

From:
Sent: 26 December 2023 18:02
To: DCAdmin
Subject: Objection to 2023/62/93031/W Wappy Springs Planning Application

[For publication]

Cycle Kirklees (the Kirklees Cycling Campaign) promotes everyday cycling and is a membership organisation. We wish to object to this application (2023/62/93031/W). We contend that provision for walking and cycling to and from the site is inadequate and the applicant's transport report lacks the required elements that would make this accessible by non-drivers and comply with DfT guidelines.

The A643 (Lindley Moor Road) is a busy road with excessive speeds at times. It will carry more traffic if this development is approved. This site will attract traffic from motorway junctions as well as through residential areas nearby. In response, if this development is recommended for approved, there needs to be improvement to make accessibility of the site on a bike or e-bike or on foot safer and more practical.

Cycle routes, footpaths and highways crossing points

A controlled crossing would create safer access to the shared path from Crosland Road. It would also allow safe crossing between the shared path, Haigh House Hill and Old Lindley Road. We believe this is required given the traffic levels and current traffic speeds.

Although a toucan or shared path may not be required at this location simply for a dozen industrial units, the *added* movements would justify this upgrade as it is already a well-used path by walkers and cyclists.

A footpath between Crosland Road and the new housing off Weatherhill Rd was included in the improvement plan for previous developments. We are disappointed this appears still to be overdue for attention. We believe it should be designed as a shared path accommodations pedestrians and cyclists.

Cycle Parking

There are only a few uncovered cycle stands shown near units 4 and 5 whereas there is provision for car parking near all the units. Instead of the limited provision planned, to comply with current guidelines there should be sheltered cycles stands at each set of units.

Provisions in LTN 1/20 recommends 1 bicycle parking space per 500m². With a projected 8366m² floor space, we propose 16 spaces – making a set of 4 covered Sheffield stands outside each building.

Whilst the cycle parking that is included in the plans does meet the guidance for distance to the building entrances for units 1-8, we consider that additional spaces that should be provided to cater for for all units. Recognising the layout of the development, guidance recommends cycle parking is less than 100m from a destination. We would recommend dedicated facilities are placed outside each building. There should also be 5% for disabled cycles (1 space) which would need to go next to the disabled bays, but if all cycle parking was located just outside the entrances, we suggest that would be sufficient.

Secretary, Kirklees Cycling Campaign,

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