

Land off Lees Hall Road, Dewsbury and Land off Ravensthorpe Road, Dewsbury

2016/94117 and 2016/94118 - Outline application for residential development

Highways Development Management (HDM)'s comments on the above application are as follows:

Cumulative Impact Assessment with regards to 2016/94117 and 2016/94118

Notwithstanding the fact that Highways Development Management does not accept the trip rates as utilised within the submitted Transport Assessments for these sites, the cumulative impact of the developments has been evaluated as presented within the presented assessments.

In order to provide operational assessment of the local highway network for both "sister" applications, a cumulative impact assessment has been provided within the submitted Transport Assessment.

The cumulative trip generation has been provided by combining the two sites together to give the following combined trip rates:

AM Peak Hour – 30 arrivals/86 departures (114 two-way)

PM Peak Hour – 74 arrivals/48 departures (122 two-way)

Traffic has been distributed across the network as per the distribution pattern presented within the submitted Transport Assessment.

A sensitivity test regarding the use of existing turning movements at junctions' within the study area has been requested with the main response which should be followed through to this cumulative assessment if deemed appropriate dependent upon the results of that sensitivity test.

2016 and 2021 Base + Committed + Development flows have been combined with the above to create 2016 Cumulative Development Flows and 2021 Cumulative Development Flows.

A materiality assessment following the same Transport Assessment methodology has been utilised in order to determine where material increases in traffic occur on the highway study area.

The results of the materiality assessment demonstrate that all junctions within the study area, with the exception of the Ingham Road/Slaithwaite Road junction will experience a material increase in the 2016 assessment year and as such have all be subject to operational assessment as per the models presented within the submitted Transport Assessment for both the 2016 assessment year and the 2021 sensitivity assessment year. The results are as follows:

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Ravensthorpe Road/Site Access

The results of the 2016 Cumulative Assessment (Non-TEMPRO Growthed) scenario demonstrates that the proposed site access would operate well within its theoretical capacity limits with an RFC of 0.11 and associated MaxQ of 0 pcus occurring on site access arm of the junction during the AM peak hour.

The results of the 2021 Cumulative Assessment (TEMPRO Growthed) scenario demonstrates that the proposed site access would continue to operate well within its theoretical capacity limits with an RFC of 0.12 and associated MaxQ of 0 pcus occurring on site access arm of the junction during the AM peak hour.

Lees Hall Road/Site Access

The results of the 2016 Cumulative Assessment (Non-TEMPRO Growthed) scenario demonstrates that the proposed site access would operate well within its theoretical capacity limits with an RFC of 0.07 and associated MaxQ of 0 pcus occurring on site access (left turn) arm of the junction during the AM peak hour and the Lees Hall Road (right turn) arm of the junction during the PM peak hour.

The results of the 2021 Cumulative Assessment (TEMPRO Growthed) scenario demonstrates that the proposed site access would continue to operate well within its theoretical capacity limits with an RFC of 0.07 and associated MaxQ of 0 pcus occurring on site access (left turn) arm of the junction during the AM peak hour and the Lees Hall Road (right turn) arm of the junction during the PM peak hour.

Lees Hall Lane/Brewery Lane

The results of the 2016 Cumulative Assessment (Non-TEMPRO Growthed) scenario demonstrates that the junction would operate well within its theoretical capacity limits with an RFC of 0.42 and associated MaxQ of 1 pcus occurring on Lees Hall Road (east) arm of the junction during the AM peak.

The results of the 2021 Cumulative Assessment (TEMPRO Growthed) scenario demonstrates that the junction would continue to operate well within its theoretical capacity limits with an RFC of 0.45 and associated MaxQ of 1 pcus occurring on Lees Hall Road (east) arm of the junction during the AM peak hour.

Lees Hall Lane/Ravensthorpe Road/Forge Lane

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Highways Development Management (HDM)'s comments on the above application are as follows:

The results of the 2016 Cumulative Assessment (Non-TEMPRO Growthed) scenario demonstrates that the junction would operate well within its theoretical capacity limits with an RFC of 0.58 and associated MaxQ of 1 pcus occurring on the Lees Hall Road arm of the junction during the AM peak hour.

The results of the 2021 Cumulative Assessment (TEMPRO Growthed) scenario demonstrates that the junction would continue to operate well within its theoretical capacity limits with an RFC of 0.63 and associated MaxQ of 2 pcus occurring on Lees Hall Road arm of the junction during the AM peak hour.

Forge Lane/Thornhill Road/Station Road

As presented with the submitted Transport Assessment, this junction currently operates over its theoretical capacity limits on the Thornhill Road arm of the junction and close to its theoretical capacity limits on all arms during both the AM peak hours.

The results of the 2016 Cumulative Assessment (Non-TEMPRO Growthed) scenario demonstrates that the junction would continue to experience capacity issues with an RFC of 1.84 and associated MaxQ of 5 pcus occurring on Station Road arm of the junction during the PM peak hour and the Thornhill Road arm of the junction is predicted to experience severe queuing with a MaxQ of 164 pcus during the PM peak hour.

The results of the 2021 Cumulative Assessment (TEMPRO Growthed) scenario demonstrates that the junction would continue to experience capacity issues with an RFC of 1.66 and associated MaxQ of 222 pcus occurring on Thornhill Road arm of the junction during the PM peak hour.

The validity of the above needs to be checked as some of the results provided in Table 8.11 show an improvement in 2021, specifically the Station Road arm of the junction.

A644 Huddersfield Road/Calder Road

The results of the 2016 Cumulative Assessment illustrate that the junction would operate within its theoretical capacity limits. Queuing occurs on all arms of the junction during the peak periods with a maximum Degree of Saturation (DoS) of 76% and an associated Mean Maximum Queue (MMQ) of 10 pcus occurring on the Calder Road phase of the signals during the AM peak hour. The Huddersfield Road (east) left phase of the signals see a DoS of 75.6% with an associated MMQ of 16 pcus during the AM peak hour.

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Highways Development Management (HDM)'s comments on the above application are as follows:

The results of the 2021 Cumulative Assessment illustrate that the junction would continue to operate within its theoretical capacity limits. Queuing occurs on all arms of the junction during the peak periods with a DoS of 80.2% and an associated MMQ of 10 pcus occurring on the Calder Road phase of the signals during the AM peak hour. The Huddersfield Road (east) left phase of the signals see a DoS of 80.7% with an associated MMQ of 19 pcus during the AM peak hour.