

32 Ford Gate ~ Hinchliffe Mill ~ Holmfirth ~ West Yorkshire ~ HD9 2NZ

December 28 2021

Dear Sir,

Re: Planning Application 2021/62/90800

I wish to register my opinion(s) regarding the above application as follows:

I am, myself much in favour of the existing Mill Building being developed into the proposed construction of residential units, under the assumption that the existing building maintains, as much as possible, its exterior character maintaining both its heritage and status of a Class III monument withstanding its former 19th century status of an historic interest.

My immediate concerns of the current proposed development include proposed access roads to the development not meeting the required safety standards (ref: Kirklees Local Plan Supplementary Planning Document, Highway Design Guide, October 2021) etc.

Water Street in particular, is below the required street width. The local road system is already at maximum capacity, particularly between 7am and 9am, at school leaving time, and evening, 5pm to 7pm).

Current local street parking is such that Co-op Lane, Old Road, Ford Gate and Dobb Lane, due to the narrowness of the roads are by default single track roads without any provision made for vehicles to pass. This situation becomes exacerbated over weekends regarding present on-street parking.

The above existing problem for cars struggling to park within a reasonable distance from their home is currently compromised by current, (not future problems).

Visiting traffic to Holmfirth Vineyard and Whitegate Leisure Camping and Caravan site, naturally increases in spring and summer, hence traffic volume becomes far in excess of that provided for at the moment.

If Dobb Lane and Spring Lane are to be upgraded to access a significantly busier/heavier road status, this cannot happen without provision for safe off-road parking for existing properties being incorporated into the current development plan.

Although, statistically, there has been no road-safety issue from the intersecting junction of Co-op Lane, Old Road, Ford Gate and Water Street not been reported should not imply that redevelopment would keep this area relatively free of risk

I maintain I have little confidence in the stated traffic movement modelling based on any computer derived algorithm. This is not a standard housing development in an urban area.

The existing bus service is inadequate, expensive and slow. To use a bus to get to any employment on time, in Huddersfield, for 8am, means catching the first bus from Holme, and a change at Huddersfield station. Total journey time 1hr 50 mins, cost £5 each way. I can imagine no improvement in respect.

A much more thorough traffic survey should be conducted at various times, both at peak travelling times in the working week, both early morning and evening, school opening and closing and at such times as weekends in the summer, to better understand traffic movements along the roads mentioned.

None of the proposed properties appear to be classed as "affordable or first buyer" type properties. Consideration should be given as to the amount of and location of affordable properties within the development of the "brown field" part of the site to the rear of the mill building, notwithstanding the total number of dwellings which should not exceed that originally granted, (19). (Ref 2010/91518).

The original planning consent given in 2010 also made provision for restoration and improvement of the Mill Dam, for the benefit of all residents, not just those contained within the new development. I can find no reference to this within the new proposals. I also note that the area of water has been reduced to approx. 2/3 of the original pond.

There is a unique opportunity with the development of the old mill, the derelict land to the rear and the reinstatement of the green space land and pond to the front of the mill, to produce a development of outstanding quality, visual amenity and character, in keeping with the 200+ year old buildings and environment of the valley bottom part of the village. This development is within the conservation area of the village and as such must complement the existing built environment, preserve existing green and open space and be at a scale and size that does not dominate it.

I can do little more. My only wish now is we will enjoy a beautiful building with life again and accept change for the good of residents both old and new.