

From:
To: [DCAdmin](#)
Subject: Outline Planning Application for Crosland Hill, Huddersfield (Ref. 2020/92546)
Date: 21 September 2020 16:30:12

Objection to Outline Planning Application for Crosland Hill, Huddersfield (2020/92456)

As residents of the proposed development (2020/92456) we are concerned about the potential for it to have impact on our neighbourhood – through increased traffic, noise and road safety issues and we wish to register an objection.

This proposed development, largely on a brownfield site is planned to accommodate over 2000 people. It will generate greater through traffic on Blackmoorfoot Road and affect Meltham Road and Manchester Road and there will significantly greater demands on existing community facilities.

Shops and services in Crosland Hill, Crosland Moor, Beaumont Park and Linthwaite, are sufficiently distant and mostly require travel along Blackmoorfoot Road, a busy narrow route to villages outwith the town. This will generate considerable growth in motorised traffic.

Whilst the master plan provides some community facilities (village centre) - doctors, surgery and community centre, there is a need on site for other community facilities that are with easy walking distance of residents (e.g. shops on the site, community hub with digital facilities) as well as easier access on the site to more frequent buses services.

The assumption that nursery and primary school children travel to Dryclough Road (over a mile largely on a busy road) is likely to create a significant additional traffic generation at peak hours. A primary school on the site or in close proximity in Crosland Hill should be part of the infrastructure requirements of this level of growth in edge of town housing.

The closest existing services are at the junction of Blackmoorfoot Road and Dryclough Road and consist of a range of shops including a post office/newsagent, mini-market, greengrocers, bakery and fish and chip shop. This is approximately 1 mile from the centre of the site.

At the Park Road West junction with Blackmoorfoot Road is a small Cooperative supermarket, a pharmacy and several other small shops. In Gilroyd Lane, Linthwaite (closer to part of the site in Felks Stile Road, there is a minimarket and petrol station), accessed via School Lane. This is approximately 1.25 miles from the centre of the site.

To tackle the likely traffic generation of such a large development located on the edge of the urban area of the town needs innovation and investment in infrastructure.

A requirement to upgrade facilities for walking and cycling would be required to facilitate greater uptake of active travel. With safer walking and cycling facilities on local roads and footpaths, residents will be able to access shops and services and the town centre without a car.

If we include the travel to school options, which should be possible to undertake safely by bicycle or on foot, this requirement for improved walking and cycling becomes increasingly important to address.

Travel plan

The travel plan does not provide a plan fit for a development that could be complete by 2030. By then we will be shifting away from car use towards active travel, greater use of public transport and putting more emphasis on home working.

To reduce the carbon footprint of the development will need an investment in assisting residents to reduce journeys due to work. Switching to active travel or public transport, as important as they are, does not deal with the lessons of Covid19, which will have long-term consequences on work patterns.

Residential developments for the late 2020s need provision for properly designed work spaces in the home, digital facilities to do that (fibre network) and the option to use space in the community hub that allows for local working out of the home, for meetings (bookable spaces) or for a change of environment, where there are toilet and cafe facilities.

There is also a need to factor in recharging points that are located on parts of the site that are convenient to the residents. Similarly, access to bus services would be preferable on the site, albeit at the entrances, so as to make travelling by bus and carrying shopping from bus to residence a practical alternative to car travel.

As indicated above, there is a need for a pro-active cycling and walking strategy in the travel plan reflecting the reality that shops, schools and most other facilities are some distance.

This development (and others that may be approved in parallel in this ward) will have an effect beyond the immediate roads affected in the applicants

travel plan. We wish to see attention given by the applicant and Kirklees Council to the traffic effects on existing neighbourhood close by.

For this development to go ahead with the anticipated additional traffic generation, improved facilities for pedestrians (i.e. better footways) and in some case (e.g. Felks Stile Road) the construction of footways on roads that will be heavily used by pedestrians) should be required. There is also a need for increased or rerouted bus services to serve the site.

Wider community impacts of increased traffic

Traffic from this housing site will have an effect on roads and communities that are linked to Blackmoorfoot Road. Although the applicant has looked the impact on Manchester Road, we believe that the real effect of this development will be felt by residents and businesses and schools through increased traffic passing through residential neighbourhoods on local shopping trips, school travel, travel to work (commuting) and home deliveries. This occurs already and creates congestion and noise in narrow hilly lanes such as Hanson Lane, Beaumont Park.

The impact of this traffic travelling through adjacent communities to access site in following areas: Linthwaite (via Felks Stile Road and School Lane); Crosland Hill Road (via Deep Lane to Manchester Road); Blackmoorfoot Road (below Crosland Hill Road in direction of town centre); Balmoral Road/Butternab Road; Dryclough Road (access to three schools serving c. 2,500 pupils/students); Woodside Road (lower end) /Beaumont Park Road/Hanson Lane

We propose that this effect can be mitigated to some degree by the adoption of low cost Low Traffic Neighbourhoods (see [Gear change: a bold vision for cycling and walking](#) Dept for Transport 27 July 2020) that effectively reduces or halts the through traffic (rat runs) by use of road closures, introduction of one-way traffic and reduction of road space that encourage walking, cycling and improve road safety

This would ensure that the main arteries are used more fully (e.g. Manchester Road, Meltham Road, Blackmoorfoot Road, Park Road). There will need to be some improvements such as parking controls, better cycle routes and footways on these routes.

We propose that S.106 funding be allocated for consultation on Low Traffic Neighbourhoods for

--[if !supportLists]-->● <!--[endif]-->Crosland Hill

--[if !supportLists]-->● <!--[endif]-->Balmoral Road/Butternab Road

--[if !supportLists]-->● <!--[endif]-->Dryclough Woodside (with schools)

--[if !supportLists]-->● <!--[endif]-->Beaumont Park (with park)

To protect two existing roads close to the development site that are used extensively by residents for walking and cycling we propose that a *Quiet Lane* designation be made to Heath Lane (Blackmoorfoot to School Lane) and a "*No Motor Vehicles, Except for Access*" designation to Thewlis Lane/Nether Moor Road after the Johnson's Quarry entrance. This is needed to protect it from all but essential traffic as it used by walkers, cyclists including children. (Nether Moor Road has a narrow cobbled hill section, an unpaved section and a very narrow entrance about 6' wide on Meltham Road, yet is still a permitted through route for traffic.)