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Avenue. With only 9% traversing to/from Roslyn Avenue to eventually connect onto Chapel Street.