



Active
Travel
England

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Your Ref: 2024/61/92235/W
Our Ref: ATE/24/01095/RM
Date: 06 November 2025

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Nick Hirst, Kirklees Metropolitan Council

Application Ref: 2024/61/92235/W

Site Address: Land off Blackmoorfoot Road and Felks Street, Crosland Moor, Huddersfield, HD4 7AD

Description of development: Reserved Matters application (including 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 231 residential dwellings and associated works including landscaping and the provision of open space, pursuant to [Western Parvel] outline permission 2020/92546 (with details of points of access only) for the development 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.

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Thank you for reconsulting Active Travel England (ATE) on the new details submitted on this reserved matters application considering a residential led proposal with access from Felks Stile road. In our original response made in October 2024 ATE raised the following issues and recommended that a decision on the application was deferred until more information was submitted to help address our concerns and sufficiently create an environment that supports and embeds active travel.

ATE specifically sought more information on:

- Confirmation of proposed design speed for the Residential Connector and Primary Loop Road.
- Information relating to the shared routes
- Further details of crossings
- Extension of cycle path to MUGA
- Further information relating to cycle parking to include provision for the maisonettes and play areas
- Clarification that non-motorised routes within the public open space would have a fully bound surface to ensure routes are accessible and maintainable.
- Lighting information

Several new plans have been submitted including an Active Travel Infrastructure plan, which provides more detail in some respects.

No details on the designed for speed limits are detailed on the submissions, and therefore this remains unclear. ATE recommends that all the roads in the development are designed to keep speeds at or below 20mph in accordance with Manual for Street (Section 1.6.1) to encourage walking, wheeling, and cycling.

The Active Travel Infrastructure plan is helpful covers the western part of the site in but isolation to the other phases. It is noted that shared cycle and pedestrian paths predominate with no stepped segregation. These are shown on only one side of the spine loop road. As described in our last response shared use can create conflicts between faster moving cycles and slower pedestrians and wheelers, LTN 1/20 seeks that cycles are treated as vehicles and separated from pedestrians and wheelers. ATE remain concerned on this layout without specific further justification.

The crossing designs requested have not been included in the new plans and therefore this issue is still outstanding. The Pedestrian Footpath Link Levels plan includes some information on one crossing seeming to show a raised table possible on a secondary residential street to the south west of the site. Please can more information be provided to present a comprehensive crossing design for the whole site.

The Active Travel Infrastructure plan would indicate that provision is now made for a cycle route and short stay cycle parking adjacent the MUGA, this is welcome. Surfacing should be tarmac or similar to ensure the surface is usable in all weathers, durable and will not become rutted. This should be secured by condition given the plans appear to miss this information.

No new information on the level of cycle parking to maisonettes or other dwellings without garages, has been provided. Covered and secure communal cycle parking (1 space per

bedroom) should be provided inline with LTN 1/20, table 11-1, unless locally adopted cycle parking require alternative provision. Please provide details of the cycle parking for the maisonettes and the dwellings without garages and confirm that access to all cycle parking can be achieved without bringing the cycle through the house.

Bound surfacing to the public open space is not specifically detailed, although it is noted the routes would be shared used on the Active Travel Infrastructure Plan and should be sealed and all weather. As stated above this could be secured by planning condition if necessary.

No new information on lighting is included, so these issues remain. Understanding lighting is crucial to considering personal safety matters. This will be important to consider for routes through the open space, an otherwise attractive desire line away from vehicle traffic.

2.0 Summary

At this stage as the new information does not yet address our concerns ATE continue to recommend that any decision on this application be deferred until more information is submitted. We would be happy to discuss the issues we have raised in more detail if required.