

From:
To: [RichardA Gilbert; DCAdmin](#)
Subject: Hinchliffe Mill Amended Application 2021/62/90800/W
Date: 25 October 2022 00:00:28

I reserve the right to have my name and address omitted from both the top and bottom of this letter when posting my comments on the planning application portal.

24 October 2022

RichardA Gilbert
Kirklees Case Officer

RichardA.Gilbert@kirklees.gov.uk

dc.admin@kirklees.gov.uk

Amended Application 2021/62/90800/W

Dear Mr Gilbert

According to local councillors, who were contacted by the planning department about this amended application, site notices were intended to be erected on Monday 3rd October 2022. I would like to inform you that none were erected.

OBJECTION

I note the applicant's amendments. However, they do not go far enough to reduce or mitigate highways issues for Spring Lane, Water Street and the Dam Banking entrance and exit points along with the over intensification of the site with the 12 new proposed units on top of the 7 in the mill, 19 units in total.

This is not to say I do not want "A" development of the mill and the clearing out of the Dam overgrowth along with the reinstatement of water leaves.

In my opinion "A" few new housing units on the development would be acceptable but not 12 on top of the 7 within the mill building due to the over-intensification of the application, highways issues, along with conservation area concerns and proposed new build style that is not in keeping. There are also many listed buildings so this application does not have merit.

In relation to the above I would like to request the current amended planning application, 2021/62/90800/W, for 19 dwellings is **refused** on several grounds.

Planning applications should be considered on merit. This application does not align on the grounds of Highways policies and or issues at the 3 proposed transit points on and off of the proposed development.

Manual for Streets

Manual for Streets (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

*The focus of MfS is to demonstrate the:
'benefits that flow from good design and assigns a higher priority to "pedestrians and cyclists",
setting out an approach to residential streets that recognises their role in*

"Creating places that work for all members of the community".

Extra Parking on Spring Lane / Dam Head

Even though I tentatively welcome the new amendments now cater for 4 new parallel parking spaces for residents of Dam Head / Spring Lane to alleviate parking issues on Dobb Lane and Ford Gate along with transit on and off the development including refuge wagons and on-line delivery vans. Unfortunately, The 4 parking spaces only mitigate the fact that it is only to gain access along the dam banking to 2 parking spaces and a garage for plot number 1 so does not go far enough and more Spring Lane / Dam Head residents parking spaces should be catered for before any plans are approved or commenced.

In my opinion, I would recommend there are between **8 and 10 new spaces for Spring Lane / Dam Head** therefore to alleviate and Lock-in any displacement of residents or visitors cars parked on Spring Lane / Dam Head outside their properties and an integral garage on Dam Head, so as to future proof the development for Dam Head, the community of Hinchliffe Mill and the surrounding highway network.

I would suggest that the parking spaces are set at an angle rather than parallel to Spring Lane so as to fit more spaces in. Spring Lane is a bumpy and very narrow track so vehicle speeds are incredibly low so [2 and 3 mph] can easily cater for diagonal parking.

Another suggestion would be to use part of the dam that will not have water in it as illustrated in the submitted plans. This area would have better access than part way up Spring Lane in my opinion would ease all highways issues effectively.

No safe walking and cycling zones on the dam banking, Spring Lane and Water Street for the proposed development.

The over intensification of the site in relation to entrance and exit points lack safe walking and cycling zones so is "lacking merit".

The National Policy Framework objectives and MfS are to promote more sustainable transport choices, promote accessibility by public transport, on foot or by bicycle, and to reduce the need to travel, particularly by car.

Kirklees PROW states that, "PROW would also ask the LPA to consider appropriate off-site contribution for the local PROW network in connection with the proposed development, given the increased residential provision, the popularity of walking in this area for recreational and transport reasons, and associated public use of the local PROW network."

https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2021/90800&file_reference=858971

The planning application does not take into account the safety of pedestrians and cyclists consequently there are no pavements on Water Street, Spring Lane or the dam banking.

If the **2** parking spaces and garage are omitted off the Dam banking for house number **1** then a safe area for pedestrians and cyclists transiting on and off the development could be created instead of vehicle access subsequently reducing particulates output and increasing cleaner air on the development next to the dam and neighbouring locality including the Rural School Route. This would promote walking and cycling as set out in Government planning and the Kirklees Council climate change emergency plans for housing which is also supported by the Holme Valley Parish Council

Neighbourhood Plan and the HVPC Climate Change Emergence Committee.

A footpath along the Dam banking could link up to **footpath HOL/95/10** which crosses the Mill Land but still needs to be reinstated. See link 13 [d]

(d) *"the restoration of the definitive public footpath line (HOL/95/10) on the eastern side of the site".*

https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2010/91518&file_reference=312207

Using the dam banking from Dam Head / Spring Lane could form part of the green infrastructure network for walker and cyclists on and off "A" development and would benefit the community if it was resisted as a public right of way for walkers and cyclists.

13 Conservation Areas in the Holme Valley including Hinchliffe Mill

The conservation area of Hinchliffe Mill was designated in 1980. I note the developers supporting document states "Hinchliffe Mill does not have a conservation area appraisal" so the developers did one themselves recommending "Kirklees planning accept it"!

I feel that any appraisal must be carried out by an accredited independent body as will be the case for Honley of which is the next on the list for one. There are 13 conservation areas in the Holme Valley and for this reason Hinchliffe Mill must be sensitively looked at when planning applications are submitted or renovations carried out to properties in conservation areas. The HVPC is considering a conservation area awareness campaign to be carried out in the Holme Valley of which hopeful should commence shortly.

The developers conservation area appraisal has not been approved so should not be taken into consideration!

Local Plan HS 190 The Local Plan says no more than 19 houses due to highways issues. This suggestion was taken from the Unitary Development Plan [UDP] 10 years ago. In that time highways issues have increased dramatically and when the Local Plan was being put together by Kirklees the amount of housing on HS190 should have been greatly reduced to reflect current highways issues and updated highways legislation. If due diligence had been taken at the time of the Local Plan then I firmly believe "no more than 19 houses" would have been greatly reduced. 19 is only a suggestion and with the current highways issues on and off site then less than 19 must be taken into consideration before any planning approval.

The 3 new proposed houses [17, 18 and 19] on the upper south side of the site at the end of Spring Lane

I feel that these 3 houses are an over intensification of the development and will over dominate both the landscape of Hinchliffe Mill and the conservation area which has many listed buildings in close proximity. The properties are too tall and large and not in keeping so they lack merit.

Spring Lane leading to this part of the site is in a conservation area so you should reflect when making your decisions and bear in mind that open green public space is an essential part of planning policy and that a proportion of this land is in greenbelt and therefore should not be built on as set out in the Kirklees Local Plan and the Holme Valley Parish Council Neighbourhood Plan. As you will be fully aware there are very strict rules governing building on greenbelt of which this application does not fit those categories currently.

Greenbelt; 3 new proposed houses [17, 18 and 19]

The associated parking and access are in Greenbelt and you would need "very special circumstances" to build on Greenbelt of which these properties are not deemed as under strict planning rules.

Holme Valley Parish Council Neighbourhood Development Plan (NDP) was formally made on 8th

December 2021. Within the NDP it mentions "avoiding building on GREENBELT".

The 2 new proposed houses [1 and 2] on the dam banking along with a garage and 2 parking spaces

These houses are out of character with the mill and surrounding weavers cottages, many are listed buildings including the bridge over the river between Ford Gate and Dobb Lane.

These 2 houses should fit in with the surroundings rather than be of modern design like the others on this application.

Listed buildings and bridge There are many listed buildings close to the proposed development <https://historicengland.org.uk/listing/the-list/> so build type of any housing in the application should reflect accordingly

The 7 new houses behind the mill [10,11,12,13,14,15 and 16.

The 7 new proposed houses on top of the 7 townhouses in the mill are an over intensification of this area of the site, mainly due to highway issues on Water Street. I would like to see these greatly reduced in numbers and size. I would also strongly suggest that the strategic planning committee visit the site together so as to assess the topography of the proposed amended application.

The 7 proposed townhouses in the mill

I fully support the conversion of the mill into 7 townhouses with garages under the mill on the ground floor. However, I still believe that townhouse number 9 should have provisions in relation to no over looking to the cottages on Water Street. I would suggest Full or partial opaque glass.

Mill Dam and banking

I welcome the retention of the mill dam even though the size of the dam will be greatly reduced in the architect's impression plans. I have current concerns that the trees which are growing between the River Holme and the dam will damage the concrete retaining wall so it is in need of immediate work sooner rather than later to prevent any damage.

The dam banking track that begins at Dam Head should only be used for walking and cycling as set out above.

No alternative access points available I would not recommend moving or widening any of the access points to the proposed development as it would add to catastrophic on street highway issues including with the displacement of residents already parking on the public highway. On street parking is already at full capacity and at breaking point [See photos attached]. This would also create a major junction on very narrow country roads in a conservation area next to a grade II listed bridge so moving or widening the entrance and exit points is totally out of the question and I am sure the planning inspectorate would also agree.

Construction and deliveries I would also suggest that any application should have workers bussed on and off the site as on street parking is at breaking point for local residents [see photos]. No one or any vehicle related to the development should be allowed to park or stop on any on-street public road within a mile radius.

All material deliveries must be brought in by small wagons / vans so as to elevate disruption and highways issues.

Traffic survey for Spring Lane, Water Street and the surrounding road network.

I am under the impression the traffic survey was carried out in the height of Covid lockdown when there were no or minimal traffic movements.

Just to put into perspective Hinchliffe Mill school just up the road on a Rural School Route but further up the road the vineyard has over 37,000 visitors a year visiting the Vineyard [2017], according to the owners so possibly more after lockdown. There is also a campsite and a wedding venue a little further up the road.

I feel a new updated traffic survey should be obtained on a normal day, not a holiday.

Photos: I have sent these photos previously in relation to highways issues and concerns in Hinchliffe Mill but thought I would resend as they are important for new planners and councillors on planning that have not seen the location before.

Conclusion

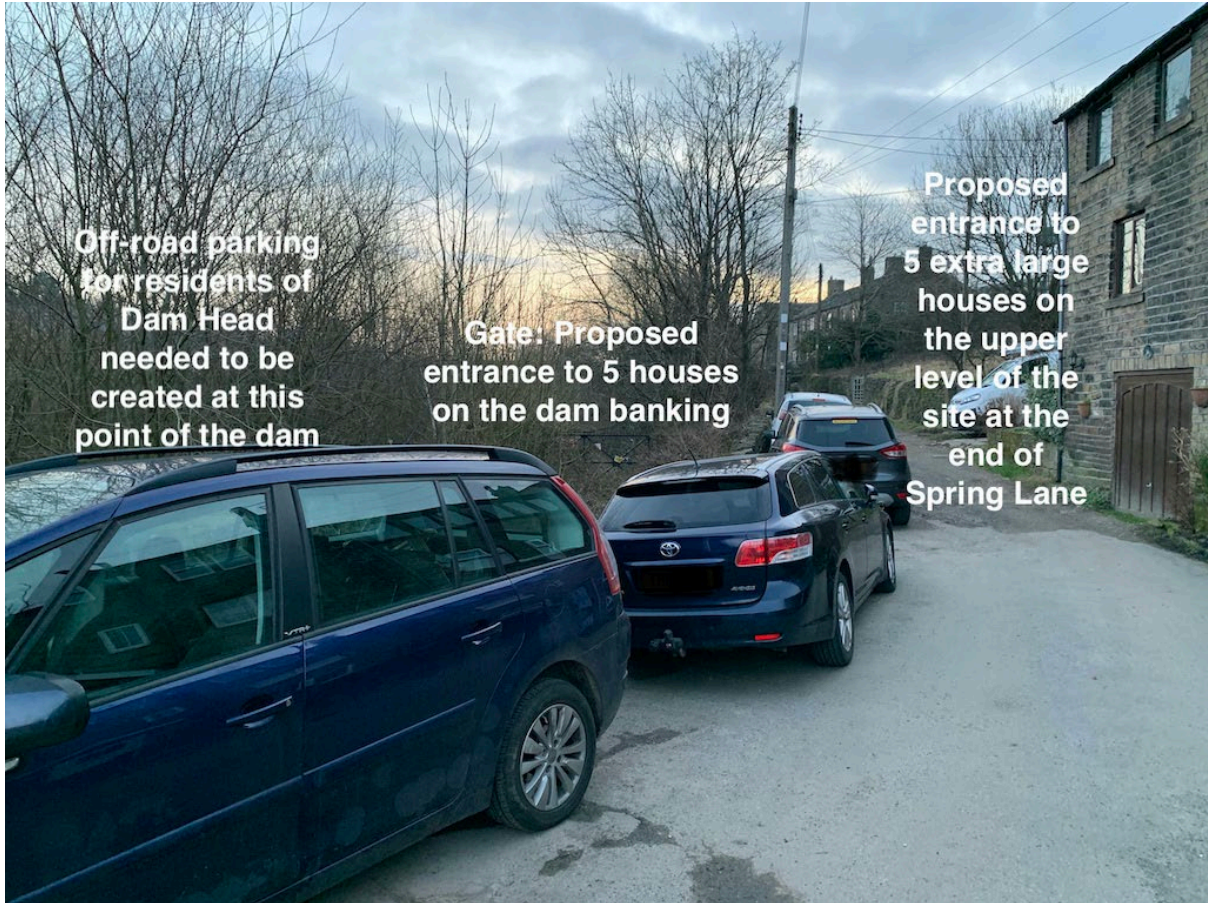
Until there are further amendments and an increase to car parking spaces for Dam Head / Spring Lane due to highways issues along with a reduction of the number of houses, design types on the dam banking and upper south level and concerns about the greenbelt then I would like planning to refuse this amended application but welcome the fact the developers are starting to work with the local communities concerns.

Previous application comments See link below in relation to previous comments for the 24 houses application. I note this application is no longer the current amended application for 19 houses but it contains many of this issues in relation to this application whether for 24, 19 or preferably far less houses

https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2021/90800&file_reference=865151

Kind regards

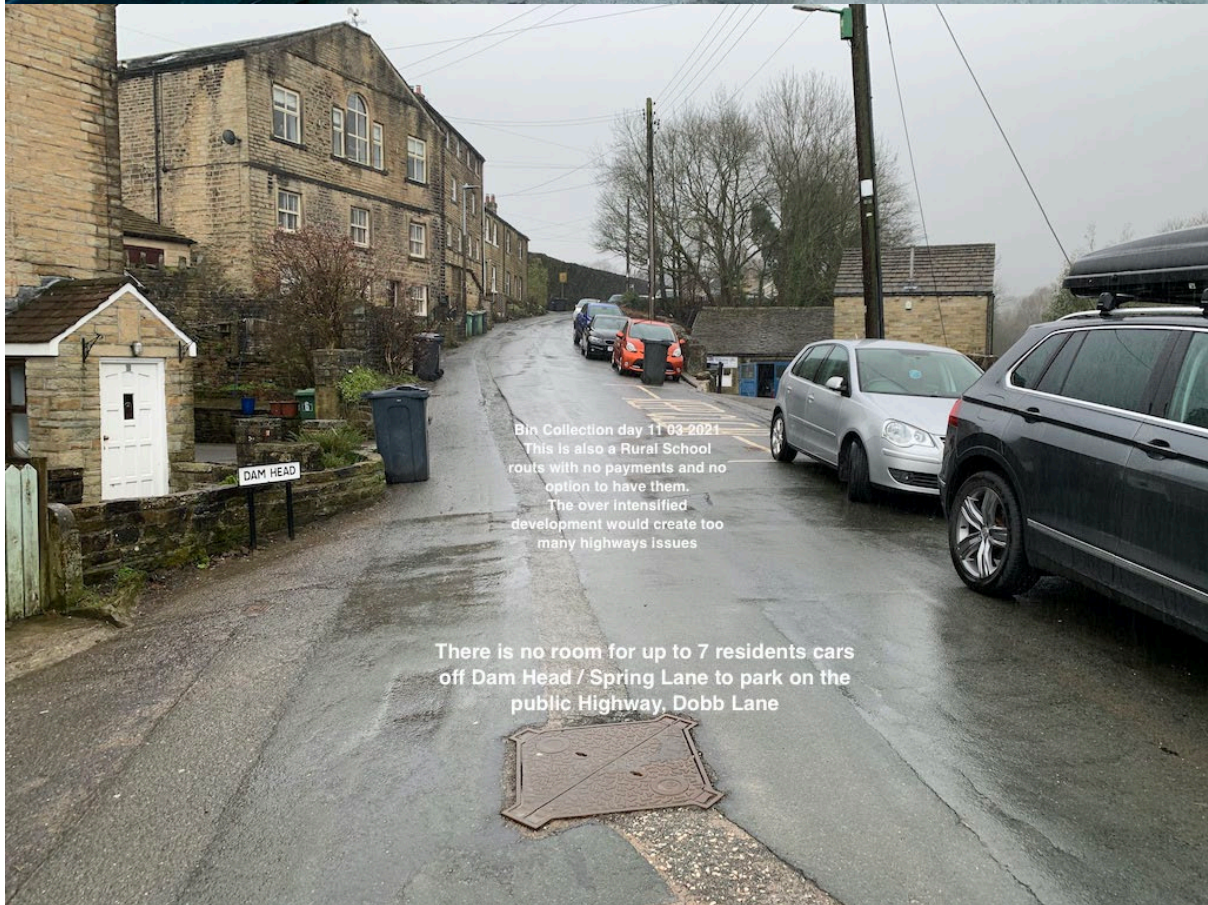
I reserve the right to have my name and address omitted from both the top and bottom of this letter when posting my comments on the planning application portal.



Off-road parking for residents of Dam Head needed to be created at this point of the dam

Gate: Proposed entrance to 5 houses on the dam banking

Proposed entrance to 5 extra large houses on the upper level of the site at the end of Spring Lane



Bin Collection day 11 03 2021
This is also a Rural School routes with no payments and no option to have them.
The over intensified development would create too many highways issues

There is no room for up to 7 residents cars off Dam Head / Spring Lane to park on the public Highway, Dobb Lane



Parking at this point needed for residents of Dam Head Spring Lane under a 106 (s106 agreement)

Highway issues in relation to sight lines for anymore vehicular movements around the junction of Spring Lane - Dam Head / Dobb Lane unless parking is created for residents of Dobb Lane - Spring Lane



Parking for residents of Dam Head could be created at the other side of the wall in the dam under a 106 (s106 agreement)

Up to to 7 cars belonging to residents of Dam Head Park at this point and have done for 35 years

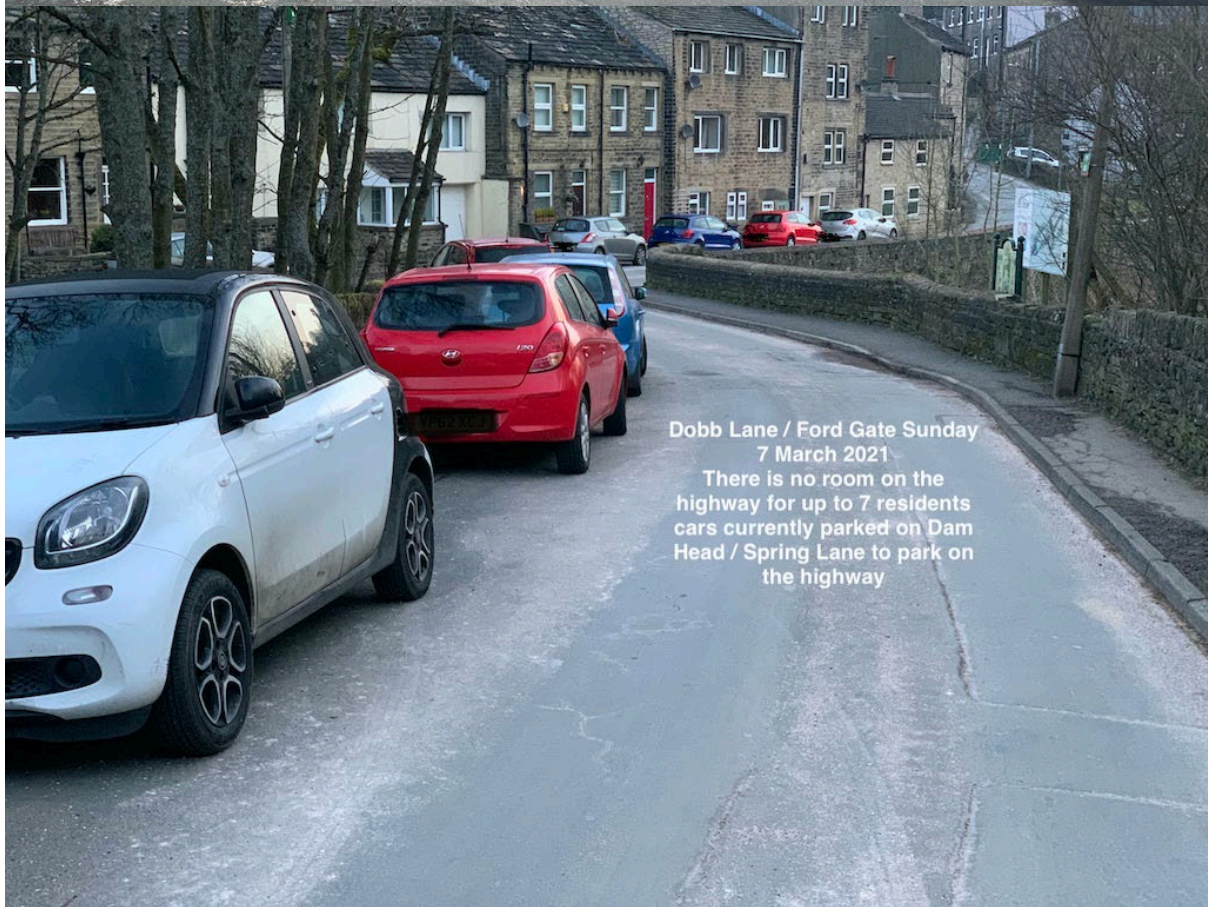


COOP Lane

Narrow, Steep
and no on street
parking available

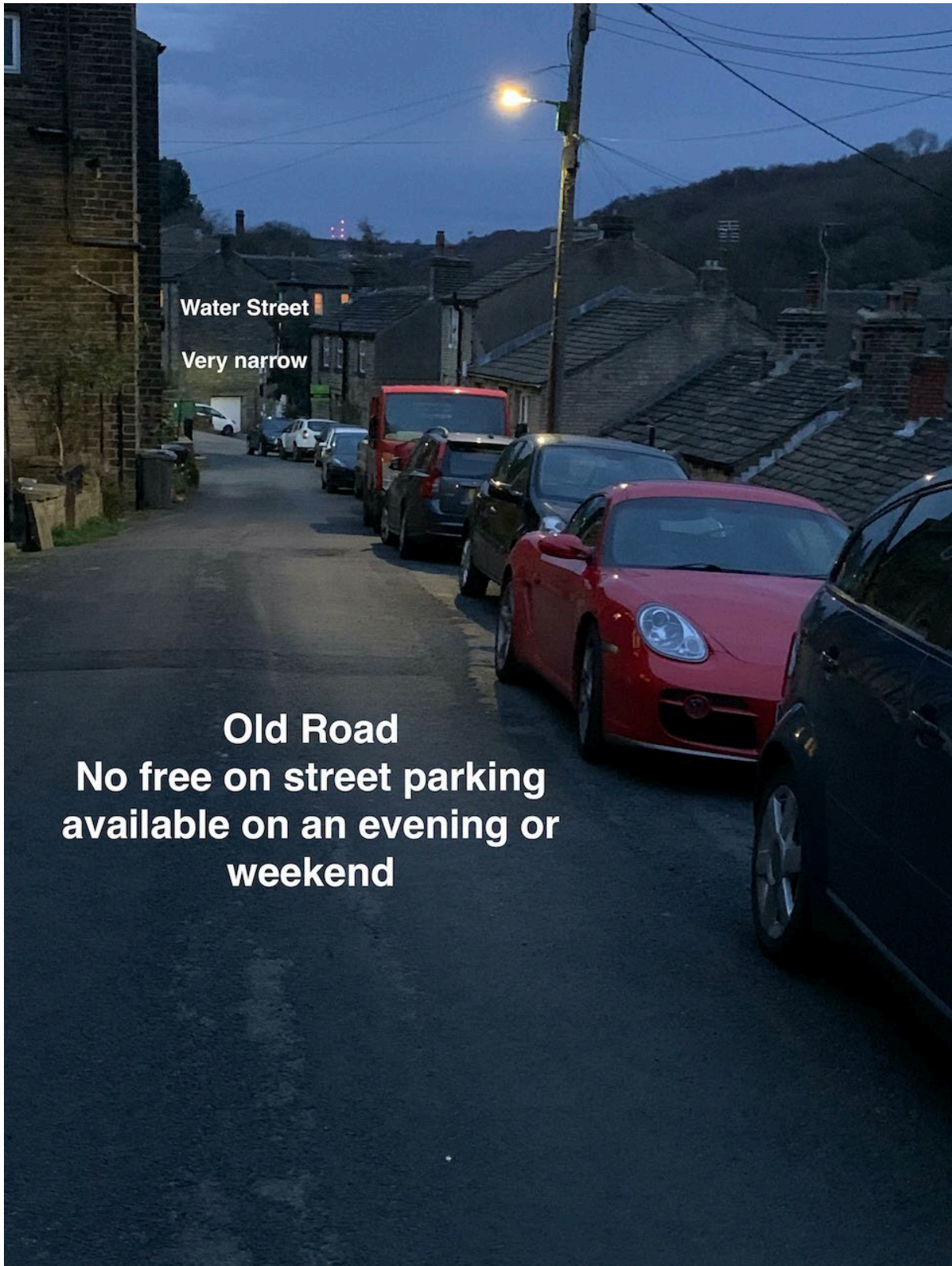
Water Street

Sight Line
Issues



Dobb Lane / Ford Gate Sunday
7 March 2021

There is no room on the
highway for up to 7 residents
cars currently parked on Dam
Head / Spring Lane to park on
the highway

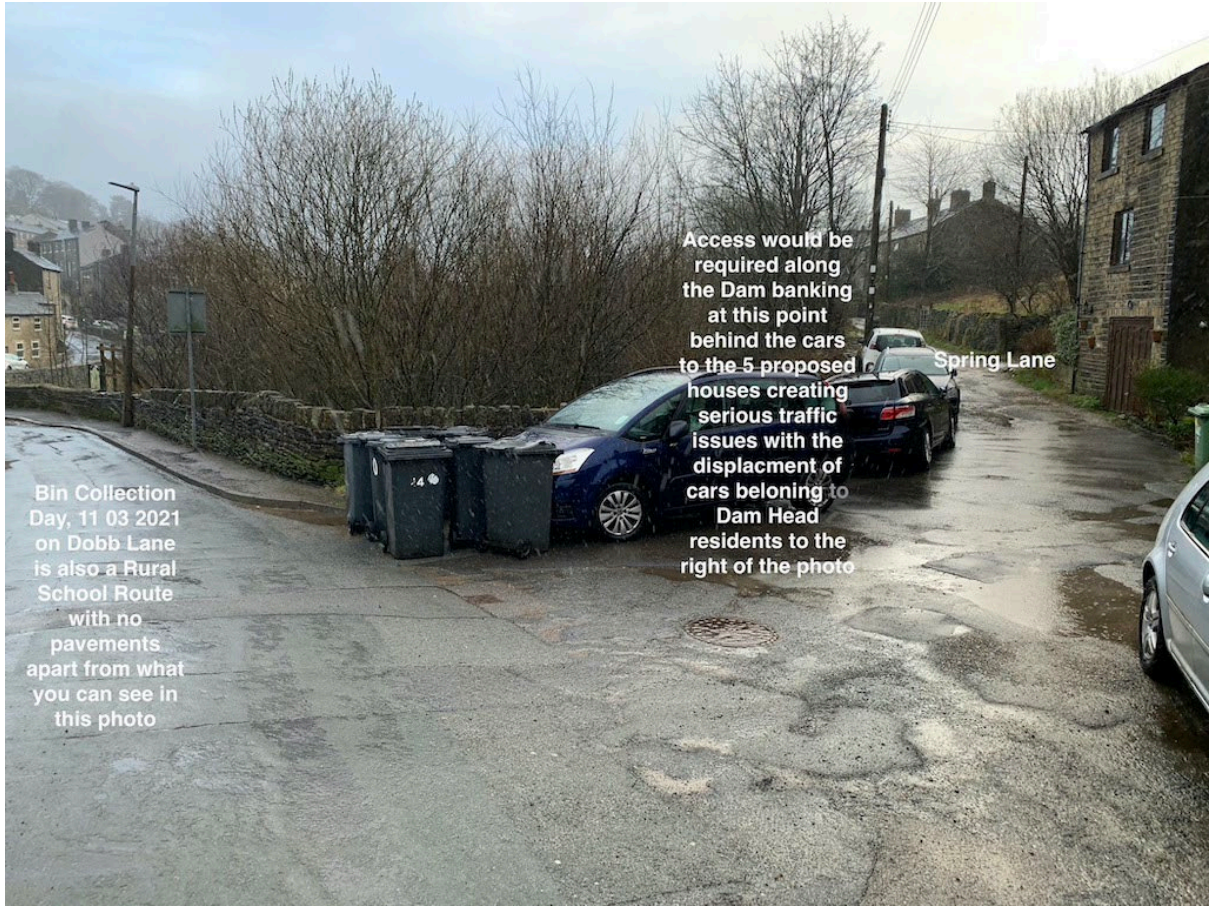


Water Street

Very narrow

Old Road

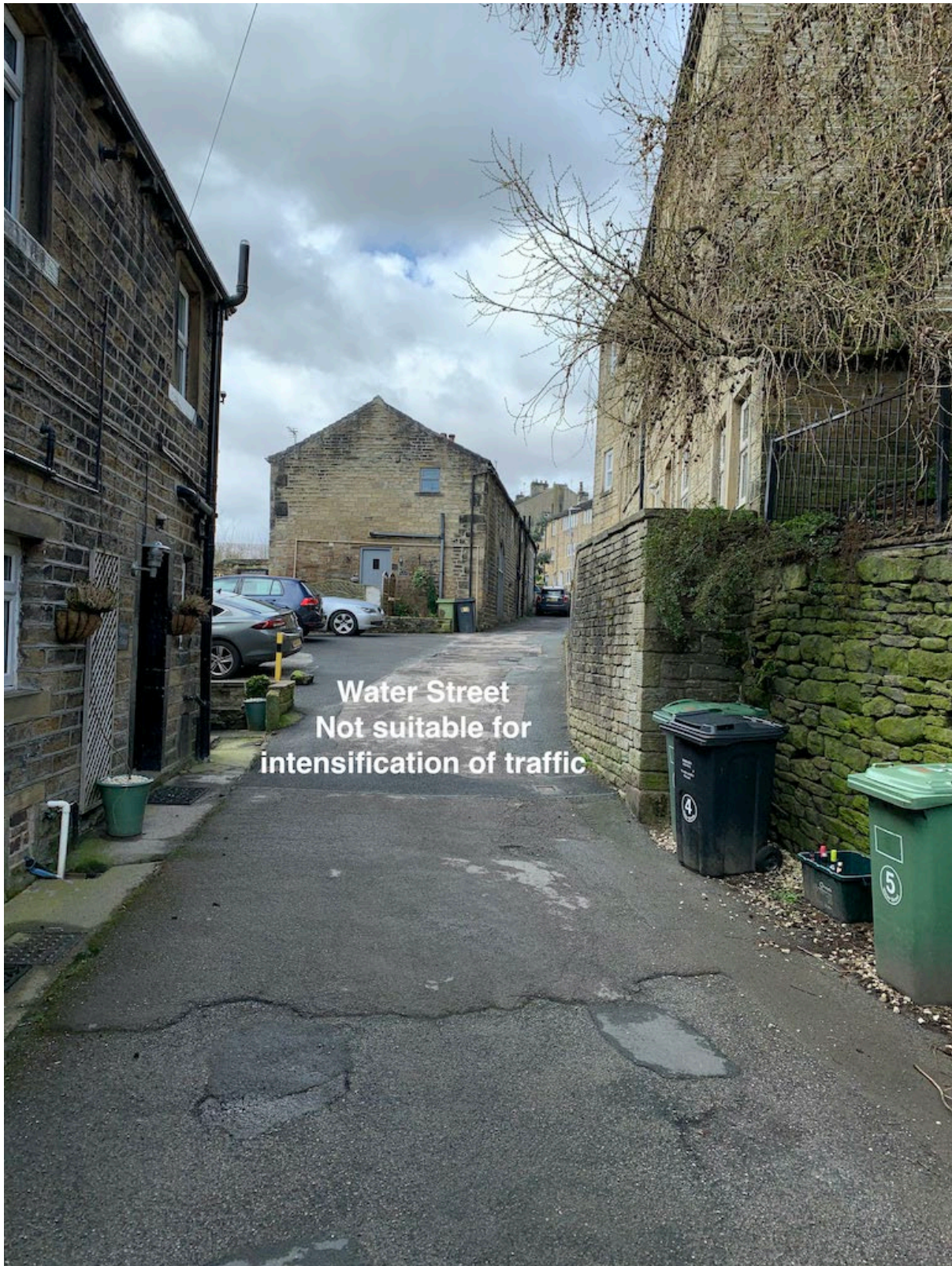
**No free on street parking
available on an evening or
weekend**



Bin Collection Day, 11 03 2021 on Dobb Lane is also a Rural School Route with no pavements apart from what you can see in this photo

Access would be required along the Dam banking at this point behind the cars to the 5 proposed houses creating serious traffic issues with the displacement of cars belonging to Dam Head residents to the right of the photo

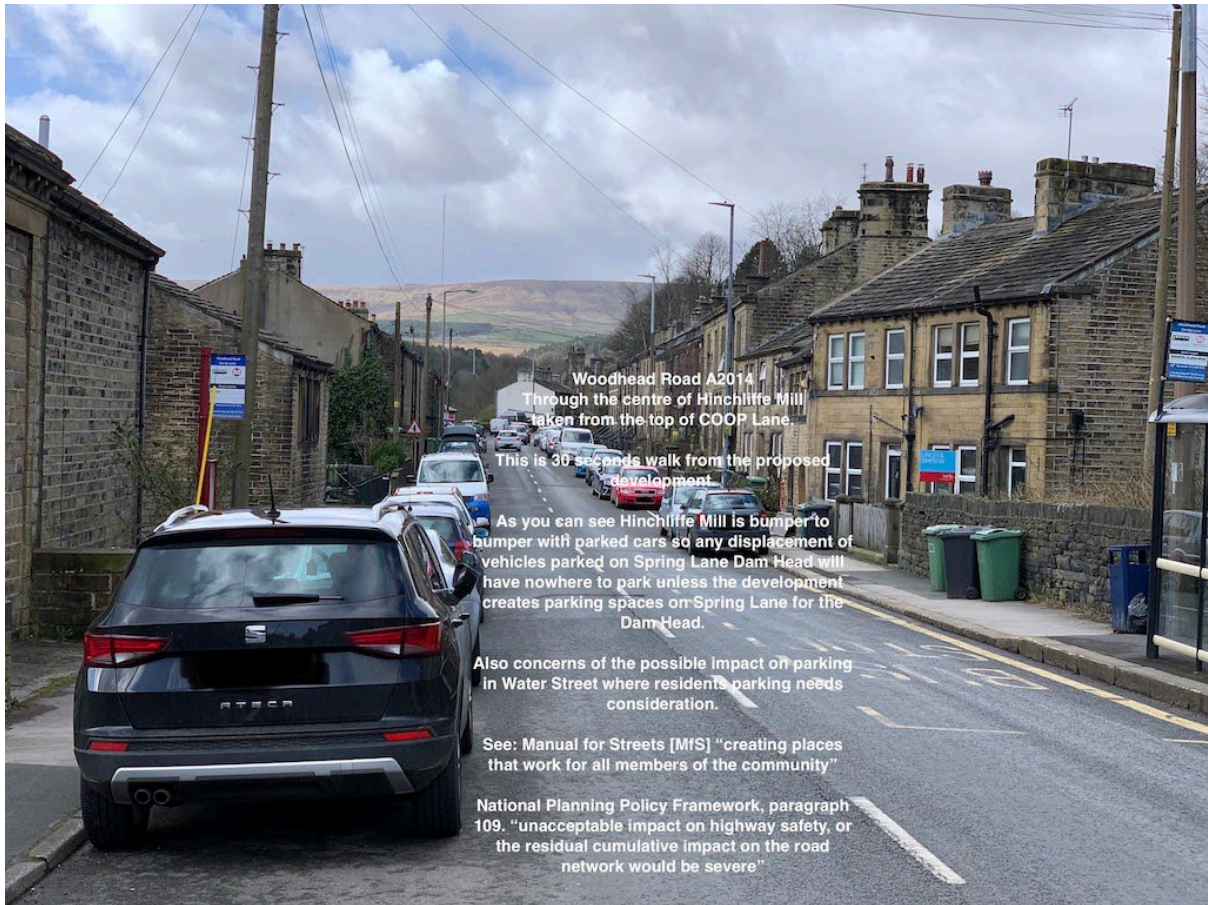
Spring Lane



**Water Street
Not suitable for
intensification of traffic**



Water Street not suitable
for intensification of traffic



Map 4 Hinchcliffe Mill Conservation Area

