

TECHNICAL NOTE

Project No: ITM11043
Project Title: Dewsbury Riverside
Title: Access Statement
Ref: SEE/dc/ITM11043-009 B TN
Date: 28 April 2017

Introduction

1. Kirklees Council is preparing a new Local Plan and is proposing to allocate a strategic development option, identified within the emerging Plan as site H2089 'Land to the South of Ravensthorpe Road, Thornhill Lees, Dewsbury'. The site is known as Dewsbury Riverside.
2. The Publication Draft Local Plan identifies the above site as having a capacity of 4,000 residential dwellings, with 2,310 of these delivered within the Plan period. Major off-site highway capacity is needed to assist with the delivery of the site towards the end of the plan period.
3. This note therefore summarises: the delivery of off-site major highway capacity; the phased access strategy and the details of the separate access points; and the locations on the off-site highway network that will be assessed for each phase to establish whether highways improvements are needed.

Major Highway Capacity Provision

4. Traffic modelling work has been undertaken to assist with the assessment of the impacts of the Dewsbury Riverside development. The modelling work has been undertaken by Aecom, commissioned jointly by Miller Homes and the Council. Aecom has assessed a range of development/road options.
5. The overall results of the jointly commissioned modelling are generally consistent with the separate and earlier modelling undertaken by the Council of the Local Plan allocations which concludes that at District wide level, the Council's proposed transport mitigation strategy can accommodate the development proposed in the Council's emerging Local Plan.

6. The two different modelling approaches use different input assumptions, principally related to the trip generation rates adopted. It is envisaged that, as development on the site progresses, traffic monitoring is undertaken such that empirical trip rates can be established. These can be used subsequently to inform assessments of the need for and timing of mitigation and input into planning applications as these are brought forward.
7. The jointly commissioned modelling indicates that 2,000 dwellings at Dewsbury Riverside can be occupied before additional and significant off-site highways capacity is needed in the A644 corridor (referenced as a new strategic intervention). One option for the strategic intervention could be a new strategic highway – the Dewsbury Riverside Strategic Route (DRSR) – running from A644 at Low Mill Lane, crossing the River Calder and railway, then running through the site and onwards to Dewsbury town centre via Forge Lane and Savile Road.
8. Given the likely delivery rates for the development, modelling work identifies that a strategic intervention is needed towards the end of the Plan period in 13 to 14 years.
9. Miller Homes commissioned Arup to carry out a feasibility review of a potential new bridge which would form a key part of the DRSR. This review concluded that the proposed structure is deliverable. The potential alignment and general arrangement are shown on Arup drawing 245166-00 attached.
10. A number of options are available to procure and deliver the strategic intervention, which include:
 - i) Public Sector
 - ii) Private Sector
 - iii) Public / Private Joint Venture
11. However, as a strategic intervention is not needed for 13-14 years, all options are being considered and assessed in terms of short, medium and long term procurement and delivery options.
12. The DRSR, if delivered, will also provide an additional access to the site.

Phased Access Strategy

13. Given the above, traffic capacity assessments and design work have been undertaken to assess phased access provision. This has included the consideration of the potential number of units that can be served by single accesses (i.e. off culs-de-sac) at ends of the site, before the need to provide roads through the site connecting the access points.
14. Access to the site will be provided at four locations, phased with development. These are (starting at the eastern end of the site):-
- i) Access off Lees Hall Road.
 - ii) Access via a continuation of Forge Lane into the site.
 - iii) Access off Ravensthorpe Road.
 - iv) Access off Sands Lane.
15. Two planning applications (each for 120 residential dwellings) at Lees Hall Road (ref. 2016/94117) and Ravensthorpe Road (ref. 2016/94118) have recently been approved by Kirklees Council on 12 April 2017. These utilise the accesses at Lees Hall Road (access (i)) and Ravensthorpe Road (access (iii)) respectively.
16. On the basis of the assessment and design work, the following phased access strategy is proposed within the plan period:

Table 1 Phased Access Strategy

Plan Years	Approx No. Units	Access Provision
0 – 5 Years	325	<ul style="list-style-type: none"> • Lees Hall Road priority junction • Ravensthorpe Road priority junction • Access off Sands Lane.
5 – 7 Years	640	<ul style="list-style-type: none"> • As above
7 – 10 Years	1,260	<ul style="list-style-type: none"> • Lees Hall Road priority junction • Ravensthorpe Road priority junction converted to a roundabout • Highway connection between the Lees Hall Road and Ravensthorpe Road accesses. • Access off Sands Lane.
10 – 15 Years	2,310	<ul style="list-style-type: none"> • As above • Introduce Forge Lane access at c.1,500 units • Strategic intervention at c.2,000 units may provide access.

17. The accesses have the capacity to accommodate all the traffic generated by the proposed allocation, within and beyond the Plan period.
18. Each of the four access points set out above is considered below.

Lees Hall Road

19. Access off Lees Hall Road will be provided via a priority controlled 'T' junction as per the proposals included in the phase 1 planning application. The proposals are shown on drawing ITY11389-GA-001 B attached. Traffic capacity analysis confirms the junction can accommodate the predicted levels of traffic.
20. Sufficient land has been reserved around the junction in the phase 1 application to allow future conversion to a roundabout but capacity assessments indicate this is unlikely to be needed even with the full allocation.

Forge Lane

21. Several options are available to serve the site from Forge Lane, delivered at c.1,500 units, including:-
- The continuation of Forge Lane into the site with Ravensthorpe Road and Lees Hall Road forming priority junctions with the new route;
 - A double-mini roundabout arrangement with Forge Lane/Lees Hall Road forming one roundabout and the site access/Ravensthorpe Road forming the other.
 - A re-aligned Forge Lane route into the site using Ravensthorpe Road past Ravenshall school.

Ravensthorpe Road

22. Access off Ravensthorpe Road will initially be provided via a priority controlled 'T' junction as per the proposals in the Phase 1 planning application. The proposals are shown on drawing ITY11390-GA-002B. Traffic capacity analysis confirms the junction can accommodate significant levels of traffic.

23. As development progresses, the priority junction access will be replaced by a roundabout that could also provide a connection to the DRSR. A preliminary layout is shown on drawing ITY11390-GA-001 attached, noting that this may need to be modified slightly to take account of minor changes to the site access road made subsequent to the production of the drawing.

Sands Lane

24. A small pocket of development (50 units) is proposed to be served off Sands Lane with the route to the main road network via Steanard Lane. There will be no vehicular connection through to the remainder of the Dewsbury Riverside site, ensuring Sands Lane serves only a limited number of dwellings.
25. Sands Lane is adopted highway between Steanard Lane and a point c.60m south of the railway bridge after which it continues as unadopted highway. It serves residential dwellings and Dewsbury District Golf club. Access will be taken into the site via a simple priority 'T' junction.
26. Further details of the access arrangements will be produced as planning applications advance.

Off-Site Highways Improvements

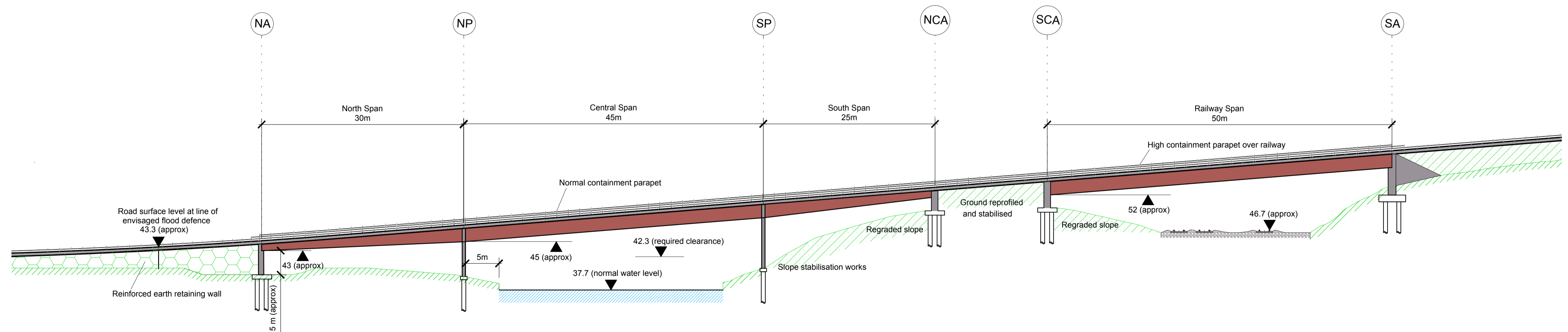
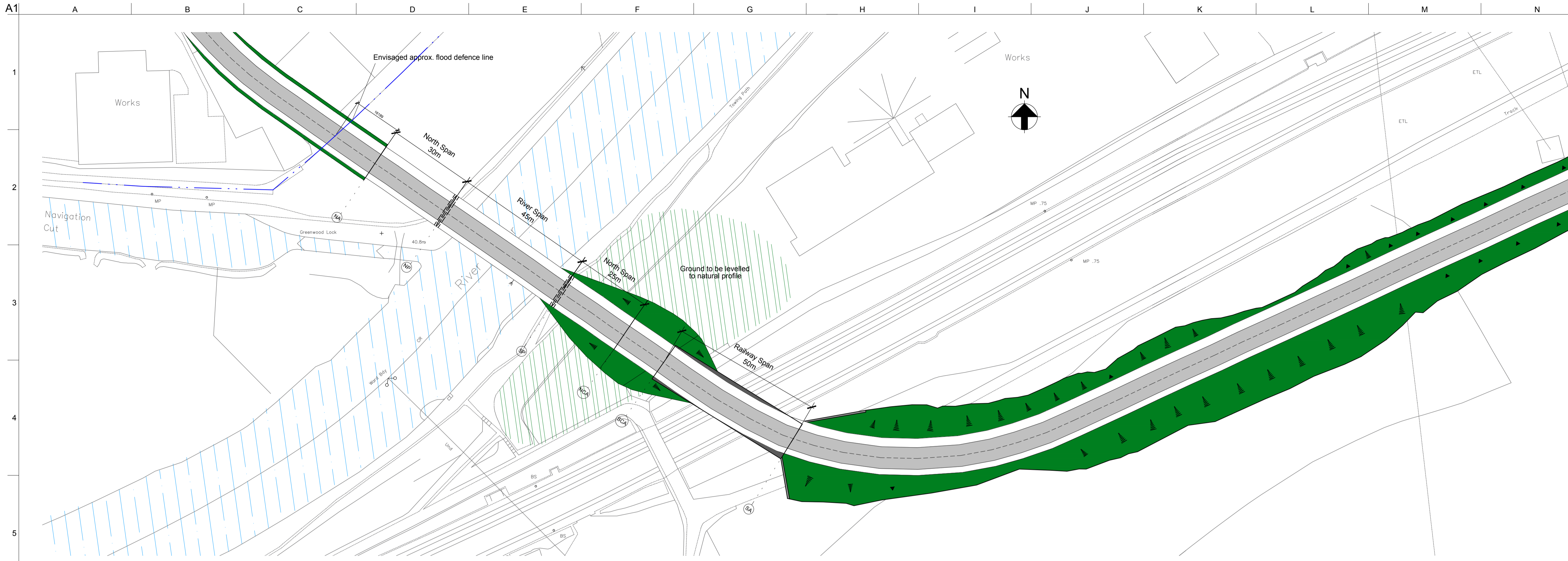
27. Off-site highways improvements will also be implemented to accommodate the traffic flows generated by the development proposals.
28. Traffic flows have been assessed, including those from the jointly commissioned modelling, and used to determine the potential scale of impacts of development. It is envisaged that the following off-site junctions will be assessed for each phase and mitigation measures developed if needed:

Table 2 Potential Phased Off-Site Mitigation

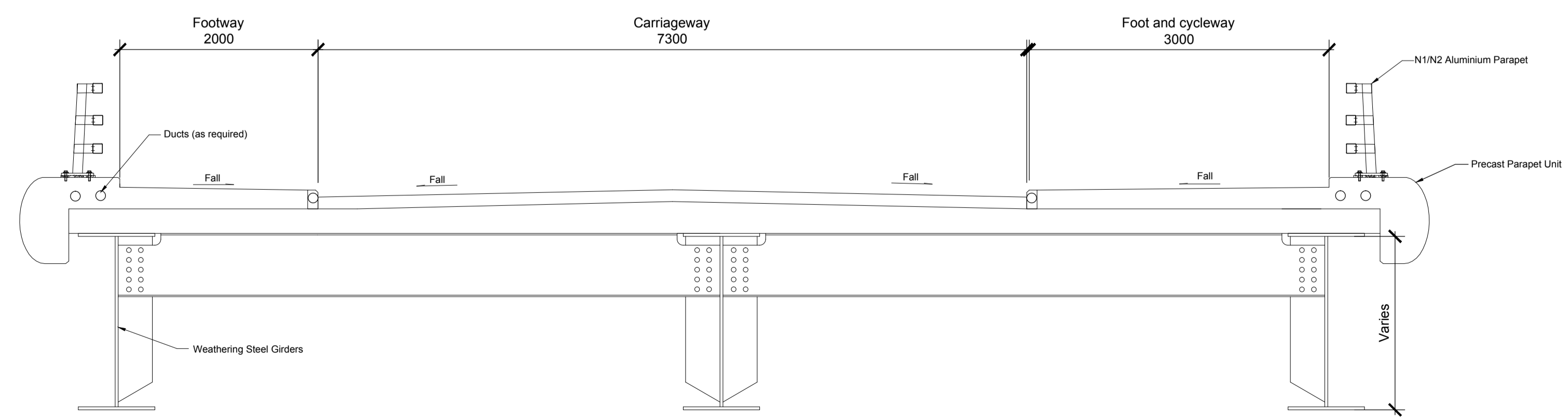
Plan Years	Approx No. Units	Off-Site Potential Mitigation
0 – 5 Years	325	<ul style="list-style-type: none"> - A644/Calder Road Ravensthorpe gyratory - A644/Steanard Lane - A644/Church Lane, Mirfield - A644/Station Road/Queen Street, Mirfield - Forge Lane/Saville Road/Thornhill Road mini roundabouts - Forge Lane/Ravensthorpe Road - Brewery Lane/Lees Hall Road
5 – 7 Years	640	As above
7 – 10 Years	1,260	As above + <ul style="list-style-type: none"> - Savile Road/Mill Street East/Mill Street West - Savile Road/Headfield Road - B6409 Savile Road/Dewsbury Ring Road - Slaithwaite Road/Lees Hall Road
10 – 15 Years	2,310	As above + <ul style="list-style-type: none"> - A644/Low Mill Lane/Fir Avenue - A644/Temple Road/Thornhill Road - A644/Cemetery Road - A644/A638 Dewsbury Ring Road/Mill Street West - A638 Dewsbury Ring Road/Wakefield Road

29. The above will be reviewed during the scoping of individual planning applications for the development on the site and the areas for assessment agreed with the Council at the appropriate time.

DRAWINGS



Bridge Elevation
Scale 1:350



Deck Cross Section
Scale 1:40

01	06/11/15	NT	SN	GT
Draft Issue				
Issue	Date	By	Chkd	Appd

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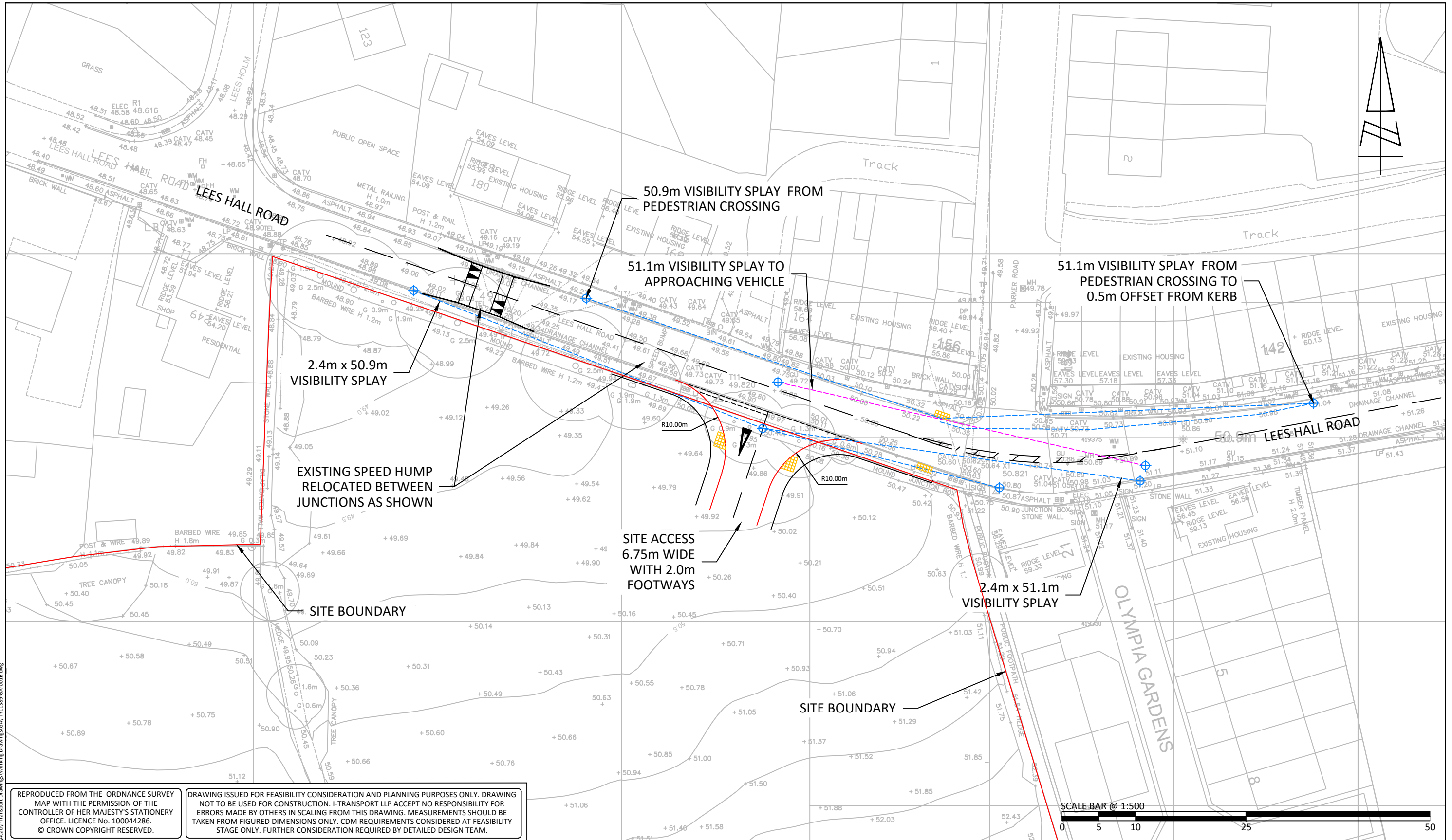
millerhomes

Job Title
Ravensthorpe Relief Road

Drawing Title
**Outline Feasibility Study
Alignment
General Arrangement**

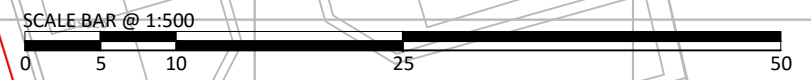
Scale at A1 Varies
Discipline **Bridges and Civil Structures**

Drawing Status		
Feasibility		
Job No	Drawing No	Issue
245166-00	1	1



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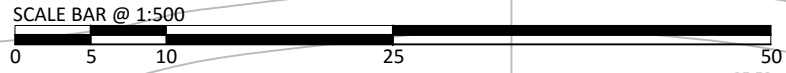
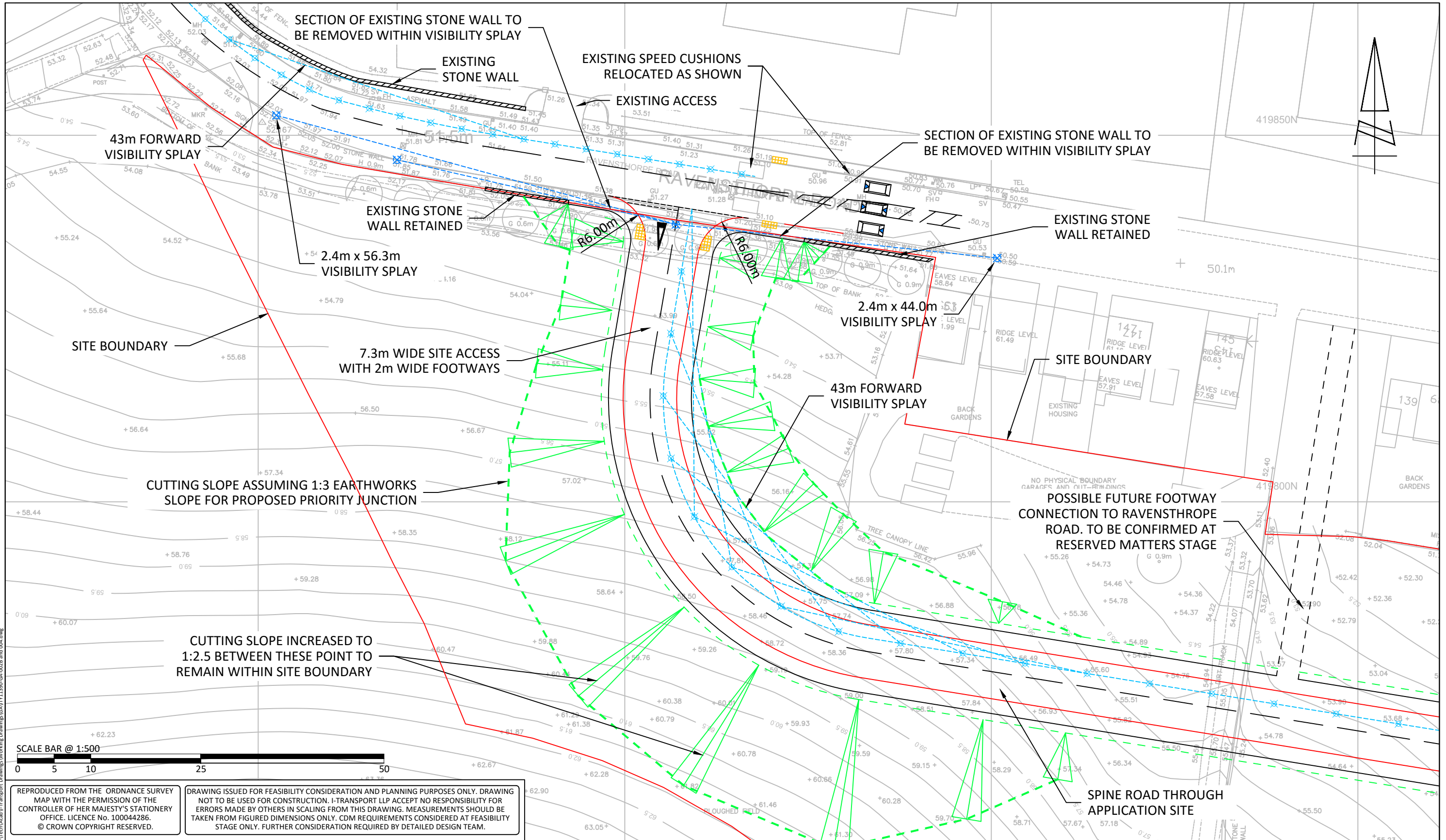
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B	29.11.16	JB	VISIBILITY SPLAYS AMENDED	GJ	GJ
A	15.11.16	PH	SITE BOUNDARY AMENDED	GJ	SE

STATUS: **PLANNING**

TITLE:	SITE ACCESS TO APPLICATION SITE FROM LEES HALL ROAD	
PROJECT:	LAND OFF LEES HALL ROAD, DEWSBURY	MILLER HOMES


SCALE @ A3:	1:500	CHECKED:	GJ	APPROVED:	SE
FILE REF:	ITY11389-GA-001	DRAWN:	PH	DATE:	11.11.2016
DRAWING No:	ITY11389 - GA - 001				
PROJECT No:	ITY11389	REV:	B		

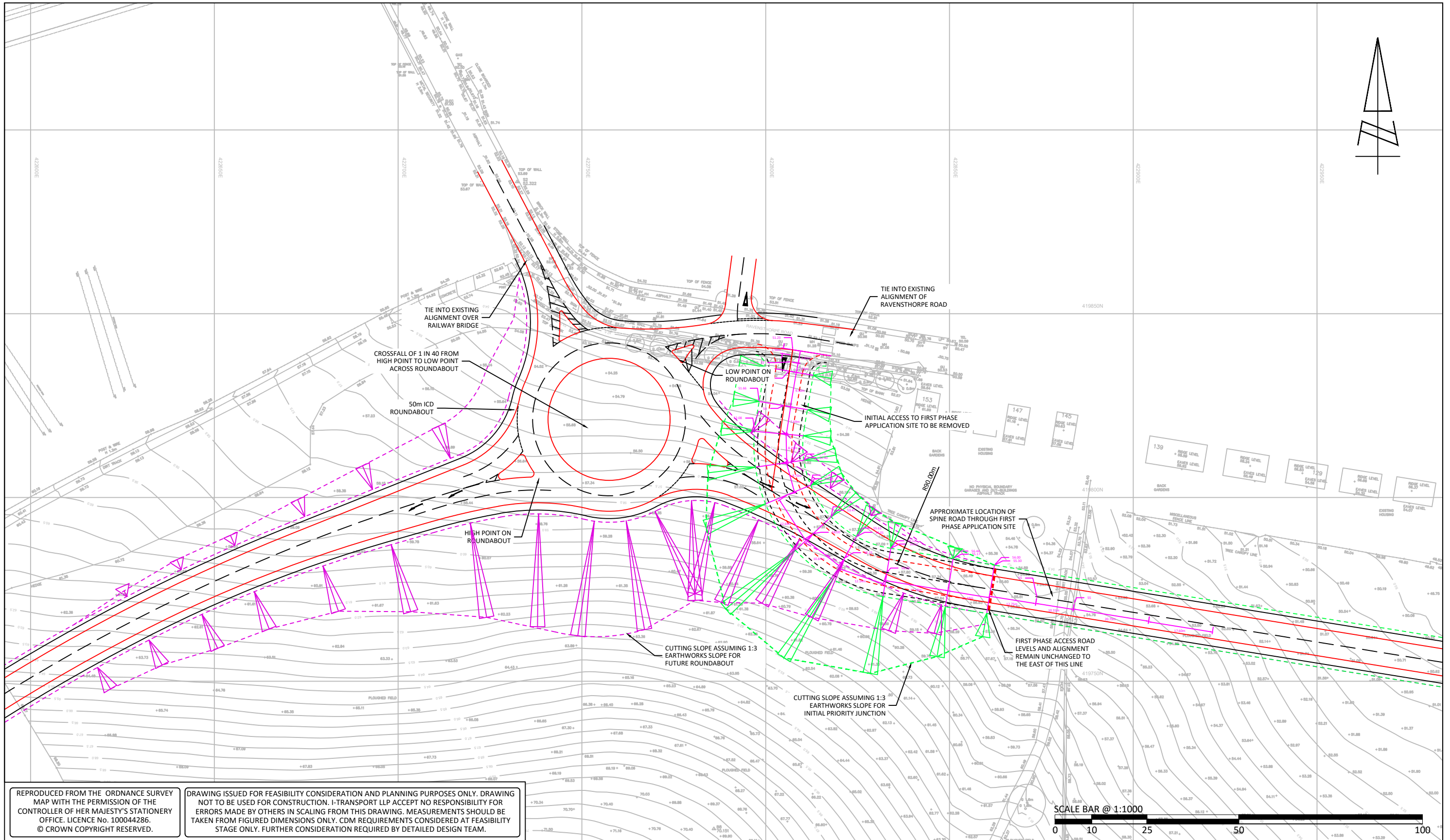
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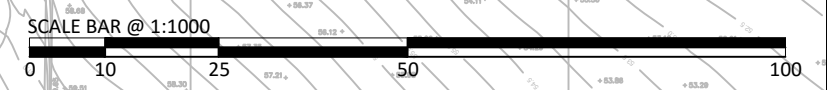
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	<p>A 15.11.16 PH EARTHWORKS AMENDED GJ SE</p>					<p>FILE REF: ITY11390-GA-002</p>	<p>DRAWN: PH</p>	<p>DATE: 11.11.2016</p>
			<p>PROJECT No: LAND OFF RAVENSTHORPE ROAD, DEWSBURY</p>		<p>DRAWING No: ITY11390 - GA - 002</p>		<p>PROJECT No: ITY11390</p>	
							<p>REV: B</p>	



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TITLE:	SITE ACCESS TO APPLICATION SITE FROM RAVENSTHORPE ROAD	
PROJECT:	LAND OFF RAVENSTHORPE ROAD, DEWSBURY	CLIENT: MILLER HOMES

SCALE @ A3:	1:1000	CHECKED:	GJ	APPROVED:	SE
FILE REF:	ITY11390-GA-001	DRAWN:	PH	DATE:	10.11.2016
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PROJECT No:	ITY11390				
REV:	-				

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