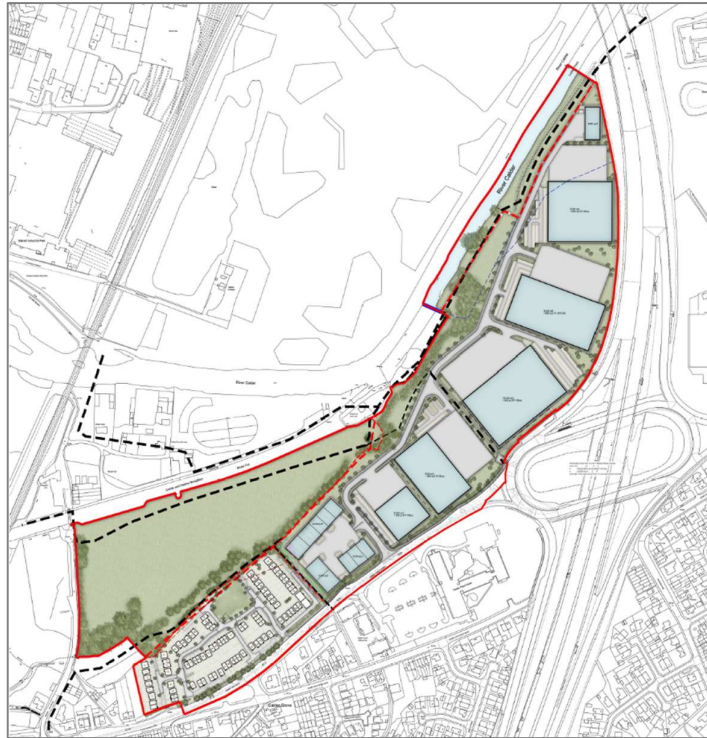


Broad Cut Farm, Calder Grove, Wakefield

Planning References 24/01740/OUT and 26/00052/REF

Appeal Ref: 6014702



Appeal Statement for Crigglestone Parish Council

October 2026

1 TERMS OF REFERENCE

In January 2025 and January 2026 Aprica Ltd and HD Consulting were commissioned by Crigglestone Parish Council to comment on revised planning applications 24/01740/OUT for *'outline planning application (including details of access from the A636 [Denby Dale Road] but all other matters reserved) for up to 100 residential dwellings (Use Class C3) with erection of employment floorspace (Use Classes E(g)(ii) and (iii), B2 and B8 with ancillary office) with associated servicing and infrastructure including parking facilities, vehicle, pedestrian and cycle circulation, public open space, landscaping, ecology and noise mitigation, demolition of existing buildings and earthworks to create development platforms, drainage and means of access from the A636.'*

Ian Taylor has produced this Appeal Statement, on behalf of Aprica Ltd, for Crigglestone Parish Council. Ian is an Incorporated Engineer and a Member of the Institution of Civil Engineers (I.Eng MICE) with thirty-five years' experience both of public and private sector highway infrastructure disciplines including transportation planning, RoSPA trained accident investigation & prevention, traffic management, road safety audits, traffic regulations, and highway design & construction. Ian has led on numerous major highway schemes for Local Authorities and has presented at Planning Committees, Council meetings, Chambers of Trade and Commerce, Emergency Services Operations Centres, Round Table and Lions, and public meetings and drop-in events. Ian has also represented clients at Public Inquiry.

2 INTRODUCTION and EXECUTIVE SUMMARY

The scope of this Statement is to consider the appeal documents, available on the Wakefield Council Planning Portal, with a view to providing expert comments on useability by the travelling public and the impact on the highway network. This Statement is separated into the following parts:

- 1 Terms of Reference
- 2 Introduction, Executive Summary
 - 2.1 Background
 - 2.2 Classes of Use
 - 2.3 Appeal Process
- 3 Response to the Appellant's Case
 - 3.1 Appellant's Core Submission
 - 3.2 Statutory Consultee Responses and Other Comments
 - 3.3 Application Drawings
- 4 Conclusions and Recommendation
- 5 Appendices

Executive Summary

This appeal defends a highly speculative outline application which seeks to establish the principle of a major mixed-use development whilst evading the financial and infrastructure commitments required to make certain that it would be safe and sustainable. The applicant relies on the "Outline" status as a shield, clearly pushing critical responsibilities - including detailed appropriate highway safety measures and environmental mitigations - onto unappointed, future contractors.

Crucially, the scheme's approach to traffic and highways is fundamentally broken and constitutes a severe cumulative impact on the local network. The developer proposes up to 39,000 square metres of B2/B8 industrial logistics space alongside 100 homes, generating nearly 300 peak-hour vehicle trips and intense 24-hour Heavy Goods Vehicle (HGV) traffic directly onto the already saturated A636 and M1 Junction 39. The applicant's proposed highway mitigation – principally widening and signalling the Durkar Interchange - relies on flawed geometry, unverified traffic and speed data and hostile pedestrian environments which suffer from poor air quality. By asking the Planning Inspectorate to trust unknown future builders to manage severe traffic impacts, whilst simultaneously dodging statutory requests for site-wide Travel Plan oversight and safe active travel links, this application fails to provide the necessary assurances that it will not severely degrade local highway safety and further gridlock the surrounding road network. Further up Denby Dale Road, for example, is Blacker Lane crossroads (by the British Oak public house) and also Branch Road further up from there, near Backer Hall Farm. Both of these roads feed into Denby Dale Road, leading towards the M1 motorway, and are used as shortcuts. Both are known local collision hotspots, likely due to the volume of traffic and the frustration and delay in getting out of the junctions.

2.1 Background

The most recent Aprica/HD Highway Assessment focused on the "amended" application, in accordance with the Planning Officers' request. The 2026 Assessment concluded that, whilst Aprica/HD were encouraged to see that some of the suggestions made in their previous Assessment had been incorporated into the amended design, it was considered that the proposals as they stood were still far from adequate, especially for a development of this scale, and that much more could be achieved to mitigate and improve the adverse effects that would no doubt occur. The concerns were as follows:

- **Failure on Sustainable Travel:** The proposals demonstrated no genuine commitment to sustainable transport, failed to improve school routes, appropriately mitigate poor air quality, or provide safe, practical pedestrian and cycle connections to the Calder Grove community across the A636.
- **Flawed Highway Design and Mitigation:** The application severely lacked adequate traffic mitigation and contained numerous technical design errors. A corrected General Arrangement that had passed a rigorous Stage 1 Road Safety

Audit had not been provided. A response from the Auditor has now been received, and it is very concerning. The matter is discussed in detail below under Road Safety Audit.

- **Unverified Trip Data:** The baseline trip generation data remained unagreed with National Highways and Wakefield Council, making it impossible to accurately assess the true impact on the local network.
- **Premature Infrastructure Agreements:** Any outline consent should only condition the principles of the General Arrangement, requiring a full review prior to any Section 278 or 106 agreement to ensure that highway works actually align with future Reserved Matters layouts.

The application was refused solely because of its unacceptable impact on the highway network.

- **Traffic impact:** The proposed homes and employment space would add vehicle trips to an already busy strategic motorway roundabout and surrounding local roads.
- **Required mitigation:** The scheme would need highway works, including additional pedestrian crossing points.
- **Residual harm:** Even with mitigation, the council concluded that the cumulative effect would remain “severe and adverse” for the surrounding road network.
- **Policy conflict:** This was judged contrary to Wakefield District Local Plan 2036 Policy LP27(a) and paragraph 116 of the National Planning Policy Framework.

Aprica Comment: Despite the reasons for refusal, the Appellant has made no physical design amendments or spatial adjustments to overcome those fundamental reasons. Rather than listening to the Planning Committee, or revising the layout and scale of the scheme - which still proposes up to 21 metre high commercial sheds immediately adjacent to 100 new residential units - the Appellant seems to have chosen to contest the refusal, and launch their appeal, on the exact same scheme that was rejected. Instead of addressing local concerns through meaningful design evolution, the developer relies almost entirely on legal mechanisms and post-permission management schemes to ‘paper over’ real-world impacts. Promises of a future Construction Traffic Management Plan (CTMP) and Section 106 financial contributions for bus tickets and digital screens do not solve the acknowledged physical limitations of the site.

Photographs and videos are available, showing the severe congestion that already exists and which would undoubtedly be exacerbated by a development on the scale and position proposed. See Appendix B.

2.2 Proposed Classes of Use

The outline application seeks permission for a mixed-use development comprising the following specific planning use classes:

- Use Class C3 (Residential): Up to 100 residential dwellings
- Use Classes E(g)(ii) and E(g)(iii) (Commercial/Business): Research and development of products or processes, and industrial processes that can traditionally be carried out in a residential area without detriment to amenity.
- Use Class B2 (General Industrial): General manufacturing and industrial processes.
- Use Class B8 (Storage and Distribution): Warehousing and logistics operations.

Aprica Comment: The inclusion of Class B2 (General Industrial) and Class B8 (Storage and Distribution) at this specific location presents a severe and unresolvable conflict with both the existing local highway network and the proposed residential element. B8 logistics and B2 manufacturing inherently generate intense Heavy Goods Vehicle (HGV) traffic and frequently operate on 24-hour shift patterns. Injecting a continuous stream of commercial HGVs from up to 39,000 square metres of floorspace directly onto the already saturated A636 Denby Dale Road and M1 Junction 39 roundabout will inevitably worsen driver delay, exacerbate known collision risks, and further degrade local air quality.

Furthermore, co-locating heavy industrial logistics alongside 100 new homes (Class C3) creates a fundamentally hostile living environment that cannot be properly mitigated. The developer's own Design and Access Statement concedes that the commercial units, which are permitted to reach up to 21 metres in height with individual footprints up to 100,000 square feet, will be used as physical "sound barriers" to shield the new residential zone from industrial noise. If a site layout requires 21-metre-high logistics sheds and "enhanced acoustic specifications" (sealed windows) simply to make the adjacent homes habitable, the proposed mix of uses is inherently incompatible and constitutes gross overdevelopment that will destroy the semi-rural character of the Calder Grove boundary.

2.3 Planning Appeal Process

It is understood by Aprica Ltd that the Planning Inspectors review Appeals *de novo* (from the beginning). This means that they are required to evaluate a proposal's planning merits against national and local policy, which means they must take all "material planning considerations" into account, not just the single ground for refusal chosen by the local authority.

Aprica Comment: The Inspectors should reject this strategy. A paper management plan does not physically reduce the dominant massing of a 24-hour industrial park, nor does a financial contribution somehow absorb thousands of heavy construction vehicles on an already saturated local highway network. Ultimately, because safe, sustainable travel has still not been demonstrated and severe road safety and air quality concerns remain unmitigated, our original recommendation for refusal still stands.

3 RESPONSE TO THE APPELLANT'S CASE

3.1 Appellant's Core Submission

3.1.1 Statement of Case

The Appellant's Statement of Case is a 64 page document that meticulously outlines their legal and planning arguments for overturning the Council's refusal. It is structured to systematically dismantle the Planning Committee's single highway reason for refusal whilst emphasizing the weight of the site's inclusion in the recently adopted Local Plan.

The cornerstone of the developer's case is that the site is formally allocated as "Special Policy Area SPA18" in the Wakefield District Local Plan 2036 (adopted in January 2024). They argue that the principle of a mixed-use residential and advanced manufacturing park on this Green Belt land has already been independently examined, justified, and found "sound" by a Planning Inspector during the Local Plan process. Because the site is allocated, they argue that the current appeal is not the place to debate whether the development is acceptable in principle, whether Green Belt release was justified, or whether the district needs the housing/employment. They insist that the appeal must focus strictly on the detailed mitigation of the highway impacts.

The Appellant aggressively targets the fact that the elected Planning Committee rejected the application contrary to the advice of their own professional officers. They highlight that Wakefield Council's highways officers, National Highways, and the West Yorkshire Combined Authority all eventually agreed to a mitigation package (a £41,000 contribution for bus stop upgrades and £511.50 per dwelling for sustainable travel incentives such as MCards), but crucially, their initial demand for developer-funded bus service subsidies was withdrawn after they accepted the existing two-buses-per-hour baseline as sufficient and offered "no objection". They argue the Committee's refusal was a political decision unsupported by any "technical evidential basis" and directly contradicts the agreed professional assessments that the residual highway impacts would not be "severe".

The developer defends their highway mitigation strategy as comprehensive and fully tested by relying on the agreed suite of off-site works (widening Denby Dale Road to three lanes at Junction 39, partial signalisation, and a new Puffin crossing) as sufficient to offset the 299 two-way AM peak vehicle trips the site will generate. They claim that because the National Planning Policy Framework (NPPF) only allows refusal if residual highway impacts are "severe," and the professionals agreed the impacts were not severe, the Committee had no legal right to refuse the application.

To overcome any lingering concerns, the Appellant then lists alleged public benefits that they claim "substantially outweigh" any limited harm, including delivering an allocated site, creating 619–724 FTE jobs, generating £40–46

million in annual gross value added, delivering 100 new homes including 20% affordable housing (in a "highly accessible and sustainable location"), and voluntarily exceeding the statutory 10% Biodiversity Net Gain requirement and providing Green Belt compensatory improvements.

The Appellant formally requests that the appeal be heard via a full Public Inquiry rather than an Informal Hearing. They argue the issues are "complex," expert evidence on traffic modelling needs to be tested through formal cross-examination, and the substantial public interest demands a formal setting. They also note that they reserve the right to apply for a full award of costs against the Council for unreasonable behaviour.

Aprica Comment: The Appellant relies heavily on the SPA18 allocation to justify this scheme, treating the severe site constraints as minor administrative hurdles that can be deferred to planning conditions. Allocating a site in a Local Plan does not, however, justify hostile, incompatible designs. Whilst the principle of mixed-use development might be established, the physical reality of cramming up to 39,000 square metres of 21 metre high logistics sheds next to 100 homes creates an unresolvable conflict. The developer's own Design & Access Statement admits that these massive industrial units will act as "sound barriers" to protect the residential zone. Forcing future residents into "sealed box" homes, dependent on enhanced acoustic glazing simply to survive the ambient noise, is not sustainable development, it is overdevelopment that fails the basic test of residential amenity.

The Appellant attempts to engineer their way out of severe site constraints by relying on "enhanced acoustic specifications" and positioning 21 metre high commercial sheds as physical sound barriers. Whilst "severe cumulative impact" is the test for highway refusal, there is also an equivalent test ("significant adverse impact on health and quality of life") under NPPF Paragraph 191. By their own admission, the ambient noise environment from the A636, the M1, and the proposed 24-hour B2/B8 logistics yard is so hostile that future residents will be forced into a "sealed box" environment. Relying on unopenable or permanently closed windows, mechanical air-source ventilation, and towering industrial acoustic barriers to make homes legally habitable directly violates NPPF Paragraph 135(f), which mandates a "high standard of amenity for existing and future users." The Planning Inspectorate consistently treats sealed box environments as a symptom of gross overdevelopment and incompatible land uses, not as an acceptable baseline for good design.

Furthermore, this acoustic engineering entirely ignores the actual reality of outdoor living. Whilst heavy glazing might technically satisfy internal noise standards, it offers absolutely no protection for private outdoor amenity spaces. World Health Organization (WHO) guidelines and British Standards (BS8233:2014) dictate acceptable outdoor noise

limits for gardens. If the baseline environment is so deafening that homes must be acoustically sealed and shielded by massive logistics hubs, it is a physical certainty that the adjacent private gardens will be acoustically unusable. Condemning 100 families, directly, to unusable outdoor spaces constitutes a significant adverse impact on their quality of life. Additionally, under the NPPF's "Agent of Change" principle (Paragraph 193), forcing family housing immediately adjacent to heavy industrial uses creates a severe risk of future noise complaints, which could subsequently impose unreasonable operational restrictions on the commercial units. This strategy is not sensitive 'masterplanning', it is a desperate attempt to force two fundamentally incompatible land uses onto a site that cannot safely or sustainably accommodate both.

The Appellant's assertion that the residual cumulative highways impact is "not severe" relies entirely on theoretical modelling and deferred responsibility, ignoring the operational reality of the A636 corridor. As demonstrated in the independent Stage 1 Road Safety Audit, the proposed mitigation contains fundamental safety flaws. The auditor identified unaddressed drainage risks on the Durkar Interchange that could lead to aquaplaning, missing tactile paving for the visually impaired, and an explicit refusal by the designer to provide a continuous, safe footway on the south side of Denby Dale Road despite evidence of a well-worn pedestrian desire line. A theoretical capacity model does not excuse forcing pedestrians into unsafe verges, nor does it justify injecting 2,000 HGV earthworks movements into a saturated network under the guise of a future, unwritten Construction Traffic Management Plan. A paper management exercise does not mitigate the proven physical gridlock.

The Statement of Case attempts to frame the site as highly accessible by leveraging minor financial contributions, such as £41,000 for bus stop screens and short-term 'Mcards'. Digital screens do not increase the frequency of the baseline two-bus-per-hour service, nor do they provide a viable alternative to the private car for a workforce of over 700 people and 100 new households. Without funded improvements to the public transport network itself, this development remains acutely car-dependent. The failure to guarantee long-term high-frequency public transport ensures that the theoretical trip generation models presented by the Appellant are grossly optimistic, and the resulting additional congestion at M1 Junction 39 will be severe.

3.1.2 Statement of Common Ground (SoCG)

The Transport and Highways SoCG is a formal joint document prepared for the appeal by the developer, Wakefield Council's Local Highway Authority, and National Highways, to establish technical consensus and isolate the sole point of dispute for the Planning Inspector. In brief, the common ground

confirms that professional highway officers from both authorities fully accepted the developer's technical evidence. They formally agree on the baseline traffic data, the trip generation and distribution figures, the validity of the TRANSYT queue modelling, and the safety and design of the site access points. Furthermore, officers agree that the proposed off-site mitigation - widening the Denby Dale Road approach to M1 Junction 39 to three lanes, signalling the approach, adding a Puffin crossing, and funding local bus services – is deliverable and sufficient to mitigate traffic impacts. As a result, the SoCG demonstrates that professional highways officers raise no objections, leaving the appeal to centre entirely on elected Council Members overriding officer recommendations to refuse the scheme on severe cumulative congestion grounds.

Whilst the SoCG shows that the Local Highway Authority (LA) and National Highways originally agreed with the developer's technical assessments, the local planning committee - correctly in Aprica's view in part due to the guaranteed heavy reliance on private vehicles adding to the congestion at the junction - overruled them to refuse the application.

The main disagreement between the Highway Authorities and the Appellant is whether the proposed mitigation at the A636/M1 (Junction 39) interchange will have a severe, adverse, residual cumulative impact on the highway network's traffic capacity. Wakefield Metropolitan District Council Members concluded that the development is contrary to Policy LP27 (part a) of the Wakefield District Local Plan 2036, which deals with severe residual cumulative impacts on the surrounding network (such as Blackler Lane and Branch Road mentioned above). The members also judged the proposal to be contrary to paragraph 116 of the National Planning Policy Framework (now updated to paragraph TR6(4)) due to the severe impact on capacity and congestion.

The development is agreed to generate a total of 299 vehicle trips during the weekday morning peak hour (08:00-09:00) and 284 vehicle trips during the evening peak hour (16:00-17:00). The employment site (which includes B2 general industrial and B8 storage/distribution) will generate heavy vehicle traffic, possibly for longer than the above-stated hours, specifically 22 HGV movements in the morning peak and 17 HGV movements in the evening peak. Despite the developer's proposed Framework Travel Plan, the agreed travel mode share shows a severe reliance on private vehicles – it is agreed that 76% of residential trips and 70% of employment trips will be made by driving a car or van. Uptake for active travel is agreed to be extremely low, with only 1% of trips projected to be made by bicycle for both the residential and employment elements.

Aprica Comment: The site is clearly targeting the Motorway network to enable not just commercial traffic but non-local workers. The developer's solution to the traffic influx confirms this by proposing road widenings and traffic signals, the very thing the Council has cited

as causing the severe impact. The agreed mitigation scheme involves widening the eastbound Denby Dale Road approach to three lanes and introducing traffic signal controls on both the approach and the circulating carriageway. The Council's refusal notice explicitly states that the requirement for mitigation on an already busy strategic motorway roundabout - including introducing additional pedestrian crossing points - is what triggers the severe, adverse cumulative impact. Furthermore, an updated traffic assessment conducted in March 2026 revealed that base traffic flows on the westbound Denby Dale Road approach had increased since the original 2022 surveys. This updated 2026 data demonstrated increased modelled queue lengths on the westbound arm even before the development is built, confirming the existing strain on the junction. Because the agreed trip generation data shows such an abysmal uptake in sustainable travel (only 1% cycling and 4-6% walking), the development will inevitably flood the network with nearly 300 extra peak-hour vehicle trips. The developer's attempt to "mitigate" this by adding traffic signals and crossings to an already saturated, fast-moving motorway roundabout does not solve the congestion, it simply cements the severe delays into the junction's daily operation, entirely validating the Council's reason for refusal.

3.1.3 Draft Statement of Common Ground (SoCG) WMDC

The draft SoCG meticulously lists the exact highway works agreed upon with officers, including widening the eastbound Denby Dale Road approach to three lanes and partially signalising the Durkar Interchange (M1 Junction 39). The Appellant uses this agreement on the 'design' of the mitigation to imply that it is inherently acceptable.

Aprica Comment: The Committee's refusal specifically identified that imposing these extensive, complex mitigations, and additional crossing points, on an already saturated strategic motorway roundabout is precisely what causes the severe cumulative impact. Agreeing on what the engineering drawings look like does not equate to agreeing that the junction can physically absorb the disruption.

The Appellant leans heavily on the fact that the West Yorkshire Combined Authority (WYCA) withdrew its request for a financial contribution to subsidise bus services, and that WYCA did this because recent route diversions (the 96A and 97) created an "enhanced baseline service", which in reality amounts to just two buses per hour during the day.

Aprica Comment: Two buses per hour is wholly inadequate to facilitate a genuine shift away from private cars for a massive site generating up to 100 homes and over 600 jobs. This glaring lack of sustainable frequency guarantees that the vast majority of future users will drive, directly fuelling the already congested Junction 39.

In Section 4 (Matters Not Agreed), the Appellant claims that the Local Planning Authority "has not produced any technical evidence to substantiate the reason for refusal relating to highways impacts".

Aprica Comment: The Committee did not need to invent new evidence. They relied on the Appellant's own Transport Assessment (TA - referenced in the separate Highways SoCG), which demonstrated the sheer volume of peak-hour traffic being fed into the network. The dispute is not about a lack of data, but is more about the democratic, real-world interpretation of that data regarding what constitutes a "severe" impact on the community.

The draft SoCG calls non-highway harms "agreed" because the Local Plan allocation supposedly trumps them. It openly admits that the total demolition of Broad Cut Farmhouse and a cart shed (both non-designated heritage assets), and the permanent loss of 9.9 hectares of Grade 3a agricultural land. It also notes that existing properties on Denby Dale Road will suffer adverse visual impacts, particularly during construction.

Aprica Comment: Whilst not strictly highway matters, when these permanent heritage, agricultural, and visual losses are stacked on top of the severe highway congestion, the overall planning balance is tipped against the scheme.

This Draft SoCG is a strategic attempt by the Appellant to isolate the elected Committee Members. By securing the Local Planning Authority officers' agreement on almost every technical point, they are trying to frame the refusal as an irrational, evidence-free decision.

3.1.4 Environmental Statement Non-Technical Summary

The environmental assessment appears to attempt to engineer its way out of severe real-world constraints by relying on theoretical junction improvements and future management plans.

The assessment concedes that unmitigated operational traffic will cause "significant" driver delay at the M1 Junction 39 roundabout. To solve this, the developer proposes a lengthened flared approach and traffic signals on the A636 Denby Dale Road arm. The summary claims that these works will somehow transform the impact of adding up to 100 homes and 39,000 square metres of industrial/logistics floorspace into a "minor beneficial" outcome for the highway network.

Aprica Comment: Adding traffic lights to an already congested strategic roundabout does not eliminate vehicle volume, it merely manages the queue, probably by pushing the queues further downstream. Adding hundreds of new daily commuter and HGV trips onto this corridor cannot logically improve baseline journey times.

The site preparation requires stripping and exporting 23,500 cubic metres of surplus topsoil, which the developer calculates will generate 2,000 vehicle

movements (300 from the residential area and 1,700 from the employment area). Despite this intense concentration of heavy goods vehicles exiting onto the A636, the assessment grades the construction traffic impact as "negligible". They justify this rating simply because a Construction Traffic Management Plan (CTMP) will be agreed upon later.

Aprica Comment: A future, paper, management plan does not physically remove 2,000 construction vehicles from the local network. Treating this severe localised disruption as "negligible" undermines the credibility of the entire transport assessment.

The site is clearly going to be highly car-dependent, yet the assessment relies on existing bus stops on the A636 whilst noting that Calder Grove and Durkar lack direct rail access, with the nearest station being Wakefield Westgate. With up to 39,000 square metres of advanced manufacturing and logistics space, the vast majority of the anticipated workforce will obviously have no viable choice but to drive, particularly during unsociable hours.

Aprica Comment: The failure to secure high-frequency, dedicated public transport improvements guarantees heavy private vehicle reliance, directly exacerbating the Junction 39 bottleneck.

The assessment admits that the dwellings nearest to the A636 Denby Dale Road are classified as "Medium Noise Risk". To force the housing to meet liveability standards, the developer relies on an "enhanced acoustic specification" for both glazing and ventilation.

Aprica Comment: The residential layout is forced to adapt to an acoustically hostile environment, becoming a 'sealed box' scenario where residents will be trapped behind heavy acoustic glass, unable to open their windows for fresh air without being overwhelmed by the baseline traffic noise of the A636, let alone the added HGV noise from the neighbouring 24/7 logistics park.

3.1.5 Draft S106 Agreement

The Appellant relies on the proposition that widening the eastbound Denby Dale Road approach to two lanes and installing partial signalisation at M1 Junction 39 will mitigate operational traffic impacts.

Aprica Comment: This technical argument uses junction geometry drawings rather than the real-world traffic behaviour. Signalising an already saturated strategic motorway roundabout does not generate genuine highway capacity, it merely holds queuing vehicles further back along the A636 corridor into Calder Grove. Injecting trip generation from 39,000 m² of commercial floorspace and 100 residential units into an already over-capacity junction will doubtless result in further severe driver delay, localised gridlock, and possibly rat-running on Hollin Lane, Howard Crescent and Durkar Lane, which cannot be engineered away by minor lane flaring.

The site preparation phase requires the bulk removal and export of 23,500 m³ of surplus topsoil, generating an estimated 2,000 HGV movements directly onto the local highway network.

Aprica Comment: Dismissing this heavy vehicle movement as "negligible", on the assumption that a future Construction Traffic Management Plan (CTMP) will manage the flow, overlooks the physical reality of HGV traffic on the A636. A paper management plan cannot absorb or conceal 2,000 heavy vehicles exiting onto an already overburdened commuter route.

The draft Section 106 Agreement secures a £41,000 Bus Stop Contribution for real-time digital screens and £511.50 per dwelling for bus Mcards.

Aprica Comment: Whilst these financial contributions fulfil administrative requirements, they do not fund a single additional bus route or increase service frequency.

The site is fundamentally car-dependent and relying on an existing baseline service of approximately two buses per hour to serve a major development expected to house 230 residents and generate 780 to 795 operational jobs will not deliver modal shift. Without high-frequency public transport options, the vast majority of future workers and residents will drive, exacerbating congestion along Denby Dale Road.

3.1.6 Design & Access Statement (D&A)

The D&A attempts to present a sensitive, landscape-led development, but the technical parameters expose an industrial footprint entirely out of scale with Calder Grove.

The Parameters Plan explicitly permits employment buildings (Use Classes B2/E(g)/B8) with maximum ridge heights of up to 21 metres. No individual unit will exceed 100,000 square feet, but the total commercial floorspace will reach up to 39,000 square metres.

Aprica Comment: The applicant's own concept visuals, at the end of the document, demonstrate how these massive sheds will completely dwarf the existing two-storey residential estates along Denby Dale Road. Constructing 21 metre high logistics hubs into this location obliterates the local topography and contradicts the applicant's claim of preserving a "semi-rural setting".

The architectural strategy relies on building positioning to mitigate severe noise pollution.

Aprica Comment: This is highly problematic for both existing and future residents. The D&A states that commercial yards and loading doors will face inward, using the buildings themselves to act as "sound barriers" and mitigate noise impact. Whilst this might shield the proposed on-site housing to the south-west, a 21 metre high solid

facade acting as a barrier will inevitably reflect yard noise, HGV reversing sirens etc, and M1 traffic noise directly outwards, potentially worsening the acoustic environment for existing residents across the valley.

The D&A claims that housing will be shielded by intervening buildings to achieve "suitable internal noise levels".

Aprica Comment: This reinforces the previous "sealed box" argument. The design relies on physical barriers and enhanced glazing rather than genuinely compatible land uses, thereby trapping residents indoors to escape the noise.

The D&A documents the public consultation process, but the results demonstrate a failure to adapt the scheme to any local feedback.

Aprica Comment: The developer notes that 1,000 flyers were delivered and an event was held at the Navigation Inn in July 2024. Crucially, the D&A admits that the primary conversations and concerns raised by the local community centred squarely on "Transport/Infrastructure/Traffic," "Flooding," and "Viewpoints". Despite acknowledging these heavy objections from stakeholders and residents, the design evolution timeline (from 2019 to 2024) shows that the masterplan was primarily altered to appease market demands, flood zone constraints, and the Environment Agency, not the community's traffic or visual concerns. The consultation was an administrative box-ticking exercise rather than a genuine design dialogue. Residents continue to complain and raise concerns to this day. A long-term resident and Parish Councillor asserts that "*residents have to put up with all the M1 traffic and all the traffic going to and coming from the M1. All the traffic on local roads which includes traffic from Barnsley and Kirklees, which find Junction 39 the most convenient access/exit point. All this traffic generates noise and pollution. The effect is that residents are denied their Common Law right of 'enjoyment of their property'. It can be very difficult to access by reversing into your driveway at busy times. You can be waiting 5-10 minutes*". They also point out that "*Highways England recognised there was a noise problem and fitted barriers at the M1. Unfortunately, the result was a net no change. Some improvement, some worsening, but the majority felt no impact. Highways England have said they will not be using this system elsewhere. Calder Park development at the other side of the Motorway had some trigger points in the planning agreement which required improvements to Highway and J39 Roundabout at points where so much development had taken place. Some years ago, Highways England challenged Wakefield Council re the trigger points and stated a need for action. The end result was nothing happened. There was a Planning application at Broad Cut Farm (2018/2019) for permission to create a storage area for Camper Vans. Wakefield Council refused this. One reason was that the site lies*

in Green Belt. Compared with the current application, the impact of that application would have had a mere fraction of the impact."

The developer relies heavily on green infrastructure to soften the visual blow, but the proposed mitigation is inadequate for the scale of the buildings. The landscape principles propose the use of existing tree belts, native woodland planting, and green walls on paladin fencing to screen the employment zone and ease the visual impact from the south-west.

Aprica Comment: The Inspector should consider the physical impossibility of standard native planting effectively screening 21 metre high industrial structures. It would take decades for any new woodland planting to reach a height that breaks up the massing of these sheds, leaving the local community exposed to a highly industrialized skyline for a generation.

The Appellant has made no physical design amendments or spatial adjustments to overcome the fundamental flaws that led to the Council's initial refusal. Rather than listening to the Planning Committee or revising the layout and scale of the scheme, which still proposes up to 21metre high commercial sheds immediately adjacent to 100 new residential units, the Appellant has chosen to contest the appeal on the exact scheme that was rejected. Instead of addressing local concerns through meaningful discussion and design evolution, the developer relies almost entirely on legal mechanisms and post-permission management schemes to paper over the real-world impacts that would ensue. Promises of a future Construction Traffic Management Plan (CTMP) and S106 financial contributions, for bus tickets and digital screens, do not solve the physical limitations of the site.

Aprica Comment: The Inspector should reject this strategy: a paper management plan does not physically reduce the dominant massing of a 24-hour industrial park, nor does a financial contribution magically absorb thousands of heavy construction vehicles on an already saturated local highway network.

3.1.7 Assessment of the Planning Support Statement

The Planning Support Statement relies almost entirely on the site's status as Special Policy Area SPA18 within the Wakefield District Local Plan to establish the principle of development. The Applicant uses this allocation to present the delivery of 39,000 square metres of employment space and up to 100 homes as acceptable. To tip the planning balance, the Statement leans heavily on theoretical economic forecasts, projecting the creation of up to 724 full-time equivalent jobs and £46 million in annual gross value added.

Aprica Comment: The application is only in outline form and the document clearly defers, to a future reserved matters stage, critical operational details such as the exact numbers, precise locations, and type of plant equipment for the commercial units. This strategy allows

the developer to claim maximum economic benefits, at this crucial present stage, whilst avoiding scrutiny of the immediate physical impacts on the site. His matter should be resolved before any permission whatsoever is granted.

Whilst the Applicant lists the scheme's social impacts as a "tangible benefit", the document's own data regarding stakeholder engagement severely undermines this claim. The Statement acknowledges that during the public consultation process, 71.1% of respondents held a negative view of the proposals, and 63.4% were totally opposed to the principle of development. In contrast, only 9.6% of respondents provided positive feedback.

Aprica Comment: The community's clear lack of support directly contradicts the developer's narrative that this scheme will seamlessly integrate into, and benefit, the existing local area.

The document attempts to manage severe physical constraints by pointing to future, unwritten management plans rather than addressing design flaws now, at this stage. The Statement acknowledges that the site's existing soundscape is already dominated by road traffic noise from the adjacent A636 and M1. Despite proposing massive industrial units next to residential housing, the Applicant dismisses the operational noise impact as "minor adverse" and claims that construction noise can simply be minimized by a future Construction Environmental Management Plan (CEMP).

Aprica Comment: This highlights a recurring deficiency across the Appellant's submissions, in this instance using the administrative 'safety' of the SPA18 allocation to bypass the practical reality of placing heavy logistics and manufacturing operations directly alongside residential homes.

3.1.8 Applicant's Transport Assessment (TA) 16 September 2024

Aprica's earlier most recent Highway Assessment (January 2026 – see Appendix A) highlighted two major omissions in the Applicant's Transport Assessment (TA). Since the TA is unchanged since it was published in September 2024 Aprica's concerns and comments remain the same:

Aprica Comment: The TA fails to include 85th percentile traffic speed data, making it unclear whether accurate speed surveys were ever conducted. Without this data, the developer cannot mathematically prove that their proposed right-turn lanes, which appeared to be drawn incorrectly and with insufficient length, meet the safety requirements of the Traffic Signs Manual.

The report asserted that the application should not even be considered until a definitive trip generation data set has been agreed upon with National Highways and Wakefield Council. It pointed out that it remains unknown whether up-to-date traffic figures have actually been calculated or agreed to by the authorities.

The Inspector is respectfully asked to agree that the developer's highway mitigation plans are based on incomplete and unverified assumptions.

3.1.9 Health Impact Assessment

The applicant's own Health Impact Assessment (HIA) explicitly acknowledges that the proposed development will generate adverse environmental and safety impacts, demonstrating that the scheme is inappropriate for this greenfield site.

The HIA concedes with "high certainty" that the development will have a negative impact on local air quality and noise levels. It openly admits that these negative impacts are "unavoidable" due to the introduction of new activities and users, which will degrade the area's baseline greenfield character. Furthermore, the applicant acknowledges that residual negative impacts will persist during both the construction and operational phases of the development, and in perpetuity post-completion.

Aprica Comment: Relying on theoretical, future management plans to retrospectively mitigate these admitted harms provides no reassurance to existing residents.

The assessment highlights the inherent risks the newly generated traffic poses to the community. The HIA notes that separate access points for residential and employment traffic are proposed specifically to reduce the "fear and intimidation for vulnerable road users and pedestrians".

Aprica Comment: This admission reinforces the fact that there will be severe impact on safety and resident's enjoyment of their local community, due to the increased vehicle movements.

The applicant justifies the scheme's safety by pointing to the "Framework Travel Plan" and assumptions about public transport use. However, the HIA repeatedly states that because the application is only at the Outline stage, critical details - including exact road layouts, traffic calming measures, pedestrian infrastructure, and parking provisions - are completely unknown.

Aprica Comment: It is unacceptable to grant planning permission for a development that openly admits that unavoidable pollution and increased safety risks for vulnerable road users will occur, while simultaneously deferring the actual design of necessary traffic calming and mitigation measures to a future date. The current outline proposal fails to guarantee the protection of pedestrian safety and the local environmental quality.

3.1.10 Framework Travel Plan

The submitted Framework Travel Plan fails to provide a robust, enforceable strategy for mitigating the known severe traffic impacts of the proposed

development. Instead of concrete commitments, the document presents a series of weak, non-binding suggestions that will inevitably result in high car dependency and exacerbated local congestion.

The applicant avoids committing to a definitive strategy by submitting an 'umbrella' framework plan, explicitly delegating the responsibility of creating 'full Travel Plans' to unknown future housebuilders and commercial occupiers.

Aprica Comment: This guarantees a fragmented approach with no unified enforcement mechanism at the planning stage.

The proposed initiatives rely heavily on passive, 'soft' measures - such as distributing travel information leaflets to residents and employees. Furthermore, the plan merely suggests that future employers 'explore' signing up for corporate travel deals, 'consider' allowing adjusted working hours, or 'consider' allocating priority spaces for car sharers.

Aprica Comment: None of this provides any enforceable mandates, whatsoever, to ensure that these actions happen.

The plan relies on very outdated 2011 Census data to establish its baseline mode share targets. Tellingly, these baseline targets accept that 76% of residents and 70% of employees will still commute by driving a car or van.

Aprica Comment: This demonstrates a complete lack of ambition, or commitment to a genuine shift to sustainable transport.

The plan attempts to promote public transport as a viable alternative, yet the primary bus route serving the site (Service X1) only operates at an approximate frequency of every 60 minutes on weekdays and Saturdays, dropping to a dismal 120 minutes on Sundays.

Aprica Comment: A bus service running this infrequently is entirely insufficient to convince residents or workers to forego their private vehicles. Furthermore, relying on the X1 bus service as a realistic alternative for commuters is entirely impractical given the operator's extremely poor track record. Online reviews for 'Transdev' (the parent company of Team Pennine) reveal widespread passenger frustration, with complaints stating that buses are "consistently late" or "don't show up," leaving passengers stranded with a long wait. Commuters report that the lack of reliability makes it "impossible for people to get to work on time," whilst the buses that do arrive are often "very overcrowded during peak times", "break down" and are "conditionally unfit for passenger use". Even the weak monitoring framework that is proposed, is strictly temporary. The document explicitly states that the requirement for annual travel surveys, monitoring and reporting will completely cease after just five years following first occupation. Once this 'arbitrary' period ends, there is absolutely no long-term accountability to ensure that any sustainable travel targets are maintained.

Expecting a new development of this scale to rely on an infrequent, once-an-hour service that is already plagued by delays, stoppages and overcrowding, is completely unrealistic and will inevitably force residents and employees into their cars, should they even bother to try bus travel.

3.1.11 Masterplan Framework

The applicant's reliance on an 'indicative' – by name (sec 2.14) and nature - Masterplan and an extremely 'outline' application, provides absolutely no guarantees regarding the final quality, layout, or environmental standards of this proposed development. By reserving all design matters for a later date, the applicant is asking for a blank canvas, and potentially a blank cheque, to develop this greenfield site without committing to any of the vital infrastructure and design standards that they themselves claim will mitigate the scheme's negative impacts.

The application is submitted in Outline form, with all matters, except for the means of access, explicitly reserved for consideration 'at a later date'. The submitted Masterplan is, like many other of the submitted documents, merely indicative. This means the layout, scale, appearance, and landscaping shown to the public and the planning committee hold no legal weight and can be drastically altered by future developers.

Aprica Comment: The applicant's own Health Impact Assessment (HIA) relies heavily on good design to justify the scheme yet admits in almost every section that "detailed landscaping and layout are not known at this stage". Crucial elements required for community safety, crime reduction, and active travel - such as active frontages, defensible spaces, cycle connectivity, and formalised footpaths - are completely unconfirmed. The HIA claims the development will deliver health benefits by providing "high quality living accommodation" and addressing the needs of different demographics. However, it immediately contradicts this by admitting that "details of housing design," "tenure," and "unit mix" are entirely unknown, deferring these critical social commitments to future Reserved Matters applications.

Claims regarding climate change adaptation, energy minimisation, and waste management are similarly hollow. The HIA admits that detailed designs for sustainable construction, electric vehicle charging, and open space management are not known at this stage. Punting these responsibilities to the detailed design stage provides no reassurance that high environmental standards will actually be enforced or delivered.

It is unacceptable to approve a major development on a greenfield site based on a hypothetical masterplan. The applicant uses the illusion of high-quality design to mask the reality that they are

committing to virtually nothing at this stage, leaving the local community entirely unprotected from future corner-cutting.

3.1.12 Construction Environmental Management Plan (CEMP)

The submitted Framework Construction Environmental Management Plan (CEMP) is yet another hollow placeholder document. Rather than providing immediate, concrete, enforceable protections for local residents and the environment, it defers all critical nuisance controls and environmental safeguards to future, currently unappointed contractors.

The applicant claims that there is a "minimal risk" of contamination on the site yet immediately contradicts this (sec 5.2) by explicitly acknowledging that investigations under the existing farm buildings have not actually been undertaken at this stage.

Aprica Comment: Approving a major earthworks project without completing full baseline contamination surveys of existing agricultural structures is deeply irresponsible.

The CEMP admits that the scheme requires significant earthworks which will "inevitably increase the risk of pollution to the surface water system".

Aprica Comment: Despite this admitted inevitability, the actual water pollution prevention procedures are not detailed, but simply delegated to future contractors to figure out in line with "good practice".

Whilst the applicant promises standard daytime working hours (08:00-18:00) on the main site, they explicitly and conveniently slot a massive loophole into the CEMP. The document states that construction work outside the immediate development site "will require night working" to comply with Highways England or for practical reasons.

Aprica Comment: This exposes local residents to sleep-disrupting heavy construction and highway noise with no defined limits or schedules.

Exactly like the Travel Plan, this document is merely a paper framework. The actual, enforceable Phase Construction Environmental Management Plans (P-CEMPs) - which are supposed to contain the crucial Dust Management Plans, specific noise controls, and the Construction Traffic Management Plan (CTMP) - do not currently exist.

Aprica Comment: By deferring all detailed management plans, including the specific Phase P-CEMPs and the CTMP to unknown, unappointed future contractors, the applicant leaves the site's environmental and traffic impacts entirely unregulated and unprotected at this stage. Because key enforcement roles like the Principal Contractor and Environmental Manager remain "To Be

Confirmed," the community and the Inspectors are being asked to blindly trust theoretical protections that simply do not yet exist.

The applicant expects the local authority to trust their theoretical, paper construction management, yet the CEMP lists the Developer's Project Manager, the Principal Contractor, the Environmental Manager, and the Health and Safety Manager all as "TBC" (to be confirmed).

Aprica Comment: It is entirely unacceptable to grant outline, or any permission for a massive, disruptive development when the applicant openly admits that severe earthworks will inevitably risk water pollution, that contamination surveys are incomplete, and that the personnel responsible for mitigating the ensuing inevitable construction chaos do not yet exist.

3.1.13 Statement of Community Involvement (SCI) and Response

The submitted Statement of Community Involvement (SCI) and the subsequent Response to Consultee Comments reveal a developer that is treating public consultation as a mandatory checklist rather than a meaningful dialogue. The applicant has systematically ignored, spun, or deferred both overwhelming public opposition and the expert advice of statutory consultees.

The applicant's own survey data is damning. Of the respondents, a staggering 88.52% stated that they do not support the principle of the development, and 84.32% held a negative view of the proposals. Local residents provided detailed, lived experiences of severe local gridlock, over-subscribed doctors and schools, and frequent flooding on the specific fields earmarked for development. In response to this near-unanimous rejection, the applicant dismissively concludes that there is simply a "diversity of views".

When the Council's own Urban Design Officer raised valid concerns regarding the layout, integration, and rear-facing elements of the employment zone, the applicant brushed these observations aside. The developer repeatedly refused to make concrete changes, arguing that the layout and roundabout are "purely indicative" and therefore do not require amendment at this stage. Furthermore, the applicant explicitly rejected the officer's request for a formal Design Code, claiming their own masterplan framework is sufficient.

Natural England, the Wakefield Wildlife Habitat Network, and the Council's Senior Ecologist requested a strict 30 metre buffer to protect the River Calder. Instead of accommodating this perfectly reasonable environmental safeguard, the applicant pushed back, admitting that the buffer drops to 27 meters in places, and used the outline nature of the application to defer further investigation to a later date.

In response to concerns raised by the Canals and Rivers Trust regarding the visual impact on boaters and river users, the applicant dropped the pretence of a hidden development. The response letter explicitly accepts that "there

will be an impact and views of the development from the river and canal corridor".

Aprica Comment: This behaviour clearly demonstrates a complete unwillingness to listen, not just to the community which can often be brushed aside as 'NIMBYism', but to professional organisations, local authorities and respected consultees. Yet again the applicant is using the 'outline' status of this application as a shield to deflect every valid criticism from both the public and the experts. It is unacceptable to grant planning permission to a developer who actively rejects requests for Design Codes, fights against requested ecological buffers, and ignores an 88% public opposition rate.

3.1.14 Energy and Sustainability Statement

The submitted Energy and Sustainability Statement is arguably a masterclass in non-committal language. Instead of guaranteeing compliance with Wakefield's climate policies, the applicant once again uses the 'outline' status of the application to build in 'escape clauses', repeatedly deferring actual sustainability commitments to a later date based on 'feasibility'.

Wakefield Policy LP33 requires a BREEAM 'Excellent' rating for non-residential developments over 1,000m². The applicant states this rating will be "targeted," but immediately undercuts this commitment by stating it will only be "fully addressed for feasibility at the reserved matters application stage".

Aprica Comment: This is a blatant setup to capture an opportunity to pass the onus to as yet unknown builders, and downgrade the environmental rating later by citing financial viability.

The applicant explicitly rejects installing highly efficient ground source heat pumps simply because of "high capital costs". Furthermore, despite Policy LP33 actively promoting grey-water recycling and green roofs, the applicant flatly admits that there are "no proposal to incorporate rain or grey-water harvesting" and defers green roofs to future "investigation".

Local Policy LP34 mandates strict minimums for electric vehicle charging spaces for both residential and commercial plots.

Aprica Comment: Rather than confirming that the layout will accommodate these mandatory standards, the applicant conveniently evades the requirement, stating that EV parking will merely be "considered and determined at the reserved matters application stage".

Even for the renewable technologies the developer deems "suitable," such as solar photovoltaics and air source heat pumps, they avoid making any binding pledges. The document relies on weak, unenforceable phrasing, stating that these technologies are only "likely to be included" or "likely to be proposed".

By refusing to lock in BREEAM ratings, EV charging minimums, or firm renewable energy installations at this stage, the applicant is asking the Council, via the Inspectors, to approve a massive commercial and residential development with absolutely no enforceable guarantees that it won't be an environmental liability.

3.2 Statutory Consultee Responses and Other Comments

3.2.1 National Highways

National Highways (NH) initially disagreed with the proposals but in January 2026 (although the letter is dated 2025) withdrew its objection on the condition that the following five planning restrictions are imposed:

1. Initial Access & Frontage Works: Prohibits occupation of any part of the development until a Puffin crossing on Denby Dale Road, a footway/cycleway along the site frontage, and the specific residential and commercial access points are completed and open to traffic and pedestrians.
2. Occupancy Caps for Major Junction Works: Restricts occupation beyond strict thresholds (no more than 65 dwellings, 5,000 sqm of commercial floorspace, or a combined 30 dwellings and 3,000 sqm) until wider strategic highway mitigation works are fully completed and open to traffic.
3. Geotechnical Statement of Intent: Requires a formal "Statement of Intent" prepared by a qualified geotechnical advisor to be approved before any earthworks, excavations, or embankments begin within 5 metres of the M1 Motorway boundary.
4. Boundary Treatment Plan: Mandates the approval of a Boundary Treatment Plan detailing retaining structures, stability measures, and boundary fencing before undertaking any works within 5 metres of the M1 boundary.
5. Construction Traffic Management Plan: Prevents the commencement of development until a Construction Traffic Management Plan (CTMP) is approved to manage peak-hour construction traffic, prevent mud tracking, and secure on-site worker parking.

Aprica Comment: National Highways' stance can be challenged on how it handles cumulative impacts and real-world network capacity.

At the end of their response, NH appends "Standing Advice" that explicitly highlights the Climate Change Committee's carbon reduction targets, the imperative for modal shift, and NPPF requirements to offer genuine transport choices and promote public transport. Yet, despite highlighting these policies, they offer no objection to an obvious car-dependent logistics and residential park served by only two buses an

hour. This is in direct conflict with national net-zero and modal-shift objectives.

Condition 2 allows up to 65 dwellings or 5,000 sqm of commercial floorspace to be built and occupied “before the major strategic highway mitigation works are finished”. Allowing thousands of daily vehicle trips from 65 homes and a massive footprint of commercial floorspace onto an already saturated M1 Junction 39 before mitigation is operational will inject severe, unmitigated traffic into the network during the early build phases.

National Highways relies entirely on a future CTMP (Condition 5) to mitigate construction impacts on the Strategic Road Network. As highlighted previously, the site's requirement to export 23,500 cubic metres of surplus topsoil (translating to thousands of HGV movements), cannot be managed by a paper management plan and will not physically remove heavy trucks from already gridlocked local approaches during peak hours. Deferring this to a post-permission condition sidesteps the core question of whether the network can physically absorb construction traffic.

3.2.2 Road Safety Audit and Designer’s Response

A Stage 1 Road Safety Audit (RSA1) has now been completed by an independent auditor (Meraki Alliance), dated 23 December 2025, which identifies multiple safety flaws in the developer's proposed highway layout. Overall, the auditor raised 12 specific safety problems, many of which validate Aprica/HD’s earlier concerns about road safety and inadequate pedestrian links. The Auditor identified evidence of ineffective drainage, particularly on the Durkar Interchange circulatory, warning that surface water ponding could cause vehicles to aquaplane and lose control; Failure to provide adequate street lighting details for the new junctions, which could lead to collisions involving unseen pedestrians and cyclists in the dark; The displaying of incorrect or entirely missing tactile paving at several pedestrian crossings and on the shared-use cycleway, posing a severe collision risk for visually impaired pedestrians who might unknowingly step into the carriageway; Missing pedestrian links despite a well-worn path in the grass verge near the westbound bus stop on Denby Dale Road, saying that failing to provide a proper footway here will increase the risk of pedestrians being struck by vehicles as footfall grows; Existing tree canopies hanging too low over the proposed shared cycleway, creating a direct risk of head injuries for cyclists; Fundamental design omissions, such as failing to provide a gap in the central hatching for vehicles turning into Denby Dale Road West (risking rear-end shunt collisions) and failing to provide swept-path analysis for large vehicles entering the residential site.

The Designer (Andrew Moseley Associates) had no choice but to accept almost all of these findings, but their approach to fixing them is highly defensive. Instead of now presenting a fixed, safe design, the Designer

accepted the drainage, lighting, and tactile paving faults but stated that they will only be resolved later during the "detailed design" phase (the Section 278 process). Crucially, the designer explicitly rejected the auditor's recommendation to build the missing pedestrian footway link on the south side of Denby Dale Road, arguing that it is "not necessary" and expecting pedestrians to use the opposite side of the road. The Designer admitted the missing central hatching was a "drafting error" and updated the drawings, and finally provided the missing swept-path tracking for refuse vehicles.

Aprica Comment: It seems clear that the Appellant's highway plans were rushed, inherently unsafe for pedestrians, and rely on pushing critical safety fixes to post-permission conditions rather than presenting a genuinely safe, sustainable transport solution immediately.

3.2.3 Highways Technical Response Note

The applicant's Highways Technical Response Note exposes a developer who is actively resisting the necessary infrastructure and sustainability improvements, as requested by statutory consultees. Rather than working with WMDC Highways to mitigate impact, the applicant is dodging financial contributions and rejecting critical connectivity upgrades.

When WMDC Highways requested dedicated cycle lanes within the site, and improvements to the railway bridge to connect to Horbury, the applicant flatly refused. The developer dismissed the bridge connection as "complicated and high-cost" and "beyond the scope of the planning application," arguing instead that cyclists should simply ride on the carriageway in mixed traffic.

WMDC Highways pointed out that the hourly bus service is "unattractive" and specifically requested contributions to upgrade shelters, enhance services, and provide a sustainable travel fund of £511.50 per dwelling.

Aprica Comment: Instead of agreeing to mitigate their transport impact, the developer used evasive language, stating only that the requests are "noted" and will be "reviewed" later, committing to absolutely nothing.

Both National Highways and WMDC Highways found glaring discrepancies in the developer's trip generation figures. In this document, the developer is forced to admit that in their initial scoping note, they mistakenly used "multi-modal person trip rates" as vehicle trip rates.

Aprica Comment: Given these admitted errors in the developer's baseline data, the community has absolutely no reason to trust that the current traffic models accurately reflect the gridlock that this scheme will cause.

WMDC Highways requested that a Travel Plan Co-ordinator manage the monitoring and evaluation for the "whole" development. The developer explicitly refused this, stating that "beyond the construction stage, there will

be no ongoing site-wide management" and abandoning the responsibility to individual, uncoordinated occupiers.

This is another example of a developer exposing that they are trying to do things on a 'do minimum' basis whilst dodging safety protocols.

3.2.4 Wakefield Metropolitan District Council

3.2.4.1 Response January 2026

Wakefield Metropolitan District Council (WMDC's) Highway Development Management's response of 14 January 2026 concludes that the amended Broad Cut Farm proposal is acceptable to them in highway terms and raises no objection, subject to conditions, legal agreements and further detailed approval. It accepts revised access arrangements from the A636, including separate residential and commercial junctions, a Puffin crossing, frontage walking and cycling facilities, and signal & carriageway improvements at the M1 Junction 39/Durkar Interchange. WMDC considers the development 'unlikely to cause a severe residual traffic impact', having agreed the approach with National Highways. Its support is, however, conditional on phased delivery of the works, with the main Junction 39 mitigation required before specified occupation thresholds. The response also recognises that several matters, including elements of road safety, detailed pedestrian provision, drainage, lighting, surfacing, Travel Plan measures, construction traffic management and the effect on Footpath 3 Crigglestone, remain to be addressed through later design, conditions or separate agreements.

Aprica Comment: WMDC's response seems premature in that it accepts the proposals whilst leaving several material safety and accessibility matters for later approval. The Stage 1 Road Safety Audit identified 12 issues, yet key matters including drainage, lighting, surfacing, tactile paving, tree impacts and elements of vehicle tracking are deferred to detailed design. The proposed pedestrian route through M1 Junction 39 is itself described as "indirect and unorthodox" and depends on later land reprofiling to achieve suitable gradients, visibility and sightlines. There are also acknowledged width constraints on the shared footway/cycleway, whilst the future treatment of Footpath 3 Crigglestone remains uncertain and could require diversion once the commercial layout is known.

Whether traffic mitigation will be in place soon enough is also questionable. The response acknowledges peak-hour congestion on the A636 approach to Durkar Interchange, but the full Junction 39 works are not required until up to 65 homes, 5,000 sqm of employment floorspace, or a combined threshold of 30 homes and 3,000 sqm. This could allow substantial development to be occupied before the principal mitigation is complete. The appeal should demonstrate, with clear traffic surveys and junction modelling, that each phase of the development is safe and does not make existing

congestion even worse. The updated Travel Plan and Construction Method Statement are also outstanding, leaving important questions about reducing car trips and managing construction traffic unresolved.

3.2.4.2 WMDC Spatial Policy

WMDC's "Spatial Policy" response outlines mandatory requirements that the applicant has failed to properly resolve.

Part of the application boundary extends into designated Green Belt. The Council explicitly warned that any proposals here must meet strict NPPF exceptions (paragraphs 154/155) or demonstrate very special circumstances. Using Green Belt land for off-site Biodiversity Net Gain (BNG) must not be treated as a loophole for inappropriate development.

The site directly adjoins the Safeguarded Local Road Network Scheme TS04, an essential £5m Council-led highway improvement.

Aprica Comment: Approving these piecemeal access points without securing substantial Section 106 contributions, or obtaining baked-in and approved designs, risks leaving local taxpayers to fund the highway mitigation required by this private development.

Policy SPA18 mandates strict adherence to a comprehensive masterplan and national/local design guides.

Aprica Comment: The applicant's active refusal to provide a formal, binding Design Code, relying instead on an 'indicative' framework, directly undermines this policy safeguard and runs contrary to NPPF paragraph 139.

Policy SPA18 requires a mandatory minimum 30 metre standoff buffer from the riverbanks for ecological protection.

Aprica Comment: The applicant is already attempting to erode the standoff buffer down to 27 metres in their consultee responses, demonstrating a blatant disregard for the site's explicit environmental constraints.

3.2.5 Doncaster, Leeds and Barnsley Councils

Doncaster (2024) and Leeds (2025) stated that the proposed development is too far away from their networks. Barnsley Metropolitan Borough Council, however, (undated response) has concerns about additional traffic at and around Junctions 36,37,38 and 39 but does not wish to raise an objection.

Aprica Comment: Further collaboration with other Authorities, particularly Barnsley, should be considered in order to give more certainty of reducing impact on the wider highway network.

3.2.6 West Yorkshire Combined Authority (WYCA)

Although the Combined Authority no longer seeks a contribution towards additional bus services, it acknowledges that this position relies on the existing two buses per hour being adequate and on sustainable travel measures being secured. They mention the commitment to improving the four nearest bus stops and a funded package of measures, such as 'MCards', cycle vouchers or car-club credit, to ensure that public transport remains a realistic and attractive option for future residents and employees.

Aprica Comment: The Combined Authority's reliance on the adequacy of bus services and the effectiveness of sustainable travel measures is a dangerous one. Active Travel Plans are notoriously unsuccessful and the take up of bus subsidies, cycle vouchers and the like are rarely, if ever, anywhere near Travel Plans' ambitious targets. Further, there is hardly ever, if at all, any enforcement or even monitoring of Travel Plans once developments are up and running. This is a recipe for failed Travel Plans, and this application shows no sign of being an exception. Any permission should, therefore, be secured through enforceable planning conditions or obligations. As a minimum: Delivery of improvements to all four nearest bus stops; A defined, monitored, enforceable and fully funded sustainable travel package for residents, perhaps funded by the redirected contribution. This could include an MCard, cycle vouchers or car-club credit. Without these secured measures, the removal of the bus-service contribution would risk reducing the accessibility and sustainability benefits on which the updated transport position relies. Even then, experience shows that Travel Plans and the like are very ineffective, especially compared with attractive physical measures.

3.2.7 Active Travel England (ATE)

ATE has not objected to the proposals but highlights that the applicant has raised the issue of 'constraints' in terms of widening the provision to a 3m foot/cycle way on the A636 (Denby Dale Road).

Aprica Comment: The fact that there are constraints is no reason to grant permission for a development that is never likely to be sustainable. ATE should have been more concerned about the implications of the physical impossibility to address the constraints. As mentioned above, physical attractive measures are far more effective than ambitious paper plans or relatively minor financial incentives (compare the value of an Mcard, for example, to the price people pay for a car. And what value do buyers place on those things when considering the overall cost of the houses they buy?).

3.2.8 Wakefield Civic Society (WCS)

The Civic Society challenges the Broad Cut Farm development, emphasising the need for a masterplan aligning with the 2024 Local Plan and updated 2026 NPPF. They argue that the proposal's design, scale, Green Belt impact, flood risk, and transportation proposals conflict with planning principles and require modifications, asserting that proper masterplan and adherence to environmental, heritage, and community considerations are essential before approval.

3.3 Application Drawings

The application drawings appear to be largely unchanged since the 14 October 2025 versions were issued, so Aprica's concerns and comments effectively remain the same as they were in Aprica's 'Desktop Assessment and Supporting Submission' of January 2026.

Aprica Comment: Despite the Designer acknowledging and accepting many of the errors raised by the RSA1, the Designer kicks the matter into the long grass, suggesting that the matter be 'resolved later during the detailed design phase'. General Arrangement drawings AMA-23515-SK-003-1.3, 2.3, and 3.3) remain flawed, uncoordinated, and inadequate for a development of this scale. The 'Highways Engineering Layout' drawings '100-SK-002' are labelled, in the Appeal Documents section of the Portal (CD1.3.30, 31 and 32), as "superseded", but no updated drawings have been lodged.

The right-turn lanes into both the commercial and residential access points do not comply with standard highway guidance (Traffic Signs Manual Chapter 5). The drawings incorrectly layout these lanes without proper turning, deceleration, and taper lengths appropriate for the 85th percentile speeds, risking immediate bottlenecks and safety hazards on the A636.

The proposed pedestrian crossings across the busy M1 Durkar Interchange are circuitous, highly unattractive, and force pedestrians to cross multiple lanes of traffic in an environment with poor air quality. Rather than serving the local community or vulnerable users like children, these crossings are merely a convenient byproduct of signalling the roundabout for vehicular traffic.

The proposed 3.0m shared footway/cycleway along the site frontage fails to connect to the wider cycle network, forcing cyclists onto wholly inappropriate, busy carriageways. This directly violates core principles of Local Transport Note 1/20 (LTN 1/20), which dictates that isolated stretches of shared-use footway are of little value and should be a last resort.

Because the layout drawings fail to provide safe, attractive, and practical active travel connections, the development will inevitably fail to achieve modal shift, resulting in heavy reliance on private cars and exacerbating congestion and poor air quality.

4 CONCLUSIONS AND RECOMMENDATION

4.1 Conclusions

The applicant's overarching strategy is to secure outline consent with as little upfront cost and commitment as possible, with the most severe and dangerous compromises occurring in traffic and highway safety:

- Flawed Traffic Engineering and Unresolved Safety Hazards: The submitted General Arrangement drawings propose right-turn lanes into the site that fail to meet standard deceleration and taper lengths based on verified 85th percentile speeds, risking immediate bottlenecks and rear-end collisions on the A636. See previous Highway Assessment, at Appendix A, for full details. Furthermore, an independent Stage 1 Road Safety Audit (RSA1) identified 12 major safety flaws, including aquaplaning risks on the Durkar Interchange, missing tactile paving for the visually impaired, and low tree canopies risking cyclist head injuries. Astonishingly, the designer accepted these errors but defers correcting them to a future detailed design phase, whilst actively refusing to provide a recommended safe pedestrian footway on the south side of Denby Dale Road. For a development of this size and position, the Developer could have explored grade-separated active travel infrastructure such as dedicated pedestrian and cycle footbridges. Mentioning a footbridge would demonstrate at least some effort by the Developer to fund possibly the only way to safely connect a new residential and commercial population of this size to the wider Durkar community without exposing them to sustained poor air quality and fast-moving motorway slip traffic. Instead of at least mentioning such infrastructure, even as a possibility, the Developer has opted for the cheapest, most hostile compromise possible - forcing vulnerable pedestrians and cyclists across multiple live traffic lanes via circuitous, at-grade crossings. A bridge or bridges would also help to ameliorate the guaranteed further congestion and pollution of stop-start traffic.
- Unmitigated Gridlock and HGV Saturation: The developer attempts to downplay the physical reality of construction and operational traffic. Site preparation alone requires the export of 23,500 cubic metres of topsoil, generating 2,000 HGV movements onto the local network - a disruption the developer dismisses as "negligible" based entirely on an unwritten, future CTMP. Furthermore, National Highways' proposed conditions introduce a severe loophole, allowing up to 65 dwellings or 5,000 square metres of

commercial space to be occupied and generating traffic before the major strategic mitigation works at Junction 39 are even completed.

- Hostile Active Travel Environment: Rather than safely connecting the site to the community, the scheme proposes isolated, shared footway/cycleways that directly violate the core principles of Local Transport Note 1/20 (LTN 1/20). Pedestrians are expected to navigate a highly hazardous, multi-lane, circuitous crossing at the M1 Durkar Interchange, exposing users to severe air pollution. In terms of crossing points there is a clear 'Catch-22' situation – adding crossing points would inevitably lead to even more congestion on an already gridlocked network (see full Highway Assessment at Appendix A), yet failing to provide them would leave pedestrians highly vulnerable. There is no possible solution to this problem.
- Evasion of Sustainable Travel Mitigation: The Framework Travel Plan is a hollow document that accepts a dismal 76% residential and 70% employment car dependency rate. It promotes the highly unreliable, hourly X1 bus service as a realistic alternative to driving, ignoring documented public transport failures. Worse still, the developer explicitly refuses to fund site-wide Travel Plan management post-construction, completely abandoning the enforcement of sustainable travel targets to a fragmented group of future occupiers with a short-sighted five-year cut-off. A development so close to the Motorway network, which proposes measures heavily weighted towards carrying more vehicles, rather than encouraging sustainable travel, is sure to encourage use of the car whilst discouraging walking, wheeling, cycling or bus use.

4.2 Recommendation

It is Aprica's view, as evidenced, that there can only be one recommendation: outright refusal. This is evidenced above, and in the previous full Highway Assessment (Appendix A) by:

The severe lack of safe, practical sustainable travel measures, particularly for pedestrians who would be forced to use inappropriate crossings or cross without any protection (the above-mentioned 'Catch-22');

The intense HGV saturation within an already congested area with poor air quality and which is frequently gridlocked;

The documented geometric errors and safety hazards at the proposed highway junctions;

The contravention of multiple Policies:

- Policy LP27 (Part A) of the Wakefield District Local Plan 2036
- National Planning Policy Framework:
 - 'Severe cumulative highway impacts' (Paragraph 116);

- Failing to prioritize sustainable active travel (Paragraph 114);
 - Encroaching on protected Green Belt land (Paragraphs 154 and 155);
 - Relying on poor "sealed box" acoustic design that fails to provide a high standard of residential amenity or resolve hostile land-use conflicts (Paragraphs 135f, 191, and 193)
- Exploitation and Breach of Policy SPA18 Wakefield District Local Plan 2036. The applicant relies heavily on the site's allocation under SPA18 to justify the principle of development, a Policy which explicitly demands adherence to a comprehensive masterplan, "streets for people" active design principles, and a strict 30 metre ecological buffer to protect the River Calder. Instead, the applicant has submitted a vague, non-binding 'indicative' framework which could not be further removed from the requirements set out in the Local Plan.
 - The Applicant's persistent refusal to commit to binding off-site traffic mitigations.

For the above reasons it is strongly recommended that this appeal be dismissed and planning permission refused outright.

5 APPENDICES

Appendix A: Aprica Highway Assessment January 2026.

See Assessment attached to email.

Appendix B: Photographs and Video Links

A number of videos can be found, using the link below, on the Crigglestone Parish Council's YouTube page, showing congestion on the local road network.

<https://www.youtube.com/@CrigglestoneParishCouncil> (see 'Videos' and 'Shorts')

Below is a small selection of photographs from around the local road network.

