

C L Developments
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By email to DC.Admin@kirklees.gov.uk
Planning & Development Service
Kirklees Council
PO Box 1720
Huddersfield, HD1 9EL

25 August 2022

Dear Sir/Madam

Planning application number: 2022 / 91730

Development: Demolition of former dairy/snooker centre/storage and erection of 9 light industrial units

Applicant: D & M Middleton

Location: Land Adjacent, 60, Northgate, Cleckheaton, BD19 3NB

I write to make a further objection to the above planning application, prompted by the publication of comments from the Spen Valley Civic Society.

The Civic Society states that it submitted an objection to the original planning application 2020/91747 but can find no trace of that objection on the relevant planning webpage.

Although it is true that the objection concerned was not published under the heading "Comments", it was in fact published. It can be found quoted on page 5 of an "Update of List of Planning Applications to be Decided by Planning Sub-Committee" dated 14 April 2021 (2020/91747 – "Delegated Report/Committee Report [id864582]", under the heading "Committee").

In its present comments, the Civic Society has referred to police advice at the pre-application stage about an increased risk of crime from "*an unspecified source*" - which the Civic Society says it believes to be the nearby bail hostel. But in its comments on the original 2020/91747 planning application, the Civic Society was explicitly clear on this particular matter, stating -

"....We know from discussion with Mr Middleton that he has considered residential use for the site, but was put off at the consultation stage by the police who could not support such a proposal because of the close proximity of a probation hostel, with the implication that there would be an increased crime risk. This is an appalling comment for the police to say, and which has no statistical evidence to support the statement....."

I've recently had to make a formal Freedom of Information request for the purpose of attempting to find out the exact content of the advice given by the Police Designing Out Crime Officer at the pre-application stage.

Though it has been said that the original plan was to include housing, the fact is that by the time the first planning application had been submitted in June 2020, housing development had already been emphatically excluded.

On the matter of Highways, the Civic Society notes that KC Highways has now expressed concerns about the suitability of the site for its proposed use.

Whilst it is correct that issues have been raised in the consultation response of KC Highways dated 10 August 2022, the response made refers only to "internal site issues" including inadequate site access and servicing arrangements. No attention has been given in that response to issues relating to adjacent and nearby public highways.

This reflects the Transport Statement of Paragon Highways which also chose to ignore all highway and safety issues beyond the immediate site boundaries, including for example, issues relating to the junction of Scott Lane with Bradford Road and the junction of Northgate with Horncastle Street.

The junction of Scott Lane with Bradford Road should be of particular concern, given that the site access is proposed to be off Scott Lane, yet has apparently been viewed by KC Highways as being of no significance.

Given that KC Highways requires the applicant to track a 16.5m articulated lorry and provide appropriate kerb radii to both accesses (from Scott Lane and onto Northgate) which should be determined by 16.5m articulated lorry swept paths, the matter of the junction of Scott Lane with the main A638 Bradford Road is important and cannot be ignored.

In a tracking plan dating from November 2020 (document 846221 in the 2020/91747 application, & document 933314 in the present 2022/91730 application), Paragon Highways took a minimalist approach on behalf of the applicant, commencing its tracking of a 7.5T panel van from approximately halfway up Scott Lane, just metres from the site access, and ended its tracking within the site itself, with no tracking onto Northgate and beyond. Entering the site, even a 7.5T panel van crosses the centre white line to enter the site.

Earlier tracking illustrated at Appendix C of the Transport Assessment report of Paragon Highways dating from May 2020 similarly commences tracking just a few metres from the access points, and a vehicle illustrated exiting the site onto Northgate in the direction of its junction with Horncastle Street and Serpentine Road also crosses the centre white line into the path of oncoming traffic.

Paragraph 2.1.8 of the Transport Assessment of Paragon Highways states that Scott Lane forms part of a bus route, the implication being that large

multi-wheeled vehicles already turn up Scott Lane from its junction with the A638 Bradford Road. Paragraph 21.12 of the same report also states that the site is located within easy reach of the bus services on both the A638 (Bradford Road) and Scott Lane, and that the relevant bus services are shown in the Transport Sustainability section of the same report.

However, Table 1 at paragraph 21.25 under the heading “Transport Sustainability”, documents clearly that the closest bus services – bus numbers X25 and 268 – travel only along Bradford Road.

Paragraphs 2.1.8 & 21.12 of the applicant’s submitted Transport Assessment are therefore false and misleading, and large multi-wheeled vehicles should be fully and properly tracked to and from all main routes.

Regards

T/A C L Developments