

Address: 135 School Street Holmfirth HD9 3EB

About the application

Application number: 2021/90800	
What is the application for?:	Redevelopment and change of use of former mill site to form 19 residential units
Address of the site or building:	Hinchliffe Mill, Water Street, Holmbridge, Holmfirth, HD9 2NX
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	No
<p>1) Over intensification of the site (too many houses). Although the number of houses has been reduced from 24 to 19, 19 dwellings is the indicative maximum capacity allocated for the development site HS190 in the Kirklees Local Plan 2019. (The Local Plan does not identify the size of dwellings so if 19 one-bedroom properties were developed the volume of cars would be considerably less than the 19 three/four-bedroom properties being proposed). If the developer wants to create large size properties, the number should be reduced from 19. The volume of traffic generated from proposed plans will be too high for the surrounding road network leading to an unacceptable impact on highway safety.</p> <p>2) Highway safety. Unacceptable impact on highway safety and severe impact to surrounding road network. Significant danger to the local community from increased traffic volume from the number of proposed houses exacerbating major highways and pedestrian safety issues. Proposed site access and existing adjoining roads have no footpaths. Existing on-street parking surrounding the site already reduces 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 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". There is no provision for existing residents parking, so vehicles displaced from their usual parking locations to allow access to the site will add to the congestion of existing on-street parking, creating further issues.</p>	

3) Inadequate Access.

Proposed access roads do not meet the required standard. Spring Lane is 2.9 metres in width at its narrowest point and Water Street 3.2 metres. Kirklees Local Plan Supplementary Planning Document Highway Design Guide October 2018 identifies Street Type C (Shared Surface Street) must be 4.8-5.5m 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. Proposed plans intend to have access via Spring Lane and Water Street both serving more than 5 dwellings. 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 which is not being met. Could access to the whole site be completely replaced via a two-lane wide road alongside the mill pond instead of Spring Lane and Water Street?

4) Scale and Massing (size).

The scale and massing of plot 1 & 2 directly adjacent to the mill building, overlooking the dam are unduly dominant and out of scale with the heritage Class 3 asset mill building which would lose its local prominence, adversely affecting its village-scape merit and immediate setting. Historic England submitted concerns that previous plans presented a 'domestic' feel, at odds with the industrial character of the site which would not preserve or enhance the special interest of surrounding designated and non-designated assets and would be harmful to the character and appearance of the conservation area, and consequently cannot be supported. Complete removal of plot 1, or further reduction in scale and massing of plot 1 & 2 is required. Further design consideration is needed in keeping with the context of the industrial setting and surrounding properties in this conservation area.

5) Greenbelt.

According to Kirklees's own response to previous plans, the access route at the top of Spring Lane has revegetated to the point that any fixed surface infrastructure connected with the mill no longer exists, to the extent that the council considers this parcel of land to have blended into the landscape and cannot be regarded as brownfield land but greenfield land within the green belt. the proposal would have the effect of wholly changing the character of this parcel of land from open to residential resulting in a very significant encroachment of urban use and character, contrary to the purposes of including land in the green belt.