West Yorkshire Combined Authority | Tracy Brabin Mayor of West Yorkshire

Kirklees Council Planning Department
Civic Centre 3
Market Street
Huddersfield
HD1 1WG

12 November 2024

APPLICATION REF: **2024/61/92365/W, 2024/61/92235/W**

CA REF: **K1022, K1023**

PROPOSAL: **Reserved Matters applications (including the considerations of appearance, scale, layout, access (including pedestrian and cycle access into and within the site and vehicular access within the site), and landscaping) for the erection of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works**

LOCATION: **Land Off Blackmoorfoot Road and Felks Stile Road**

ALLOCATED SITE: **HS23**

To whom it may concern,

Thank you for consulting with the Combined Authority (CA) on the above applications.

The West Yorkshire Plan delineates the following five ‘missions’ that underpin the work we do to improve lives and communities across our region:

> An inclusive economy with well paid jobs
> Great places and healthy communities
> A strong transport system
> Making lives greener
> A region where everyone can flourish

We collaborate with the public, private, and charity sectors to support the delivery of strategic developments across West Yorkshire that contribute to accomplishing these missions by 2040. To meet our environmental targets of net zero by 2038 and improved air quality, new development must create places that allow for and encourage the use of more active and sustainable modes of transport than the private car. This is reflected in the Kirklees Local Plan policies:

- LP19: Strategic Transport Infrastructure
  - "achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail, and public transport"
- LP20: Sustainable Travel
  - "new development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car"
- LP21: Highways and Access
  - "proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users"

This proposal is situation within the Manchester Road / Blackmoorfoot Road Spatial Priority Area (SPA). These are areas identified by the CA and the Council as having significant potential for growth. Therefore, well-designed proposals for development within SPAs will benefit from our support in order to accelerate progress on our five missions.

Our response to the Outline planning applications for this development recommended a sustainable travel contribution that comprised the value of Residential MetroCards, the cost of improving bus service provision, and the price of new bus stops. For both parcels of the development, this would have totalled £439,855 plus £150,000 per year during the agreed bus subsidy period.

What has instead been secured is a Sustainable Travel Contribution of £397,000, to be paid in three instalments upon reaching agreed milestones in occupation. This payment schedule is set out in the Section 106 agreement. In addition, a further payment of £47,000 has been secured in the S106 for local bus stop improvements.

As part of the Reserved Matters proposals, the site access road has been designed to allow for future bus permeability through the site, which means that a solution to the limited existing bus provision around the site could feasibly be delivered using some or all of the sustainable travel funding. This is to be agreed as part of the Travel Plan implementation, which is to be decided in due course and no later than 3 months prior to occupation, as required by the Outline planning condition.

Based on the Movement Framework Plan, there will be two main bus stops located centrally along the main spine road within the development, which is an acceptable proposed location. The additional layby stop located close to the Blackmoorfoot Road access would not be required subject to the aforementioned main stops being designed to CA standards – including clearways measuring at least 25 metres and appropriate parking controls to ensure that parked cars do not impact the operation of buses.

These stops should also be designed to allow for a longer bus dwell time, which may be necessary if the stops are used in future as a bus terminus or timing point. The funds secured at the Outline application stage to provide shelters and real-time information displays at two (unspecified) bus stops could be utilised to provide these facilities at the two proposed stops on the main spine road.

Ideally, upgrades should also be made to the existing bus stop provision that is likely to see an increase in use as a result of this development. Stops Felks Stile Road Blackmoorfoot Road (45019333, 45019334) should be connected to the proposed access off Felks Stile Road with a new footpath.

Also, stop Blackmoorfoot Road Standard Drive (45019288) is currently a single stop that serves both sides of the road – requiring passengers to stand in the carriageway to hail westbound services. This should therefore be addressed to improve the safety and attractiveness of the stop.

Below is a table that sets out the services which currently serve the closest existing stop (Blackmoorfoot Road Standard Drive) as well as the nearest stop from which a Core bus route can be accessed (Blackmoorfoot Road Balmoral Avenue):

No.	Day	Time of Day	Headway	First	Last	Route & Time (hh:mm)
Blackmoorfoot Road Standard Drive (45019288)						
393	Monday – Friday	Early Morning	N/A	08:04	17:16	Huddersfield (00:00) Thornton Lodge (00:04) Lockwood (00:07) Crosland Moor (00:10) Crosland Hill (00:16) Linthwaite (00:23) Blackmoorfoot (00:28)
		Day	60 mins			
		Evening	N/A			
	Saturday	Early Morning	N/A	08:04	17:26	
		Day	60 mins			

		Evening	N/A			
	Sunday & Bank Holidays	Early Morning	N/A	N/A	N/A	
		Day	N/A			
		Evening	N/A			
431	Monday – Friday	Early Morning	N/A	15:23	15:23	Blackmoorfoot (00:00) Linthwaite (00:03) Crosland Hill (00:05) Crosland Moor (00:09) Beaumont Park (00:12) Lockwood (00:15) Thornton Lodge (00:18) Huddersfield (00:24)
		Day	N/A			
		Evening	N/A			
	Saturday	Early Morning	N/A	N/A	N/A	
		Day	N/A			
		Evening	N/A			
	Sunday & Bank Holidays	Early Morning	N/A	N/A	N/A	
		Day	N/A			
		Evening	N/A			
Blackmoorfoot Road Balmoral Avenue (45019291)						
328	Monday – Friday	Early Morning	20 mins	05:57	23:13	Crosland Moor (00:00) Huddersfield (00:15) Fartown (00:30) Deighton (00:40) Bradley (00:47)
		Day	15 mins			
		Evening	60 mins			
	Saturday	Early Morning	30 mins	06:15	23:16	
		Day	15 mins			
		Evening	60 mins			
		Early Morning	N/A	09:03	22:11	
		Day	30 mins			

	Sunday & Bank Holidays	Evening	60 mins			

Going forward, the CA would like to be included in discussions regarding the provision of public transport for this development. I trust that these comments will be useful in your appraisal of this application, and please do not hesitate to contact us if you wish to discuss these comments further.

Many thanks,

Spatial Planning and Strategic Sites Team
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