

From:
To: [DCAdmin](#)
Subject: OUTLINE PLANNING APPLICATION 2020/92331 amended
Date: 20 November 2022 23:10:53

37 Heybeck Lane, Dewsbury, WF12 7QT. wish to comment & object to the above application, and amendments.

My objections are to points raised in the Consultancy Documents included in the original Application dated 2020 and amended 02/11/2022.

The Masterplan does not appear to address Sustainability and needs to be stopped before irreparable damage is caused to the area. Sustainability consists of fulfilling the needs of current generations without compromising the needs of future generations, while ensuring a balance between environmental care and social well-being and economic growth.

Kirklees Council guidelines for an acceptable development and successful application say there is a need to be sympathetic with the local area, surrounding, buildings and use of land, not just to change the whole environment indiscriminately. Condensing two large developments in one area with residential and employment mixed side by side is not a desirable community environment. Even having a Community Centre available to everyone it will encourage more people and vehicles into and around adjacent residential streets.

A pandemic halted life as we know it but a cure was found and is progressing globally. Destroying green land is not a cure for anything, especially environmental care and social well-being. Together with application 2020/92350 they are a gross over-development considering the amount of new build projects that have been applied for and approved or presently under construction in Kirklees, ie don't 'put all your eggs in one basket' Other areas of Kirklees are in need of improvement including Social housing that is a national disgrace at present. There has been no consideration for renewable energy.

The Biodiversity Net Gain (BGN) statement states in its introduction the need for avoidance or mitigation or be translated to direct monetary value where off site compensation is required, i.e. consideration of existing local residents that will suffer detrimental health problems and devaluation in property values due to this over- development and overcrowding. The combined developments will compromise both the needs of current and future residents. Avoidance is

needed rather than trying to fix the problems this plan causes.

Biodiversity is under threat by removing Trees, bushes and wetlands and wild grasslands that naturally slow down water and help soil to absorb rainfall. When they are removed it will increase flood risk further downstream. The land has natural gradients but very poor drainage and standing water that can be seen at all times of year, this would cause a big problem downstream to the lower areas east of the sites. In addition, this scheme will only add to the current problem of global warming and worldwide targets to become carbon neutral.

A 20m buffer zone from the existing woodland is inadequate as the root systems are expected to have extended far beyond that distance already, hence building so close would be detrimental to the ancient, precious trees and woodland with most of the hedgerows removed permanently. Five piles of logs dotted round both sites would have very little or no benefit at all and never replace the natural habitat these developments would destroy.

The general conclusion put forward by the Pell Frischmann Report is, when the traffic from both Proposed Developments are added to the national road network already at or over capacity, existing issues are exacerbated, and traffic levels at a number of the considered junctions are taken beyond the point of capacity/operability that is usually considered acceptable'

This assessment concluded a total TA both in and out of a combined development area to be 2977 in total adding to the road network already at full capacity.

Superseded Document ID 954297 only gives a potential mitigation solution at M1 J40, for this application when combined with application 2020/92350, they trigger a requirement for mitigation. As the intention is now to progress both applications a mitigation scheme for both M62 J28 and M1 J40 will be required and a mechanism that allows for further assessment in the future.

A scheme has not been submitted for M62 J28, or several other major road junctions extending from Shaw Cross via Leeds Road, either to or from the north of the M62.

In 2020 National Highways recommended planning permission not be granted for a specified period. It cannot be acceptable to grant permission expecting the M1 J40 scheme to solve all the traffic problems when their recommendations are for the construction stage which is only the start of much bigger problems.

Regards,