Objection – Land off Bierley Marsh is not in the Kirklees Plan for development. There are special considerations associated with the site being near East Bierley Conservation Area, Common Land and access being off a narrow public footpath, with restrictive access rights. Capacity of local roads at peak times, at the school and other infrastructure can not support excessive development.

The land off Bierley Marsh is not allocated for housing in the Kirklees local plan. As such holistic views should be taken on development in the area. Approved planning for 46 houses off Hunsworth Lane will when built, stretch local Infrastructure to breaking point. This puts in question whether local infrastructure can support the further 17 houses associated with this application, identified at pre-planning, and as shown on the plan on page 6 of the submitted design statement.

I ask planners to reject the density of housing, being put forward on unallocated land, in a high amenity area, subject to many constraints. Whilst this site is not in the conservation area, points made in East Bierley Conservation Area Appraisal, set context for a review of the proposals in the light of appropriate development, density, style, landscaping and boundary features:

"*The Green and Bierley Marsh create a pleasant contrast to the rest of the Conservation Area"*

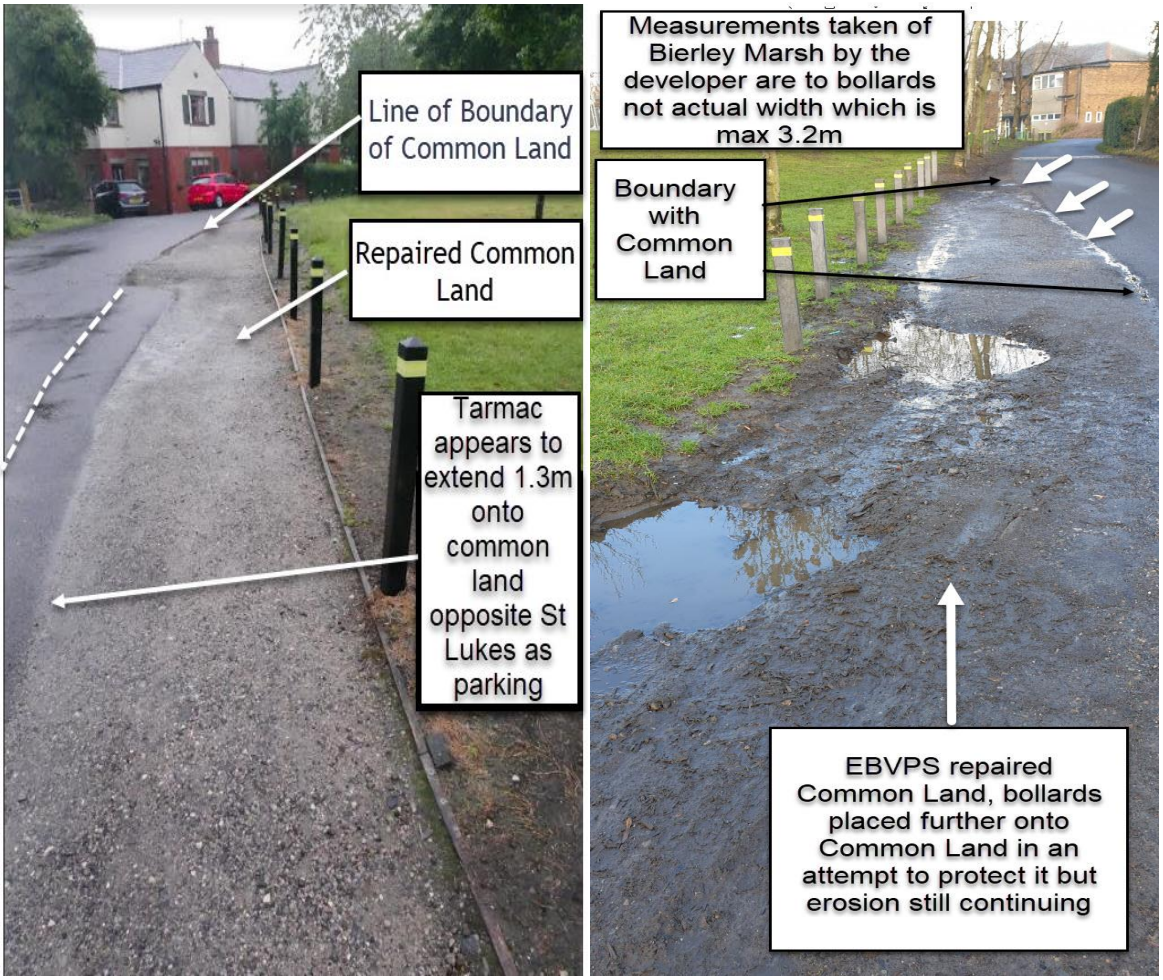
"The Green and Bierley Marsh break up the domination of buildings in the Conservation Area and provide a quality open space for the village. Their setting complements the formality and architectural integrity of the surrounding buildings, they also provide gaps in the urban grain to allow for views of the area"

"The open space in the conservation area consists of small and large private gardens, The Green and Bierley Marsh. Too much infill development and extensive housing developments in East Bierley will have a serious effect on the character of the conservation area. Loss of boundary walls, high loss of trees and open space or if there is an increase in building density it may be harmful to the character and be detrimental to the conservation area"

"There are many small lanes throughout the village which contribute towards the feeling of rural seclusion."

Bierley Marsh is a narrow lane, has Private Street Status and is constrained by common land to the South, West and then the duckpond further down. Kirklees have confirmed they have no record of its construction and It is not designed for, or sufficiently wide, to provide adequate holding capacity for vehicles waiting to enter or exit off/onto South View road and Hunsworth Lane. There is nothing stopping travel in either direction around Bierley Marsh, which forms a crescent around the Urban Green Space. It is essentially a single track, no more than a 10ft wide public footpath, with limited vehicular access rights. Capacity for passing, is inadequate and as a result of repair works on damaged common using loose stone and demarcated by bollards (all on Common Land). Parking at St Luke's, shown on the East Bierley

Conservation Area Appraisal and commented upon in pre-planning comments which state that this parking should be incorporated in any design, further impede passing.



Traffic through East Bierley and at rush hours is often congested, those cars attempting to exit Bierley Marsh onto South View Road may have to wait to join queuing traffic. School drop off times (and pick up) generates many more traffic movements and there are c. 200 school children (and guardians) in the vicinity. Sight lines out of Bierley Marsh are in practice inadequate as they become obscured by parking. High levels of traffic generated by the school and drivers using East Bierley as a "Rat Run ", to avoid Tong Cemetery/Westgate Hill, creates a vehicle: people interface that is a significant risk and is often referred to as “an accident waiting to happen ". Over development along Bierley Marsh that increases traffic volume and potentially unsafe movements due to inadequate sight lines will worsen this risk. A design based upon a limited number of bungalows, in high demand in the area, might limit this risk.

East Bierley is not well served by public transport. There is no direct bus route for anyone working in or visiting Leeds. This means there is an ongoing reliance on the use of cars. The number of cars has significantly increased in the area over recent years and has put street parking near Bierley Marsh under immense pressure, particularly at school key times, but also resident overnight parking. Modern family

living and need for cars will put further pressure on parking if excessive levels of new (over dense) development are approved.

East Bierley School is often referred to as oversubscribed and concern has been expressed that the school may not be able to cater for increased demand for the level of development already approved and any future development in East Bierley. If the school cannot cater for increased demand for school places, this will require parents to drop young children off at other designated schools. Associated traffic movements will worsen the traffic problems at school times and rush hours through East Bierley. There is no option to extend East Bierley at this location on the protected Common Land.

To understand the full impact of proposals it is also considered imperative that this application be withdrawn, and new applications submitted, to include for both sites, to enable meaningful assessment of the impact of the full development plans for land associated with the 2 sites identified at pre planning and referred to in this submission.