

About the application

Application number: 2020/91215	
What is the application for?:	Outline application for erection of residential development
Address of the site or building:	Land at, Green Acres Close, Emley, Huddersfield, HD8 9RA
Postcode:	

User comments

Type of comment: An objection
Objection to Planning Application 2020/60/91215 It is difficult to comment on an application that has so many inaccuracies as to make it totally unacceptable as a full application and should in fact be refused by the Planning Officer. The Planning notice says land at Green Acres Close, but mentions Wentworth Drive in the application, is this deliberate obfuscation, in the hope that it will really confuse. The application says 50 houses, plan shows 44, the plan informs us that 4 of these houses are "low cost" but as there are at least 15 houses in the village for sale which would fit this category, I see no reason to build more that are obviously not required. The plan shows the original right of way continues through the development, however when scaled this is only 600mm wide totally inadequate for two people to pass, and also includes the whole of the pavement, which will have cars parked on the footpath. The garages are too small to garage even small cars, and therefore all the cars will be parked on the pavement outside the houses, and therefore pedestrians have to walk on the road. The plan also does not take into consideration the legal rights on the Millennium Green Trustees, access to the Millennium Green will be limited at best, this is an outstanding area of beauty and tranquillity with views of 100 miles of the South Yorkshire Pennines. The plan does not mention the Trustees have a legal right attached to the property, the right to access their own property from Green Acres Close with or without machinery in order to maintain the Green. The disable parking area does not exist on the plan, surely a company who is building low cost houses would have places for the disabled to use the Millennium Green. This legal right has already been notified in writing to Kirklees Planning and receipt of information returned to the Trustees. Where are the children from these houses going to be schooled, as the village school we are told is full to capacity with waiting lists, are they to be bused to Scissett, Skelmanthorpe, limited bus service and villages that also have seen, overbuilding of houses. Although access from Green Acres Close has been refused, I note that the plan still would allow access from that entrance. Although consultation commenced on the 30th April, we are now at 20th May and the site notices have just been POSTED, in the affected area of Wentworth Drive. The application states that consultation has already been undertaken with the residents of Wentworth Drive. made in the Developers Planning. Design. and Access

statement and therefore is not necessary. That consultation referred to access through Green Acres Close, not Wentworth Drive, and therefore is invalid and requires to be re undertaken by the Developer.

The Developers transport statement is wholly inaccurate in relation to Paragraph 5 (Development trip impact) this section still relates to the access being through Green Acres Close and Warburton. That is not now the case and so all the data in that section is irrelevant. New data must be provided for access off Chapel Lane into Wentworth Drive, and the current very low volumes, due to the corona-virus lockdown/travel restrictions, means that present traffic flows are artificially low and should not be used as a base for comparison.

Access from Chapel Lane onto Wentworth Drive was designed in 1975 for 40 houses with car ownership 50% less than it is now. Additionally, onto this access was built Wentworth Avenue with another 40 houses, and then Manderley Gardens with another 4 very large houses.

Car usage along Wentworth is now 4 times what it was in 1975.

Within 20 metres of Wentworth Drive with access from Chapel Lane/Beaumont Street are no fewer than four other streets, Tyburn Lane, Beaumont Street, Outlane, front and rear entrances. A pub The White Horse with on street parking, the Band Room with on street parking down Wentworth Drive, and since January, on a corner on the brow of a hill which restricts the view towards Upper Lane in Emley which is the main through road. a bus stop. Within 100mtrs from Upper Lane to Beaumont Street there are 5 road junctions and a blind vehicular access to AFC Emley, Emley Clarence Cricket club, The Wentworth bar, Emley Community Centre and Emley Youth Club.

There are already over 170 vehicles using Wentworth junction registered to houses on Wentworth and Manderley, an additional 50 houses would have at least another 100 vehicles, plus delivery, and service vehicles, all accessing from Chapel Lane/Beaumont Street which is the main through road of the village.

The current junction from Wentworth onto Chapel Lane/Beaumont street with the flows of traffic along Chapel lane which is at that point the main arterial roadway through the village that leads into Upper lane which has all the problems of traffic flow and residents parking. Upper lane no further that 100 metres from this junction with Chapel lane and Wentworth is for most of the day a single-track main road caused by residents parking and the volume of traffic coming from the M1 and going to the main cities within West Yorkshire. The building proposal would if accepted increase traffic volume at the Chapel Lane/Wentworth Junction by 50% this is an impossible situation. We have seen, witnessed, and cared for, a number of accidents at this junction which has limited line of site of traffic from both left and right. I also note on the previous application no mention was made of accidents on Upper Lane until they were pointed out and notified at the previous refusal for building. On street parking for vehicles from Beaumont street, means that vehicles entering the village are directed into the middle of the road forcing vehicles coming from the opposite direction to use part of Wentworth to avoid hitting traffic, this in turn means that traffic down Wentworth are faced with traffic which restricts them from stopping at the junction end, if they do