Address: 3 Booth Bank, Booth Banks Road, Huddersfield, hd75xa

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

I have no objection in principle to the redevelopment of the site, which I can see from my home. It needs to be appropriate in scale and design.

Access.
Internal access and traffic flow appears to be too restrictive.
The necessity of 206 cycle spaces (one cycle per bedroom!) is wishful thinking, especially given local topography and weather. Couching the advantage of proximity to Meltham from a cycling perspective is laughable. An environmental and sustainability box-ticking exercise.
I have made observations on site from the entrance to Manchester Road. Visibility of oncoming traffic is approximately five seconds to the left and seven seconds to the right, not on a “blind bend” as one person claims. So, adequate. Visibility to and from Stubbin Road is more than adequate. Sight lines to the left when exiting Stubbin Road are very poor but there are no plans to change it.
According to police records (https://www.collisionplot.co.uk/), there have been only two accidents in the vicinity within the last 10 years, one on Stubbin Road involving a cyclist during 2023 and one single-vehicle one on Manchester Road during 2019. As the site would accommodate only up to 116 vehicles is fairly easy to calculate that during a “rush hour” the average will be less than two vehicles per minute entering or leaving the site. There appear to be no records of traffic flow before or since the mill closed but it’s fair to say that the current commercial premises are periodically reasonably busy and there are no issues. Apocryphal stories of near-misses should be ignored.
I consider that any objection is on grounds of access may be a red herring to disguise a general dislike of this development and possibly private vehicular transport in general, however, should consent be granted I fear that it will be used as an excuse by Kirklees Council’s Highways Department to reduce the speed limit even further or, worse still, install traffic lights.
Therefore, I object on traffic grounds.

Design.
The architectural renderings look from a distance like Soviet era prison blocks coloured in by primary school children. The elevations add nothing tangible apart from appearing devoid of any character.
The individual blocks are one story too high.
There is no meaningful information on the fibre cement slate cladding but it is safe to assume a cheap and nasty material which may be appropriate for Leeds city centre but is totally out of character with and unsuitable for the setting and Colne Valley area in general. There are comparable recent and ongoing local sites which use local materials, ie stone: the old fire station in Marsden, Howgate Road and Lingards Road in Slaithwaite, and many more smaller sites. Clearly it’s been economical on these sites and thus should be at Cellars Clough.
There is a dearth of outdoor amenity space given the density of dwellings and almost no opportunity for outdoor privacy. This works well in the idealised world of a sociologist but rarely in reality, especially on a site so large and densely-populated.