



The following are only a limited response to the updated application. I objected to the application previously and nothing in the updated version has anything to commend the proposed development to me.

The updated application has no material effect upon the unsuitability of the development. The 23 metre high grey building (for this remains unaltered) on what was until recently, and for a reason, Green Belt, will be completely unsympathetic and at odds with its surroundings.

Proposals to offset the biodiversity loss for the site at other locations will not compensate Cleckheaton for its loss, and such 'mitigations' should take place, if at all, in Cleckheaton or even South Bradford, rather than distant areas of Kirklees, with no benefit to local communities.

The proposed 1.75 metre high screening will not conceal a 23 metre high building unless you are standing next to the screening. The building will be visible for miles around and from the windows of nearby houses.

The access from Whitechapel Road will apparently be pass-controlled, suggesting that queuing vehicles could result, particularly at shift changes.

Predicted traffic flows, including that of HGVs, resulting from the development is stated as being between 0% and 100%. This is not very helpful information, as a single van movement resulting from the development will result in an increase of between 0% and 100%.

Regarding public transport access, not only have Arriva reduced the 255 service to hourly, but they have also withdrawn the 254A service, meaning there are no buses serving Whitechapel Road in the evening. I am sceptical about suggestions that a better service would be paid for by the applicant in the long term.

Incidents on the M62 are a regular occurrence, creating serious traffic issues on the surrounding road network, despite efforts to lessen this.

The sheer scale of the proposed development and its operation makes it difficult to believe that the settlements of Scholes and Cleckheaton, and indeed a wider area, will not feel additional effects arising from the development on such occasions, compounding these issues.

Where will the lorries go when the M62 and A58 are both gridlocked? Will the Whitechapel Road exit/entrance be used, citing an 'emergency'?

The original policy regarding this site when removed from Green Belt to Employment, was that only 50% of the site should be developed. The proposed development flies in the face of this policy and the question is raised as to how the about-turn in even considering this application was arrived at.