

## Lois Horsfall

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**From:** Lois Horsfall  
**Sent:** 04 June 2025 15:41  
**To:** Lois Horsfall  
**Subject:** North Dean Automotive Caomments and Additional Information [Geldards LLP-CARDIFF.108813.8.FID2159562]

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**From:** tain varieties of sops <[mandmponies@aol.com](mailto:mandmponies@aol.com)>  
**Sent:** 03 June 2025 16:43  
**To:** NATIONALCASEWORK <[NATIONALCASEWORK@dft.gov.uk](mailto:NATIONALCASEWORK@dft.gov.uk)>  
**Subject:** North Dean Automotive Caomments and Additional Information

North Dean Automotive Ltd.  
North Dean Garage  
Stain land Road  
West Vale  
Halifax  
HX4 8LS

For the attention of:  
Andrew Walker Inspector appointed by the Secretary of State for Transport.

Date - 3/6/25

I trust that you will give the comments below the serious consideration they require.

Our Comments and additional Information sent from [MandMponies@aol.com](mailto:MandMponies@aol.com) on behalf of North Dean Aautomotive Limited

### Accident Prevention

The proposed access will be on a busy stretch of the B6112 main road where there have been very serious accidents and where there is a bad bend.  
There are already problems with traffic congestion at West Vale and the new crossing proposed by Calderdale is likely to add to this.  
This road is a very dangerous place to try and cross.  
Since I have owned my garage there have been 2 fatal accidents and approximately 11 accidents to date.

There are other routes which would appear viable.

A far safer place for pedestrians and cyclists would be 200-300 yards along the B6112 towards Halifax where the established [Clay House] cycle route comes down to the main road. It could possibly not require a Toucan crossing and could enable traffic to flow freely.  
Once the road has been crossed the cycle way could go along the northern side of the rugby field until it meets the River Calder.  
The river crossing bridge could either be sited here or at any point southwards up to the point where the council want to site their bridge.  
The first proposed access route using the rugby club's entrance which does not involve the compulsory purchase order on us would appear to be a viable alternative route.  
Calderdale rejected this proposed access route due to safety and poor site lines however when on Calderdale's latest access plan we highlighted the problem of vehicles meeting on this access route.

They stated that they would install a mirror to overcome this problem.

If the council deemed this to be a satisfactory solution for us it must be an acceptable solution to there stated reason for withdrawing their first access plan.

When we were initially contacted by Kevin Guy from Calderdale with reference to the proposed cycleway he stated that there were 3 options:

1 - The river wall would be rebuilt and the cycleway will be supported by L shaped brackets

2 - The cycleway would be constructed on top of the newly built river wall

3 - For the cycleway been constructed at the side of the newly rebuilt river wall

Option 1 and 2 are routes that would appear viable. Option 3 relating to the compulsory purchase order on North Dean Garage is not fit for purpose for reasons stated in this correspondence.

Our concerns with Calderdale's plans to use the recent proposed access is that a vehicle coming downhill and a vehicle coming uphill at the same time on this access have no other alternative than to give way to each other by either reversing up the steep narrow access or reversing into our workshop yard where customers cars are parked and work on these cars will be undertaken. This raises health and safety issues for the new access users and ourselves We are a garage business and have been trading or over forty years with no problems using the access route that has always been in place

On the latest drawing relating to our storage unit it shows our storage unit positioned at right rear corner, Calderdale has proposed that we relocate this storage unit This isn't possible as it is a permanent construction which is attached to our workshop with direct access from this workshop. When Calderdale suggested that we relocate the unit I declined stating the above reasons.

Also any new workshop/MOT bay would not be deep enough to comply with regulations

Calderdale have stated that they would take a proportion of our forecourt to enable them to widen the footpath in order to construct a public crossing on Stainland Road B6112

This will reduce the selling capacity of our vehicles due to reduced forecourt area and the ability to park vehicles for sale [look at other routes that would appear viable]

Our reasons for rejecting the new access route at North Dean Garage is as follows:

Too narrow.

Too steep.

No access to the yard past the secure storage building which is above the flood plain and provides us with secure metal storage with direct access to the workshop

Would require constant movement of vehicles.

The storage unit has been there for 30 plus years and used to store valuable items and equipment and enables us to have clear access to the ramps, tyre fitting equipment, workbench, toolboxes etc.

The outside location of the waste oil containers are also on the proposed access road.

Proposed access would enter the yard adjacent to where employees will be working on ramps or outside the workshop doorway.

In my opinion a danger to employees, customers, delivery drivers ad recovery vehicles.

Calderdale's proposed new positioning of the storage building which we have already rejected has the following implication:

The new proposed position of the storage building would stop us from replacing the workshop with a larger new workshop which would enable us to do MOT's.

Environmental/ Flooding Implications and Accident Prevention

A banking has been created along the southern and western perimeters to hold back the River Calder and Black Brook. These bankings were created by pilling earth up.

If the banking is breached the rugby pitch and the cycleway will be rapidly engulfed with flood water presumably anyone on the cycleway would be in danger of been swept away. The rugby pitch is in a class 3 flood risk area and also a flood water retention area. Another concern is that traffic idling caused by the construction of a Toucan crossing could also affect the air quality of nearby business and residents including a local school. Also the preferred access route in Elland was rejected because it floods and would be dangerous. As the route through Heaths rugby ground often floods this should also be rejected on safety grounds.

Business turnover will substantially be reduced

Not only the disruption caused to our business if the planned work is carried out which involves closing the garage for that period of time with the potential loss of our customers who bring their cars to us for repairs and servicing etc. and having to go to an alternative garage to have work done.

The overall impact on our turnover taking into consideration the reduced area with regards to the forecourt will result in less vehicles been able to be displayed for sale.

This is our shop window in a position where passing trade is often our best asset.

The long term predicted loss of earnings taking into consideration the above comments could amount to many thousands of pounds and possibly make the business unviable.

Extent of land not considered correctly

The planned compulsory purchase order of the land at North Dean Garage that Calderdale have issued has not taken into consideration the impact that this decision has on our business.

We have been trading for 40 years and have built our business over these years.

We have facilitated employment for a number of people including locally self employed companies.

We also use local parts suppliers whenever possible.

Also our land in relation to the yard that is at the rear of our property that Calderdale propose to take from us has implications with regards to this area been significantly reduced in size which will have an impact on the amount of space we need to park customers cars in need of repair

The impact of reduced capacity to run our business as we have done in the past due to the compulsory purchase order that has been issued to us will not only impact our business it will have an impact on the local businesses that we have traded with over the years.

Also our car wash area which is adjacent to the proposed route will be a hazard to people using the this access route.

There is not a compelling case in the public interest when considering the detriment to the premises and business.

We would ask you to consider Calderdale's original plan which was to go through Heats Rugby Clubs entrance then across their car park adjacent to Black Brook and then in front of the club house.

Howard Leech [Managing director]

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