

About the application

Application number: 2021/92603	
What is the application for?:	Erection of storage and distribution unit (Use Class B8) with ancillary offices,
Address of the site or building:	land west of M62, south of, Whitehall Road, Cleckheaton, BD19 6PL
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
For the attention of Kate Mansell	
Dear Kate	
Reference Application number: 2021/62/92603/E	
Proposed development on land to the west of the M62 and south of Whitehall Road, Cleckheaton, BD19 6PL.	
I write in connection with the above planning application. I wish to object strongly to this development for the following reasons.	
Whilst I understand the need for the warehouse somewhere in the area, I feel that access to this site is unrealistic given its location. In the (regular) event of M62 closure over the Pennines traffic is already gridlocked along the A58, M62, A638 and B6379 (and all the connecting roads)	
HGV access from A58 using traffic lights will allow traffic to back up to an already packed Chain Bar roundabout. The unmanaged access to and from Oakenshaw will be nearly impossible to navigate especially when the former waterworks site is redeveloped, and the HGVs start to try to negotiate the roundabout too. Local traffic will then detour through Wyke using the Westfield crossroads. The pressure on this already busy crossroads will be increased especially as you propose to have a possible 1500 cars travelling along this road from the "car" carpark.	
The "car" car park entrance on Whitechapel Road will overwhelm the road given that it is already a busy road and a rat run to avoid chain bar roundabout. It has speed bumps to slow traffic already.	
Vehicles leaving this car park at shift change (or otherwise) will go a number of ways: 1) Towards Scholes and a) inundating the Westfield crossroads b) towards Stafford Arms junction with Halifax Road – the road to this junction often queues back given the amount of traffic that already uses Halifax Road	

amount of traffic that already uses Halifax Road.

2) Or 2) Traffic will turn towards Cleckheaton and a) Down Whitechapel Road, over speed bumps, past a primary school, under a narrow section under the Spen Greenway to the narrow Clemo traffic lights (where residents park their cars outside their houses narrowing the road further) b) The traffic may decide to continue past Whitcliffe Mount School over even more speed bumps and down narrow residential roads.

None of the surrounding road's cope with the traffic they have now, let alone with 1500+ additional vehicles. The traffic won't just be increased at shift change as there will be deliveries by non-HGV vehicles especially vans throughout the day. There is no mention of whether couriers will be making collections from this depot. If so, they will also add the traffic chaos that this development will create. There is also no mention of where early arrival lorry drivers will park whilst they await their delivery slot. Nor is there any mention of where lorries will park if they are late due to missing their slot after being stuck in the delays from M62 and surrounding road network delays.

The structure itself will dwarf the surrounding area. I assume that you propose to build the area up to create a flat surface rather than digging down to flatten the already undulating site. This will make the visual impact of this site even more obvious. This is the last bit of green space dividing the boundaries of Kirklees and Bradford. This development will merge the boundaries in a way that a development of smaller unit, such as those on the Euroway M606 would not. The building is oversized for the location.

The proposed landscaping and woodland gardening will in no way offset the sheer size of this proposed development, it is like trying to use a sticking plaster to fix a broken leg. It will in no way be able to disguise or replace the wildlife habitats that will be destroyed by this proposal.

The site proposes to employ 1500 people. How many of these jobs will be zero-hour contracts? How many full times? The area does need more employment, but it needs sustainable employment which enables them to have a stable income and hopefully a mortgage. The area doesn't need zero-hour contracts. There is no area on your plan for tents for your employees to sleep in – which is unfortunate as many on zero hours contracts sleep in them in other distribution warehouse across the country. The employees will need access to housing and amenities. The local bus service past this proposed development is extremely poor. Are you planning on subsidising bus services? This would be an issue for both Bradford and Kirklees bus services. There are no bus services in the evening for your employees to use, so they would be reliant on their personal vehicles, which takes us back to the issue of the infrastructure not being in place to support this development.

This development has not considered the local infrastructure at all. The "designer" has just seen a field next to the M62 and thought that'll do. It is a desk top plan only.

The proposed lighting around the plot will disturb local houses and local wildlife. Light pollution will affect the entire area.

The air quality will be seriously diminished, the site in close proximity to 4 schools with several others within a few miles away. Combined with the daily pollution from the

adjacent M62 this is unacceptable.

The proposal has ripped up the Local Plan and dumped it to the benefit of only the applicant. The Local plan has clearly been ignored. The proposed building is exceedingly bigger than that agreed on the local plan. If it is ignored at this stage, what hope have we that the proposed plan will be the actual one built? There is no trust involved at any point in this application.

I also support Save Our Spennings' representation on this planning application as I share its concerns.

Yours sincerely,