

From: [Local Development](#)
To: [DCAdmin](#)
Subject: FW: Public consultation on the creation of new homes on the Land to the South of The Lodge
Date: 06 April 2021 08:51:42

From:
Sent: 04 April 2021 22:01
To: Local Development
<Local.Development@kirklees.gov.uk>
Cc:
Subject: Re: Public consultation on the creation of new homes on the Land to the South of The Lodge

To whom it may concern

Following initial information received about the proposed development of 125 new homes on the Land to the South of the Lodge I would like to bring our concerns to your attention.

1. Lack of provision for Health & Education services.

Linthwaite's 2 primary schools are also at maximum capacity and are oversubscribed- the introduction of an additional 125 properties many of which are homes which are designed for families will result in existing as well as new residents being unable to secure places for their children. The secondary school is also at capacity for Key Stage 3, and this will extend to all year groups within the next 2 years. Again, this will result in issues for existing and potential residents on the proposed development should 125 new properties be built.

Linthwaite does not have provisions for healthcare. In regard to doctors' surgeries we have to relying on facilities in the wider area which are already incredibly busy whilst there is currently far too few dentist places and I don't know anyone who has moved to the area in the last 5 years who has been able to register with a dentist locally.

2. Infrastructure concerns

The proposed development is reliant on the creation of access roads from Ladybower Avenue/ Kinder Avenue and Church Lane. Ladybower is a heavily populated area with single lane access due to existing vehicles which park in the area which makes it dangerous to use as a thoroughfare. A large stretch of Church Lane is 40 mph and is notorious at the top of the lane for traffic accidents. The proposed entrance on Church Lane is where there is single lane access due to the parking of existing residents' cars. When Linthwaite Ardon Church of England School and Colne Valley High School are at starting and ending both Church Lane and sections of Gilroyd Lane past the Cricket Club and playground are heavily used by parents as collection/ drop off points making the routes impassable and putting children crossing these roads at high risk. Adding additional cars and residents to the area will make this situation a greater concern and result in more traffic accidents, damage to stationary vehicles and danger to pedestrians who walk to/ from school as well as those being collected by vehicles.

The proposed move of the bus stop to the existing site higher on Church Lane is also a concern. Church Lane as mentioned above at this location is a 40-mph zone and is without a footpath on either side of the road adjacent to the development. The proposed informal footpath link does not create a safe area to wait for the bus and the lack of street lighting on this fast road adds to the risk.

The land which surrounds Linthwaite Bowling Club is well known as known for being waterlogged following rain fall due to the number of local springs and gradient of

surrounding land. With the proposed plans to develop and tarmac the area the risk of damage to surrounding properties will be greatly increased. I am sure you are well aware of issues which have resulted in regards to damage of properties due to increased surface water below the development which begun to the land north of Royd House Lane. Adding additional development will only exacerbate this issue. From the proposal it is clear that you are aware of this with the proposed balancing pond and discussion of a 'tree planting scheme'. Is the balancing pond proposed as it is a cheaper option than installing an attenuation tank that would be used to harvest the rainwater and release at a slower rate which would then reduce the impact on the preexisting drainage carrier system. The 'tree planting scheme' will have no substantial short-term impact and with no clarity or commitment to the number of trees to be planted in the area it is unlikely that the volume of trees planted will play any significant role. The main FOUL carrier system which services the existing area will also be unable to deal effectively due to the increased volume to deal with the additional 125 properties.

3. Layout and nature of proposed development incl. loss of amenity

Having obtained further information than detailed in the leaflet delivered to our property I am greatly concerned to learn that flats are planned in the North West corner of the site which immediately backs onto existing properties. This type of construction is not typical to the areas and creates issues surrounding privacy for existing residents and could affect right to light. Flats are not in keeping with the area which is not permitted in line with Linthwaite conservation. The bin store for this flat block also backs onto existing properties which will create possible hygiene and pest issues with residential waste only currently being removed on a fortnightly rotation.

As discussed earlier the proposal mentions a balancing pond. The management of this type of scheme needs clarity; whether the pond will be dredged to ensure ongoing impact; how the pond will be secured in regards to children's safety; who will be responsible financially in the long term for the scheme. It could also increase issues with anti- social behaviour in the area as there is a high probability it will be used as a meeting point for young people in the area on an evening/ late at night.

The local area is 80% privately owned. Whilst there has been a rise in sales of existing properties in the area; sites which have been used for new developments in the immediate area have been suspended temporarily or indefinitely which indicates that other developers do not feel there is sufficient demand to justify ongoing expenses with developing the area. This must be a concern for Casey Group themselves.

Parking provisions on site- with the limited information existing residents have been given it is clear that designs include off road parking for houses and there are 5 spaces provided for the flats. There should be minimum of 1 parking space per flat which is not evident, and the size of driveways is unclear as to whether they will be able to accommodate one or 2 vehicles. There is no visitor/ additional parking on the development which means there will be a high number of vehicles parking on the roads in the development and adjacent areas.

We are also aware that planning has been rejected for 2 residential dwellings to be constructed around 143 Kinder Avenue due to issues with road access. The Highways Development Management (HDM) considered that the construction of these 2 properties would result in access and parking problems for existing properties along this section of Kinder Avenue and the Housing Allocation site. They also stated that the proposed houses would have insufficient off street parking provisions and was deemed unacceptable yet the new development with 125 houses proposed to the south of the Lodge would cause far higher issues with parking and access.

Materials to be used need to be in keeping with existing properties. Therefore, further clarification will be needed about the proposed development as stone buildings are a more expensive material which will impact on their ability to be affordable/ low cost.

4. Pollution impact on existing residents

Noise pollution- with the creation of 125 properties and estimations of a minimum of 250 residents should the proposed scheme be created will create significant issues surrounding noise pollution for existing residents during initial construction but in the longer term.

Light pollution- there are existing street lights on Gilroyd/ Cowlersley Lane and the initial residential section of Church Lane. The introduction of street lighting on the proposed development will create significant light pollution for existing properties. Light pollution will also have a detrimental effect on the local bat population.

Air pollution/ air quality- the construction of 125 properties and the habitation of future residents will add approximately 200 additional cars to the area which will impact on air quality in the area for existing and future residents.

5. Failure of council to disclose the land's change of use

The council have failed to consult or put into writing to local residents the change of land use and other associated details. It was not until we were made aware of this development that the land was no longer green belt and that this change had been approved by Kirklees Council 2 years ago. It is evident with the changes in the reduced numbers of proposed housing that the redevelopment of this area has been under consideration for some time, yet existing residents were not informed.

I look forward to receiving further clarity regarding the concerns listed above and your acknowledgement of receipt of this email.

Yours faithfully