



Land off Ravensthorpe Road

CAAD Application – Transport Matters

Client: Dewsbury Riverside Limited

i-Transport Ref: GJ/dc/ITY200029-001B R

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## Quality Management

Report No.	Comments	Date	Author	Authorised
ITY200029-001 R	1 <sup>st</sup> DRAFT	17 May 2024	Greg Jones	Greg Jones
ITY200029-001A R	2 <sup>nd</sup> DRAFT	4 June 2024	Greg Jones	Greg Jones
ITY200029-001B R	FINAL	19 June 2024	Greg Jones	Greg Jones

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## SECTION 1 Introduction

- 1.1 Dewsbury Riverside Limited ('DRL') controls land to the south and west of Ravensthorpe Road in Dewsbury, which forms part of an allocated major residential site (Kirklees Local Plan Site ref: HS61) referred to by the Council as 'Land to the south of, Ravensthorpe Road / Lees Hall Road, Dewsbury' and sometimes also referred to as 'Dewsbury Riverside'.
- 1.2 Site HS61 is allocated in Kirklees' Local Plan (February 2019), with 1,869 units within the Local Plan to 2031, with potential for a further 2,131 units beyond the Plan period (i.e. 4,000 units in total).
- 1.3 Following the adoption of the February 2019, Kirklees Council's Cabinet endorsed the 'Dewsbury Riverside Masterplan Framework'<sup>1</sup> The image below, extracted from the Masterplan Framework shows, the context of the full allocation site.

**Image 1.1: Dewsbury Riverside Masterplan Framework**

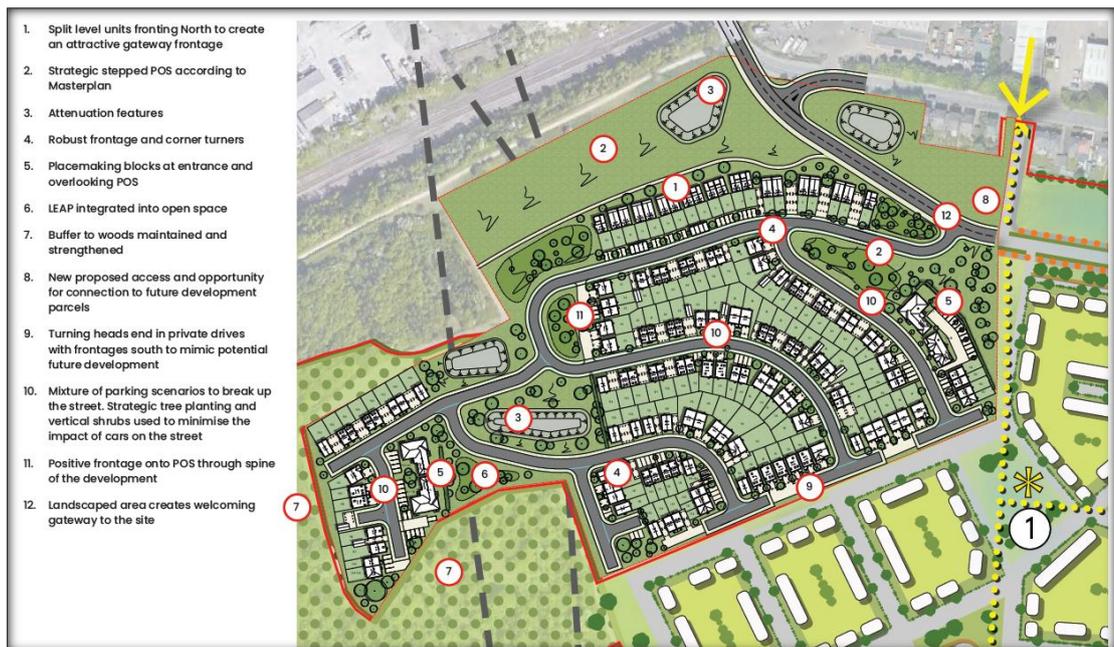


Source: Dewsbury Riverside Masterplan Framework

<sup>1</sup> Dewsbury Riverside Masterplan Framework prepared by Spawforths for Miller Homes (dated March 2019)

- 1.4 The land which DRL controls is subject to a Compulsory Purchase Order (CPO) by Network Rail, which requires part of the site under the Huddersfield to Westtown (Dewsbury) Transport and Works Act Order (TWAO) approved by the Secretary of State for Transport on Monday 27 June 2022.
- 1.5 Consequently, DRL is submitting an application for a Certificate of Appropriate Alternative Development (CAAD) in respect of the development that could have otherwise taken place, if not for the CPO. Full details of the CAAD application process are set out in the accompanying Design Statement, Drawings and Planning Statement.
- 1.6 DRL considers a residential development comprising 169 units could have been delivered on the land that is the subject to this CAAD application. Roberts Limbrick’s Design Process Document – submitted with the CAAD application – demonstrates proof of concept. An extract is reproduced below:-

**Image 1.2: DRL Proving Layout**



Source: Roberts Limbrick – Design Process Document, Page 20

1.7 This Transport Matters report explains the following, by reference to information previously accepted by the Council:-

- The rationale for the site access junction assumed in the evolution of DRL's proposals as illustrated on the Proving Layout plan prepared by Roberts Limbrick;
- That the development proposed by DRL under this CAAD application is materially compliant with the Masterplan Framework endorsed by the Council and would not prejudice the future delivery of the wider housing allocation from a transport perspective;
- That the surrounding road network could accommodate the traffic flows likely to be generated by the proposed development; and
- Why traffic impacts on the Strategic Road Network (SRN) arising from the development proposals do not warrant further detailed assessment to be able to determine this CAAD application.

## SECTION 2 Access

### 2.1 Overview

2.1.1 Ravensthorpe Road was one of four access locations envisaged in the Dewsbury Riverside Masterplan Framework, which has been endorsed by the Council’s Cabinet, these being (starting at the west):-

- Sands Lane;
- Ravensthorpe Road;
- Forge Lane Central Gateway; and
- Lees Hall Road.

2.1.2 The (then) access proposals were summarised in i-Transport Technical Note ITM11043-009B, which was submitted to the Local Plan Examination in Public and forms part of the available evidence base.

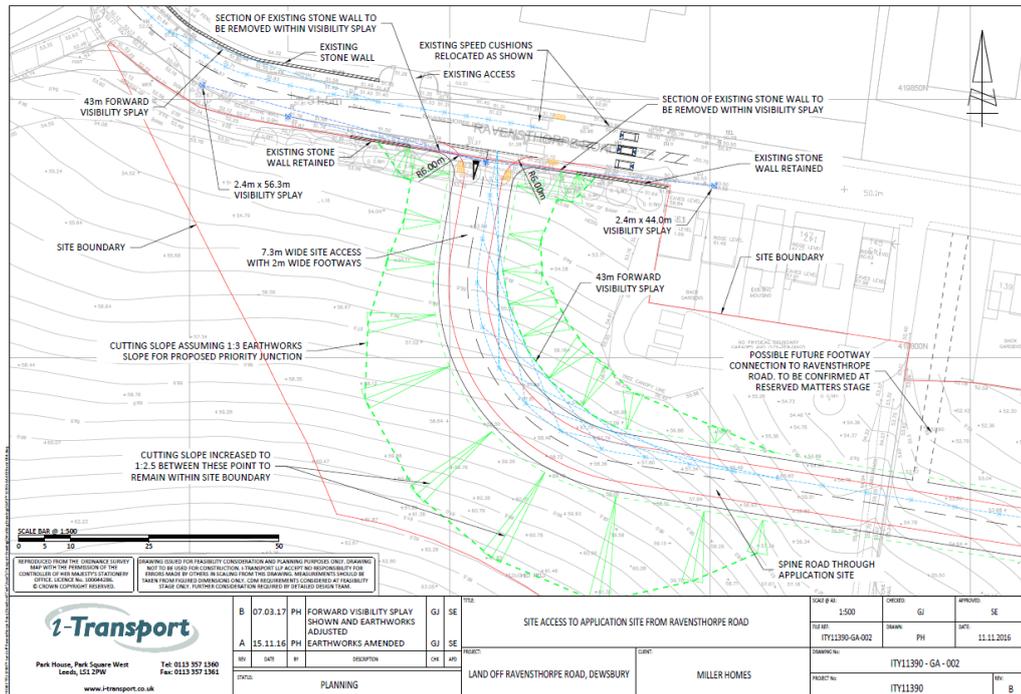
### 2.2 Ravensthorpe Road – Approved Access

2.2.1 The Masterplan Framework envisaged that western access to the allocation site would be taken from Ravensthorpe Road, close to the existing Calder Road railway bridge.

2.2.2 In terms of sequencing, the Masterplan’s proposition was to initially provide access from Ravensthorpe Road in the form of a simple priority controlled junction which could then be converted to a roundabout as development proceeded and additional capacity is needed.

2.2.3 The priority junction design was approved by the Council in 2017, via the outline planning permission granted to Miller Homes in respect of its then proposed development of 120 dwellings at the western end of the allocation site (*LPA ref: 2016/94118*). The approved priority junction arrangement are shown on Drawing ITY11390-GA-002B (extract below):-

**Image 2.1: Previously Approved Priority Controlled Access from Ravensthorpe Road**



2.2.4 Traffic capacity analysis presented in the Transport Assessment that accompanied Miller Homes’ application, which was accepted by the LHA, confirmed that the priority controlled junction is capable of accommodating significant levels of traffic<sup>2</sup> beyond the volumes anticipated to be generated by the then consented development of 120 homes.

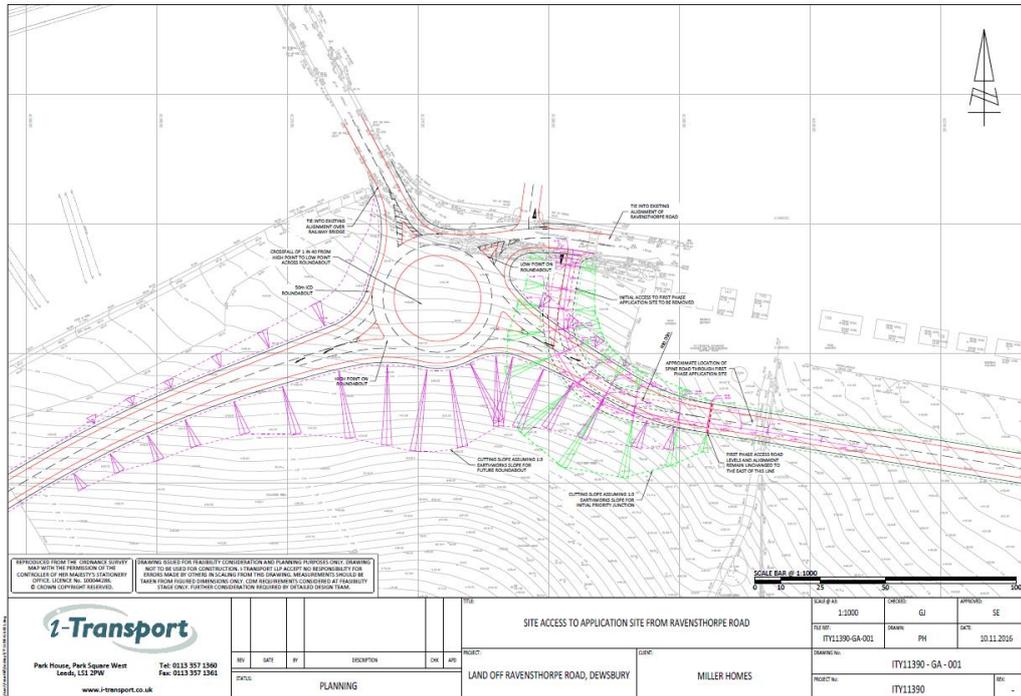
## 2.3 Masterplan Framework

2.3.1 The Masterplan Framework envisaged that as development across the allocation progressed, the priority junction access would be replaced by a higher-order junction in the form of a roundabout.

2.3.2 A concept drawing was prepared by i-Transport to inform the site allocations process and the Dewsbury Riverside Masterplan Framework (Drawing No. ITY11390-GA-001 – extract below). The drawing shows how the roundabout relates to the original approved priority controlled arrangement.

<sup>2</sup> Application ref: 2016/94118 – Transport Assessment (ref: ITY11390-001A R, dated 30 November 2016): Table 7.2.

**Image 2.2: Enhanced roundabout access**



2.3.3 The roundabout was designed to be capable of providing a connection to the west as part of a strategic highway intervention, considered through the Local Plan process, and known as the Dewsbury Riverside Strategic Route (DRSR). The DRSR was identified as potentially providing additional access to the allocation and forming part of the off-site highways mitigation package assessed to likely be necessary at occupation of the c.2,000 dwelling. The DRSR was noted as being one option, with there being potential for alternative solutions.

## 2.4 Access to DRL’s Site

2.4.1 Avant Homes’ proposal on the land which is subject to this CAAD application is informed by the adopted Masterplan Framework, and previous planning consents issued by the Council.

2.4.2 Given land control constraints, DRL identified a modified access proposition, with Calder Road being extended into the site and thereafter becoming the site spine road and realignment of Ravensthorpe Road to form a priority controlled junction within the site. This is shown in Image 2.3 below:-

**Image 2.3: Proposed Access from Calder Road / Ravensthorpe Road**



Source: Roberts Limbrick – Design Process Document, Page 15

- 2.4.3 Given the prior capacity assessments already accepted by the Local Highway Authority it follows that a priority controlled arrangement will provide (more than) sufficient capacity to accommodate traffic movements associated with DRL’s proposal. A suitable access arrangement, in material conformity with the Masterplan Framework, could be provided.
- 2.4.4 The land required for the enhanced roundabout junction envisaged at the time of preparing the Masterplan Framework is safeguarded and hence the layout does not overestimate the potentially developable area.
- 2.4.5 Given the above, and given that land is reserved in DRL’s proposal to enable the priority junction to be amended to a roundabout in future (if needed), it is evident that the proposals which are the subject of this CAAD application would not prejudice the future delivery of the wider allocation from a transport perspective.

## 2.5 **Network Rail**

2.6 The land which DRL controls is subject to a Compulsory Purchase Order (CPO) by Network Rail, which requires part of the site under the Huddersfield to Westtown (Dewsbury) Transport and Works Act Order (TWAO) approved by the Secretary of State for Transport on Monday 27 June 2022.

2.6.1 DRL's CAAD application is consequently related to the land take required by Network Rail.

## 2.7 **Conclusion**

2.7.1 In the above context, it is DRL's contention that:-

- A suitable access arrangement, in material conformity with the Masterplan Framework, could be provided to serve the land which is the subject of this CAAD application; and
- The proposals which are the subject of this CAAD application would not prejudice the future delivery of the wider Dewsbury Riverside allocation from a transport perspective.

## SECTION 3 Traffic Impact

### 3.1 Vehicular Trip Generation

3.1.1 Based on the vehicular trip rates agreed by the LHA in respect of planning consents already granted on the Dewsbury Riverside allocation site<sup>3</sup>, DRL’s proposed development of 169 dwellings could be expected to generate c. 75 two-way trips in the AM peak hour and c.79 two-way trips in the PM peak hour as shown below:-

**Table 3.1: Vehicular Trip Rates and Traffic Generation (169 dwellings)**

	AM Peak Hour			PM Peak Hour		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Trip Rate (per dwelling)	0.118	0.324	0.442	0.279	0.192	0.471
Vehicular Trips	20	55	75	47	32	79

### 3.2 Traffic Impact – Local Road Network

3.2.1 Development by DRL of 169 units would equate to just 4.25% of the full allocation at Dewsbury Riverside.

3.2.2 The National Planning Policy Framework (NPPF) states at its Paragraph 115 that:-

***‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’***

3.2.3 The LHA has previously accepted that the traffic impacts arising from a comparable development (Miller Homes’ approved but now withdrawn scheme for 120 dwellings – assessed at outline application stage - on land off Ravensthorpe Road to the immediate east of the site that is subject to this CAAD application), would not result in either unacceptable impact on highway safety or severe residual cumulative impacts.

3.2.4 The LHA reached the same conclusion when considering those prior proposals in combination with a further 120 units at the eastern end of the allocation, accessed from Lees Hall Road.

<sup>3</sup> Derived using vehicular trip rates presented in the TA prepared by Development Planning Limited for KMBC (report ref: 2020213-001, dated September 2021) - Table 11.1 on Page 44.

3.2.5 The Miller Homes proposal was tested using more onerous trip vehicular rates than adopted in the more recent work by the Council’s consultants, and would exhibit a very similar traffic assignment. It follows that the traffic impacts arising from the current DRL proposal would be comparable and hence could be accommodated on the surrounding highway network without resulting in severe impacts.

3.2.6 It is also notable that the Council’s own transport consultants have expressed the view that:-

***‘Within the lifetime of the development [Dewsbury Riverside Phase 1], it is highly likely that Connected and Autonomous Vehicles, as well as Intelligent Transport Systems will be increasingly used on UK road networks and, as such, the way in which traffic interacts could be increasingly managed automatically. As a result, future traffic flow forecasts using traditional techniques could overstate the potential impacts of development.’<sup>4</sup>***

3.2.7 The Council has similarly endorsed the Dewsbury Riverside Masterplan Framework which explains (please refer to the Figure and Table on its Page 7) that no off-site highways mitigation should be necessary to accommodate the first c.350 units on the allocation. It then identifies locations where mitigation schemes may be required as phased development proceeds.

3.2.8 Based on previous traffic assessment work already accepted by the LHA, the principal traffic impact of development on the land controlled by DRL would be felt at the A644 Huddersfield Road / Calder Road signal-controlled junction, which is part of the Calder Road Gyratory. The Masterplan Framework testing identified that mitigation would be needed at that location at around the 710<sup>th</sup> occupation on the allocation.

3.2.9 The Council has now granted planning permission for up to 350 units and community facilities in Outline with access from Forge Lane and (temporarily) Ravensthorpe Road (LPA ref: 2021/93689). The granting of planning consent to DRL in respect of these current CAAD proposals for 169 units would mean the cumulative approved quantum of housing on the allocation would rise to 519 dwellings, still some way short of the 710<sup>th</sup> occupation.

3.2.10 The following mitigation has nevertheless been secured in respect of the Council’s own proposals at Dewsbury Riverside:-

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<sup>4</sup> TA prepared by Development Planning Limited for KMBC (report ref: 2020213-001, sated September 2021) – Paragraph 4.5.11 on Page 13.

- A financial contribution towards future works, to be implemented by the LHA, at the Forge Lane double mini-roundabout, which Local Plan modelling considers will be needed at around 2033 and to accommodate the full allocation (4,000 units). The contribution is based upon the application of a simple formula, which divides the scheme costs by 4,000 units across the allocation and then multiplies that by the number of dwellings in each phase. The scheme costs are not yet known but it is expected that the formula would be applied to subsequent development at Dewsbury Riverside. In the interim yellow box markings will be introduced on B6409.
- A financial contribution of £80,000 for either stand-alone upgrades at the Calder Road gyratory or the pooling of those funds with contributions from other developments to deliver more substantive works.
- Provision of a Sustainable Travel Fund, inclusive of development infrastructure costs, to deliver the internal site link road.
- A contribution towards enhanced public transport services of £365,275 (equivalent to £1,043.64 per dwelling).

3.2.11 Based on the above review it is concluded that the traffic impacts arising from DRL's current proposals can reasonably be expected to be accommodated on the surrounding local road network with limited (if any) need for physical mitigation.

3.2.12 Proportionate developer financial contributions towards future improvements at the Forge Lane double mini-roundabouts and the Calder Road traffic signals could be expected along with enhancement of public transport services and provision of a sustainable travel fund to be implemented via a Travel Plan.

### 3.3 Strategic Road Network

3.3.1 The nearest sections of the Strategic Road Network (SRN), under the jurisdiction of National Highways, are M62 Junction 25 ('Clifton Interchange'), which is c. and M1 Junction 40 ('Flushdyke Interchange'). These junctions are c.5.1 and c.5.3 miles network distance from the DRL site respectively.

- 3.3.2 Neither of the Transport Assessments prepared in respect of the original Miller Homes' first phase applications (i.e. those submitted in respect of LPA refs: 2016/94117 and 2016/94118) for a combined total of 240 dwellings – both of which were accepted by the Council – included the SRN as part of their agreed study areas. Consequently, traffic impacts arising on the SRN were not considered because they were agreed to not be significant. National Highways did not raise any objection to either application, both of which were granted planning permission.
- 3.3.3 More recently, the Transport Assessment prepared by Development Planning Limited on behalf of the Council for its now consented development of up to 350 units within the wider Dewsbury Riverside allocation (LPA ref: 2021/93689) similarly did not consider traffic impacts on the SRN.
- 3.3.4 The traffic assessment work that informed the Dewsbury Riverside Masterplan Framework, which has been endorsed by the Council's Cabinet, is clear that, ***'No significant highway works are required to enable the first phases of development to occur, although a more strategic intervention is required around the 2,000<sup>th</sup> dwelling.'***
- 3.3.5 In this context, development of c.169 dwellings on the land controlled by DRL would not be expected to result in the need for physical mitigation on the SRN and indeed assessment of SRN junctions would not be warranted.

### 3.4 Conclusion

- 3.4.1 Overall it is concluded that traffic impacts would be less than severe and that the CAAD application should not therefore be prevented or refused on highways grounds.
- 3.4.2 Based on previous traffic assessment work already accepted by the LHA, physical mitigation at the A644 Huddersfield Road / Calder Road signal-controlled junction, which is part of the Calder Road Gyratory would be needed at around the 710<sup>th</sup> occupation on the allocation. The granting of planning consent to DRL in respect of these current CAAD proposals for 169 units would mean the cumulative approved quantum of housing on the allocation would rise to 519 dwellings, still some way short of the 710<sup>th</sup> occupation. Hence no physical mitigation would be expected at the Calder Road Gyratory under DRL's proposals.
- 3.4.3 Similarly, the Dewsbury Riverside Masterplan Framework is clear that no strategic highway intervention is needed until development of around 2,000 dwellings at Dewsbury Riverside.

- 3.4.4 Based on the recent decision making of the Council, planning obligations could be expected to relate to: (a) a proportionate developer contribution towards improvements at the Forge Lane double mini-roundabout; (b) provision of a Sustainable Travel Fund (reasonably related in scale to the proposed development); and (c) potentially contributions to support local public transport services.

