



Whilst I would like to see the old Mill restored, I have some serious and fundamental objections to the plans as follows:

1) I believe the plans represent a potential over intensification of the site - increased number of new-build houses at 24 is a material difference and in breach of the Kirklees Local Plan and should be scaled back - Kirklees Local Plan 2019 identifies the site as HS190 as accepted for development of homes within an allocated maximum capacity of 19 houses with part of the site being within Green Belt.

2) Kirklees Local Plan Technical Paper Flood Risk November 2016 identifies site H2585 partly in Flood Risk Zone 3a with a functional floodplain – housing development should not take place in Flood Zone 3a and development.

3) Proposed access roads do not meet the required standard - Spring Lane is 2.9m in width at its narrowest point and Water Street 3.2m. Kirklees Local Plan Supplementary Planning Document Highway Design Guide October 2018 identifies Street Type C (Shared Surface Street) must be 4.8 to 5.5 metres in width and private 'Non-Adopted' streets of new developments serving more than 5 dwellings (or any existing private road which will serve more than 5 dwellings after completion of new development) should be laid out to an adoptable standard. National Planning Policy Framework paragraph 110 d) states “allow for the efficient delivery of goods, and access by service and emergency vehicles”. West Yorkshire Fire and Rescue Service Access for Fire Appliances (Ref: FS-PAN010) states a minimum access route width of 3.7m. Planning was recently rejected for development of new houses in Netherthong with access via Wesley Avenue at 4.9m in width which is wider than Spring Lane and Water Street, but less than 5.5m.

4) I have significant concerns in relation to the unacceptable impact on highway safety and severe impact to surrounding road network - There would be a significant danger to the local community from increased traffic volume from 82 car parking spaces with inadequate access creating and exacerbating major highways and pedestrian safety issues. Proposed site access and existing adjoining roads have no footpaths. Existing on-street parking surrounding the site reduces current traffic flow to one lane in all directions and the adjoining road is a bus route and designated 'Rural School Route' for children walking in the road to nearby Hinchliffe Mill Junior & Infant School. Department for Transport Manual for Streets 2007 ref 1.1.6 “discourages the building of streets that are primarily designed to meet the needs of motor traffic but unsafe and unwelcoming to pedestrians and cyclists”.

5) I am concerned about the three storey height and massing (size) of plot 1, 2 & 3 directly adjacent to the mill and overlooking the dam which is incongruous and out of scale with the 2-storey heritage Class 3 asset which would lose its local prominence, adversely affecting its townscape merit and immediate setting – scaling back the number of dwellings and number of storeys is required along with design consideration in keeping with the typology and context of the surrounding vernacular and immediate properties within this conservation area.

6) Public Rights of Way access to public footpath Holmfirth 95/10 would potentially be unlawfully obstructed and interfered with.