

Kirklees Council Planning Application 2021/92086

Objection to proposed residential development at Bradley Park, Huddersfield by Kirklees Cycling Campaign

1. Kirklees Cycle Campaign (@CyclingKirklees) is a membership organization promoting wider adoption of cycling. We note that this application is for **full planning permission** by Redrow homes for 270 houses on part of site HS11, which is allocated for a total of 1460 houses.
2. **We propose that permission is refused**, as the plans are inadequate, as outlined below, and there is a failure to meet active travel and climate requirements agreed elsewhere in the authority.
3. This application should include a Master plan, which has been approved by the Council for the entire Bradley Park development area. Given that this application delivers 20% of the proposed overall housing for the area to be covered by HS11, the absence of any Master plan omits or fails to recognise the many requirements of a new community.
4. This application is a highly car-based development with 550 off-road parking spaces and inadequate provision for walking and cycling links, especially given the busy main 'A' roads that lie between the proposed houses and all existing local facilities, such as schools, shops, surgery, community centre and employment at Bradley Business Park.
5. Opportunities for active travel should be paramount in consideration of this application, to minimise car trips, reduce congestion and pollution, and create a safe environment within the site. This development, along with others proposed and underway, will add to the existing congestion at key road junctions in the area

6. In particular we propose an east to west and a north to south spine route through the entire Bradley Park site. The north to south route should utilise Shepherds Thorn Lane, which should be closed to vehicular traffic, except where access is required for essential maintenance. This route has potential to be developed as part of a Brighouse to Deighton route, utilising Old Lane and Wiggan Lane, with links to existing Greenways. This route will provide a direct connection between Bradley Park and employment areas within the Leeds Road corridor.
7. The east to west route should be within open space, connecting at its eastern end to Tithe House Way and the proposed Bradley to Brighouse Greenway.
8. The residential layout should be orientated to provide a number of direct access points to these spine routes. The proposed layout is deficient in another respect consisting as it does of cul-de-sacs with variably oriented houses and traditional roofing. There is a lack of consistency with stated climate objectives. The development takes inadequate account of opportunities to maximise solar gain and photovoltaic generation
9. Finally, we need to address the plan for a new school within Bradley Park. The proposed development is not planning to provide safe and convenient access to the school by active travel modes – because it is being planned in isolation.
10. Similarly, access to the proposed local centre and any other community facilities needs to be designed so that the preferred routes are on foot or by bicycle. There should be a requirement on the applicant to provide secure, covered cycle parking.
11. There should also be a uniform 20mph speed limit throughout the development.