



9 - AUG 2018

Planning Services
PO Box B93
Civic Centre 3
Huddersfield HD1 2JR

Dear Sir,

R.E: Outline permission for the residential development and facilitating engineering operations and full planning permission for the new access off Horton Street and the spine road to adopted standards. Application No 2018/91661/E

I am writing to express my concern regarding the above planning application that was put on local lamp posts a week ago while I was on holiday. It seems that once again there will be a complete lack of meaningful consultation with local residents who will be severely affected by both the cutting out and infilling process in the banking followed by the building work and the extra traffic volume caused by the 148+ cars from the 74 new houses if they are built. There is less than 3 weeks in which to object to this when many people will be away on their summer holidays.

My grave concerns are highlighted below:

Traffic (Policy T10) /Noise (EP4 and EP6)

Traffic surveys were been done prior to the last planning application (which was rejected) on Walkley Lane, Horton Street and Brunswick Street need to be extended well beyond to include Church Street (a nightmare at key school times which is compounded now that the extension to the school is underway) and the main road through Heckmondwike if a true picture of the volume of traffic at present is to be analysed.

Lorries (carrying gabions and building materials etc) using a proposed new access road off the curve in Horton Street will bring noise, pollution and mud on the road and access to homes. How will they arrive at the building site as Church Street and Brunswick Street have cars parked at both sides of the road during the day? Will residents not be able to park by their homes? Does the bridge over the cutting on Brunswick Street have a load limit? How on earth will heavy lorries carrying stone filled gabions arrive at the work site? How will they be able to manoeuvre both to the site through narrow traffic filled roads and turn into the site once they have arrived? These streets were not meant to support such heavy traffic. Horton Street is a cul-de-sac and therefore residents will not be able to avoid the building work - the trucks bringing the building supplies to the Grammar School extension have already been causing chaos for the last few weeks and is likely to do so for a couple more months. Only yesterday a huge lorry entered the tiny St James Street in order to access Church Street to deliver or pick up from somewhere there (I was in my car so couldn't see where it went). I had to reverse on to the narrow pavement in order to let it through – not easy with taxis parked

everywhere! At key school times Horton Street, Brunswick Street, Church Street and Church Lane are completely seized up with traffic and residents already have great difficulty getting in and out of Horton Street at these times with parents waiting to pick up their children or drop them off. I have had a few altercations with drivers of cars who refuse to move and allow access into the street in which I live.

When the homes have been built, each with 2 parking places plus extra spots on the roadside for 'visitors', that would be potentially many extra cars to add to the daily volume of traffic leading on to the roads leading to Walkley Lane/Heckmondwike (Horton Street, Brunswick Street and Church Lane. The 2nd parking place per household is a garage and it is common knowledge that householders who have more than one car rarely use their garages. This will mean that more cars will be parked on the nearby streets, adding to the mayhem.

Current noise levels were surveyed in the area and were found to be predominantly 'birdsong'. The proposed development will significantly change this from pleasant natural sounds into those of heavy goods traffic initially followed by traffic and residential noise which is highly likely to exceed the noise levels outlined in the noise policies.

Ecology/Pollution

The owner of the land where the intended infill/housing development is to take place had the mature trees cut down well before the latest planning application was put in. Although technically a 'brown field' site, there was an abundance of wildlife (as there is on the Greenway today) that is beginning to come back as the trees and plants reseeded themselves. Jays, _____ and bats can be seen and owls heard on an evening. The trees and bushes have made a good start in their growth now and the banking is lush and green. The latest plans no longer include a 'greenway' running alongside the housing development, which is lamentable as people using the greenway to cycle or walk to and from work obviously reduce the volume of traffic in the town centre of Heckmondwike..

As the cutting to be filled was a railway line, contamination of the area is a concern as has been highlighted in the searches – how will this be dealt with to ensure that it is contained and doesn't get into the local water courses from a natural spring that I believe comes from the Kilpin Hill area to the Spen Beck and ultimately the River Calder at the bottom of the valley? The Spen has abundant wildlife that is a delight for walkers in the Dewsbury Country Park and Ponderosa areas.

Our green spaces are being reduced and squeezed in built up areas and it is a fact that communities as well as wildlife need trees and places to relax. (Built Environmental Policy BE1, BE12, D1, D2). We completely understand that housing is a necessity in this area but looking after the wellbeing of the whole town community must be considered too. Once these green corridors left historically by the railway companies between towns are destroyed they will be lost forever and the cycle/walking/riding paths surely are worth preserving for posterity as well as for sustainable green transport links.

