

Address: 1, Mona Street, Huddersfield, HD7 5EJ

### About the application

Application number: 2025/92882	
What is the application for?:	Erection of 75 dwellings with associated parking, infrastructure, hard and soft
Address of the site or building:	Cellars Clough Mill, Manchester Road, Marsden, Huddersfield, HD7 6LY
Postcode:	LS10 1FB

### User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	No
<p>This application should not be considered for approval for the following reasons:</p> <p>The original planning permission approved in 2007 was for conversion of mills 1, 2, 3 &amp; 4 and former offices to 101 dwelling units, 9 live/work units, residents' gym, pool, shop, meeting room and bike store. demolition of other buildings. car parking &amp; landscaping Improvements to access road. The traffic management plan for the increased traffic accessing and exiting the junction with Manchester Road, A62 was accepted. It included various small alterations such as removing trees to improve drivers' visibility which with the passage of time may not be applicable now. The only material upgrade to the junction was a right turn filter lane on the west bound carriageway, which was accepted.</p> <p>In 2016 (2016/91573 ) the original application was withdrawn with a new application for Demolition of existing redundant mill buildings and erection of 55 dwellings with associated parking and access from Manchester Road Despite objections from local and Planning Committee Councillors that the traffic management plan was not adequate and did not address all the risks involved, planning permission was passed. It was that a right turn filter lane be installed on the West bound carriageway.</p> <p>This current application 2025/62/92882/W is for Erection of 75 dwellings with associated parking, infrastructure, hard and soft landscaping and access from Manchester Road. The original traffic management plan for the increased traffic accessing and exiting the junction with Manchester Road, A62 has been cut and pasted into the new application. It is for a right turn filter lane be installed on the West bound carriageway of Manchester Road.</p> <p>This plan was and continues to be totally inadequate, and fails in any way to address the biggest risk which is when vehicles are exiting the site.</p> <p>A right turn filter lane on the west bound carriageway will maintain traffic flow allowing vehicles to pass any vehicles waiting to turn into the site, although even without this</p>	

vehicles to pass any vehicles waiting to turn into the site, although even without this lane the risk to following vehicles is fairly low. However the biggest risk of collisions will be when vehicles are exiting the site.

75 new dwellings will clearly result in residents vehicle movements to and from site, with a high percentage at peak times of traffic flow; school run, work rush hour, but also have an increase of larger commercial delivery vehicles such as supermarket and online shopping deliveries accessing to and from Manchester Road.

Manchester Road is a Class 1 road, A class, being a major road intended for significant traffic flow with a speed limit of 40 mph. In addition to local traffic it is the main route linking Huddersfield to Oldham, South Manchester, Ashton under Lyme, and then on to Manchester airport. During times of major incidences on the M62 such as serious accidents or closures for highway repairs, motorway traffic is diverted along the A62 and this road.

The carriageway is level without incline but being 200 meters (656 feet) above sea level is subject to frequent and serious frosts and ice. The area has higher than average levels of surface water coming from higher ground often causing large areas of black sheet ice. By contrast, the access road from/to site from Manchester Road has a steep incline at 10% gradient. If you consider Right of Way: Rule 155 of the Highway Code states that you should give way to vehicles coming uphill, as it is more difficult for them to stop and restart. Downhill traffic should reverse to a passing place if necessary to allow the uphill vehicle to pass, the only way to ensure safe vehicle movement to exit the site would be the installation of traffic lights. Cars waiting up hill on a red light can put the hand brake on as opposed to holding on the clutch to pull out in good time into traffic moving at 40 mph.

Exiting from this road whether turning east or west (left or right) requires holding the vehicle by the clutch or performing a hill start manoeuvre whilst looking constantly for a clear break in traffic, when turning west, in both directions. The visibility of traffic approaching from the west is restricted to 75meters and 120 from the east. In winter there is the addition of sheet ice which the road at that incline point is prone to (I myself have slipped on it there, on foot). A right turn filter lane on Manchester Road does not help reduce these risks posed when exiting.

The developer will be aware that:

Section 278 of the Highways Act 1980 allows a developer to enter a legal agreement with a local highway authority to make permanent alterations to a public highway, as a condition of planning permission. This enables developers to carry out works such as new accesses, junction improvements, or the installation of new signalised crossings, while ensuring the highway authority is protected from the costs. The developer pays for the works, which can include a bond or cash deposit to cover defaults.

They will also be aware that if the council approve the application as currently submitted and then at a later date due to safety needs, additional traffic management systems (Traffic Lights for example) must be installed they would not be liable for the costs, with the costs being paid by the council tax payers of Kirklees.

In summary, before the planning committee consider approving this application the

Installation of traffic lights at the access road junction with Manchester Road must be agreed under Section 278. The lights must also have provision for safe crossing for pedestrians to access bus stops. Only a system of traffic lights would meet the needs of both drivers and pedestrians where the installation of a right turn filter lane would increase the risks to people on foot as would a mini roundabout which are design to keep traffic flowing and moving not the stop it.