

For the attention of Kirklees Planning Department

Dear Kirklees Planning Officer,

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 in this location for the following reasons:-

**By E-Mail only.**

**5<sup>th</sup> December 2022**

Pasture Farm,  
West View,  
Scholes,  
Cleckheaton,  
West Yorkshire,  
BD 19 6EE

RE: SUPPLEMENTAL OBJECTION TO PLANNING APPLICATION ERECTION OF STORAGE AND DISTRIBUTION UNIT (USE CLASS B8) WITH ANCILLARY OFFICES, CAR PARKING, SERVICING, LANDSCAPING AND ACCESS AT: LAND WEST OF M62, SOUTH OF, WHITEHALL ROAD, CLECKHEATON, BD19 6PL LPA REF: 2021/62/92603/E

This letter is written to object to the above Planning Application.

I include the following information in support of this objection.

***The local plan states 10.68 hectares of land were developable in this area of former green belt in order to protect the residential amenity and protect the high-pressure gas main which runs through the middle of the site. The Local Planning Inspector specified that this site (the largest employment allocation in Kirklees) was to meet the identified needs of manufacturing businesses.***

The application submitted is for a storage and distribution warehouse with no manufacturing capability identified throughout the proposal. There are limited numbers of employment identified of high technology skill levels albeit not specifically for manufacturing. The application seeks to utilise far in excess of the allocated 10.68 Hectares of land with little or no regard for the gas main or heritage trail footpath and local village residential properties and roadways as outlined below.

The relatively small and insignificant buffer zone proposed, is in fact broken in principle by the proposed access road onto Whitechapel Road, which will generate tremendous amounts of disturbance to local residents in terms of noise, air and light pollution - 24 hours a day, 365 days a year.

***Local Plan Policy LP24 specifically refers to proposals promoting good design by ensuring “the creation of development-free buffer zones between housing and employment uses.”***

Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

The proposals should therefore be refused as being contrary to LP Policies LP64 and LP24.

Design - Policy LP24 and NPPF Section 12 The proposals comprehensively fail to promote good design and high standards of amenity in accordance with these policies.

***NPPF paragraph 130 (f) and Policy LP24 require that development provides a high standard of amenity for future and neighbouring occupiers, and existing and future users.***

This proposal is out of character with the surrounding countryside and environment, out of scale and proportionality with the locality. In effect this is a land grab massively in excess of the actual proposed release of green belt originally said to be for development small scale manufacturing cells (SME'S). Out of character with the current open spaces and green fields which have traditionally acted as a cushion between the boundaries of Bradford, (Oakenshaw and Wyke), Cleckheaton (Scholes and Whitechapel). The size and scale of the building will obliterate the rural landscape and green fields through the valley.

Within the application proposal it is clear that no sensitivity has been considered to the area, landscape, tree preservation or historical conservation for the heritage trail footpath which runs through the middle of the proposed development site.

The proposal has so many unanswered questions, misleading statements and errors which show poor research, local knowledge, and disregard for local communities. This begs the question, has a site visit been conducted by ISG or their agent or even the client (Amazon). The design of the warehouse has

been increased to maximise the whole area of land between the A58 and Whitechapel Road, the initial allocation of land released from green belt by Kirklees Council was 10.68 Hectares this is nowhere near magnitude proposed by the applicant.

Local Plan Policy LP24 specifically refers to proposals promoting good design by ensuring “the creation of development-free buffer zones between housing and employment uses.” The proposals should therefore be refused as being contrary to LP Policies LP64 and LP24.

### **Commercial Vehicles and Proposed Building Site Traffic**

The plan proposes removal of topsoil from the fields to build the new warehouse by HGV tipper trucks. Given that there is currently no access to the building site from the A58 then the only alternative entrance is from Whitechapel Road, Scholes, adjacent to the cemetery and directly opposite the football pavilion. Estimates of soil to be removed by haulage contractors is 100,000 CM<sup>3</sup>. This will require approximately 5,000 HGV journeys accessing the building site and exiting the site once loaded with topsoil. The B6120 (Whitechapel Road) is incapable of accommodating this volume of traffic without seriously impacting on the neighbourhood, the centre of Scholes village and schoolchildren that walk on the footpath en-route to school and also returning home. Kirklees Planning will be responsible for ignoring the high risk from health and safety of schoolchildren and their families when walking or travelling along their daily route to school and/or visiting the Sports Pavilion. Similar HGV's have been working on a building site less than 1,000 metres south of this site. Due to the risks involved to local residents a notice was imposed by Kirklees Council to cease operations on the site. This resulted in ceasing of HGV's vehicular access to the building site due to resident concerns around the risk to Health and Safety and access to the building site. Local Counsellors supported the residents and work was suspended until changes were arranged.

Local residents living on Whitechapel Road near to the site entrance will have their living standards and quality of life negatively impacted throughout the construction period due to the large volume/s of HGV's, excavator traffic and constant comings and goings by site workers. The initial proposal stated the warehouse erection would take a period of 78 weeks, the latest planning application has now extended this to 84 weeks. This is a significant period of time for development of such a massive building with only one site entrance accessible via the (B6120) Whitechapel Road, Westfield Lane (B6379) and New Road East (B6120). The village of Scholes has a 20MPH speed limit zone with traffic calming bumps running along Westfield Lane, New Road East and Scholes Lane. The volumes of inherent traffic this proposal brings throughout the building erection period present a serious safety risk to local villagers, pedestrians and schoolchildren.

Once the warehouse is opened the volumes of shift personnel driving cars, motorcycles and arriving by bus will increase noise and vehicle pollution levels to the detriment of residential properties in Scholes and Whitechapel. HGV's arriving and leaving the warehouse along with collection traffic for home delivery will create significantly more traffic and congestion on local highways and the motorway network on the M62 Chain Bar intersection.

Discussions with Kirklees Planning have established information from the applicant to suggest that the Whitechapel Road entrance should only be used by HGV's in cases of emergency. I ask the question from Amazon or Kirklees Planning on the interpretation of “an emergency”. Also how is this policed to ensure there is no contravention of the planning regulations?

As a residents of Scholes we have seen significant increases in traffic along the M62 corridor and specifically the A58. The M62 has severe daily congestion and accident/breakdowns, this causes delays

on a weekly basis. This is becoming a regular problem for local communities once the M62 has an incident Scholes Lane, Westfield Lane and New Road East become the immediate exit routes for onward travel to avoid sitting in traffic on the motorways. The current network of motorways, roads, parking facilities and services and highways adjacent to the development are incapable of accommodating the proposed expansions in traffic for an operation of this size and scale operating 24 hours 365 days per year!

Residential housing on Whitechapel Road, particularly those near the proposed entrance will suffer increased noise levels, lighting disturbance and poor air quality due to traffic pollution. Their standards of residential amenity will be severely diminished all of which are contrary to the Local and National Planning Policies.

The applicant states in the new plans that only staff buses will be permitted to use this access between the hours of 11pm and 7am. This is to reduce night-time activity on Whitechapel Road reducing impact on residents. How will this be measured, by whom and how reported?

The development fails to represent good design, and is entirely unsympathetic to local townscape & landscape character and history. It comprehensively fails to establish or maintain a strong sense of identity in keeping with the rural landscape.

The local plan states 10.68 hectares as the developable area in order to protect the residential amenity and protect the high-pressure gas main. This completely goes against the local plan.

#### **HGV Parking and Facilities.**

I note that the resubmission of the planning application identifies several local filling stations and service areas. These are claimed to be open 24 hours and with public conveniences for driver use if/when they may miss or arrive earlier than their allocated estimated time of arrival. The list presented does not include any food services which may also be available. The following information is more accurate.

- Tesco Supermarket has 24 hour unattended fuelling services, the supermarket is not open 24 hours and there are no public conveniences or washroom facilities. No food services on the premises. This parking area is for supermarket customers only.
- The A58 has one layby for parking, at most for no more than 2-3 HGVs. There are no food service facilities or toilets nearby.
- Welcome Break has Motorway Services Eastbound and Westbound on the M62. They offer 24 hours parking however the cost of parking is circa £29.50 per vehicle.
- The remaining filling stations identified are not in close proximity to the warehouse and depending on the time of day there are others in closer proximity.

- Had an area inspection of the locality been conducted this would have presented a much more precise application showing the integrity of the applicant.

A further important inaccuracy in the application is reference to the highway B3062. This Highway is located in Bournemouth near to an Amazon warehouse. Is this a genuine error or further evidence of copying and pasting from past planning applications?

In closing I wish point out that the Amazon Founder recently announced that he was giving millions of pounds to projects to save the planet and nature, building a new warehouse of this size at this location is completely in contravention of his ideals!

**I confirm that I am a fully in support of the “Save Our Spen” Campaign along with my family and relatives living in the locality of this application.**

Yours Sincerely,