

From:
Sent: 08 January 2026 16:46
To: DC Admin
Cc:
Subject: Planning application 2025/93234. Retrospective and re-siting of Oakenshaw Cross

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Objection to planning of re-siting of Oakenshaw Cross. 2025/93234

Having studied the plans submitted I have concluded that the **Oakenshaw Cross could be reinstated in its original position in the centre of Wyke Lane.**

1. The Oakenshaw Cross Grade II listed building was clearly visible in all weather conditions. It served to remind all road users that it was not a major road and should be driven along carefully to protect pedestrians, cyclists and horse riders from harm. The lane is used by many people to access bus stops, two primary schools, Church, the Greenway and Oakenshaw Lane. Farm vehicles, fire engines and similar vehicles have never struck the Cross. The Cross was struck three times, and this was due to careless driving at too great a speed. After the first strike a base stone was pushed further out into the roadway and Highways failed to adequately protect it from further damage.
2. The Highways statement and drawings suggest that the problem is HGVs driving down Wyke Lane but HGVs above 7.5 ton should be stopped from trying to ignore access only signage. Chicanes, better signage, a 20mph limit and road narrowing as on other similar roads would serve to prevent HGVs from coming both up and down the lane.
3. The removal of the Cross has already had a significant detrimental effect on road safety. The subsequent installation of bollards projecting out further than the original glance stones have narrowed the highway. The Cross if reinstated could have retroreflective protective glance stones to further enhance its visibility.
4. Historic England (in supporting document 1119737) states that the significance of the Cross is its central position in Wyke Lane, where it has served as a focal point of the village over many generations. It acts as a traffic calming measure which Highways made into a roundabout by installing directional arrows. This ensured that smaller vehicles avoided collisions but still permitted access for larger vehicles. The top of Cross Street could in fact be made slightly wider to allow delivery vehicles to avoid driving over the grass verge, a relatively cheap and easy remedy.
5. In the Kirklees Highways (document 1115553) statement they said they were asked to find a solution to allow Oakenshaw Cross to remain in its existing location. No traffic calming measures to date have been installed or better signage which was promised several years ago. If the Cross is moved the lane still needs traffic calming measures to ensure the safety of all road users. Kirklees want people to use public transport and sustainable travel and yet are ignoring pedestrian safety by making vehicular traffic a priority. **Where**

is the vehicular tracking analysis (document 1115555 4.2.3) and road safety audit? As a resident of Wyke Lane there has been no evidence of any monitoring of traffic ever.

6. Removing the stones from the centre of Wyke Lane is damaging a site that is believed to be Medieval in origin and the site of an old Market Cross. They are not a fifth step as they are almost the same size as the stone steps mounted on them and are joined together in a different manner.

7. In the Design and Access statement the re siting of the Cross says it will be 12m away from its original site, but other documents refer to 15m and 20m? It must be clearly visible from Wyke lane when travelling East or the prominence as a visual marker of the village centre is lost.

8. Finally, the cost to the public purse of re-siting the Cross must surely be considered. The existing location is the best solution with traffic calming measures installed at the Eastern end of Wyke Lane and after Nufarm at the Western end

Please acknowledge receipt of this objection .

Thank you.

27a Wyke Lane, Oakenshaw BD127EE.