

Kirklees Council Planning Department

Wheatfield Cottage
22 Smithy Place
Brockholes
Holmfirth
HD9 7AH

15/02/2022

Objection to Planning application 2021/62/92206/W

Dear Kirklees Planning Department

To whom it may concern,

Re: Planning application 2021/62/92206/W

I wish to object to the above planning application. The proposal is inappropriate in scale and character, does not align with Kirklees Council's stated position having declared a climate emergency and will add traffic and exacerbate existing dangerous stretches of roads and junctions. It will damage the character and amenity of the local area. It is not compliant with either the Kirklees Development Plan or the Holme Valley Neighbourhood Development Plan.

I have already commented upon this application and so will first address the changes.

Travel Plan [id 909423]

'3.5 As discussed previously, Smithy Place bisects the southern section of the site. Smithy Place is a public right of way (PRoW) which facilitates a pedestrian route east – west between the A616 New Mill Road and the A6024 Woodhead Road; forming a direct pedestrian route to the amenities in Brockholes from the site.'

The statement highlighted in yellow ignores the safety issues associated with pedestrian access on Smithy Place which is poorly lit and without footpath. There is no direct pedestrian access to Brockholes, the pavement starts on the bend in the road towards the bottom of Smithy Place. In order to get to Brockholes one must

walk on a narrow, poorly lit section of Smithy Place which is subject to poor visibility due to the bend in the road. Walking this section of road with two young children in order to reach Brockholes pre-school and school is unnerving however we are usually the only ones undertaking the journey. Increasing the amount of pedestrian traffic on this section of Smithy Place during peak times would be irresponsible and dangerous on the part of both Miller Homes and Kirklees Council.

Transport Assessment [id 914306]

- ***‘1.12 It also sets out that: Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety’***

Smithy Place is fundamentally dangerous for pedestrians and unable to cope with a large increase in pedestrian traffic and vehicle traffic in its present state. The junction between Smithy Place and Woodhead Road has been the scene of fatalities previously. Currently the traffic forms platoon of vehicles caused by the traffic lights in Honley. Introducing the new development will introduce a major new access onto the road between Smithy Place and the traffic lights, this will mean that the gaps in traffic will be filled by traffic from the new development making exiting Smithy Place more difficult and dangerous.

- ***‘4.2 The site has a good level of accessibility by sustainable modes of transport and a Travel Plan has been developed for the site which will encourage the use of alternative modes of travel. This is anticipated to reduce the overall travel demands of the site, particularly trips by single occupancy vehicles.’***

Table 5.4 suggests that the majority of people use cars, not public transport.

Table 5.4: Trip Generation by Mode

Period	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Pedestrian	5	9	9	6
Bicycle	1	1	1	1
Motorcycle	1	1	1	0
Car Driver	37	76	73	46
Car Passenger	3	6	6	4
Public Transport	5	11	10	6
Total	51	104	100	63

Here we can see from their own report that of a total 318 trips per day generated by the development 254 or 80% are by motorised vehicle.

- ***‘4.14 Table 4.1 demonstrates that buses serving the stops on the A6024 Woodhead Road provide a route from the site to Holmfirth and Huddersfield town centres and the surrounding towns and villages every 30 minutes during the day and every 60 minutes in the evenings.’***

Such infrequent services are unlikely to meet the needs of commuters travelling to Leeds/Manchester. The economic plan shows that the largest economic draws for work will be Leeds and Manchester.

- ***‘4.19 Education provision - there are a number of primary schools in the local area including Brockholes CofE primary school, which is within a reasonable walking and cycling distance of the site and is accessible via public transport and Honley Junior school, which is within reasonable cycling distance of the site and is accessible via public transport.’***

Access to Brockholes School & Honley High is via Smithy Place which is a narrow in places with no pavement, poor lighting and poor visibility.

Access to Honley J & I would be via Far End Lane off the A6024, again these are narrow roads with no pavement & poor lighting.

Miller Homes are arguing to not make the local school contribution through the S106 agreement, by arguing that there is capacity at other local schools. The transport plan does not adequately consider access to the alternative schools, particularly Honley Junior, Infants and other High Schools.

Road Safety Audit [id 914292]

Items Raised at Stage 1-2 Road Safety Audit p3

'Problem 1

Existing vegetation could restrict visibility and increase the potential for a collision between traffic emerging from the access and vehicles travelling along Woodhead Road.'

The audit highlights the impact of vegetation on visibility however the tree survey (Tree / Arboricultural Survey [id 914291]) suggests that most of the trees on this section of Woodhead Road are considered category B – Desirable. To remove much of the vegetation in this area would further impact the effect of the development on nature as well as well affect the development's ability to integrate itself within the site.

Design and Access Statement [id 914297]

Design Solution amendments P42-43

- ***'Due to the site's topography the provision of a LEAP is not feasible at the site'***

If it is feasible to build homes and access then it is feasible to create a LEAP. The earthworks required are not complex, additionally play areas can be designed to work with the topography.

This is a further example of Miller putting profit before community.



Example of high quality play feature which uses site topography successfully.

HOLME VALLEY NDP p50-51

- ***‘Adjacent development and the existing settlement are influential, and the proposal reinforces this identity.... All new homes are 2 storey constructed in reconstituted stone.’***

Reconstituted stone is a poor substitute for the stone that many traditional houses in the vicinity are built from.

- ***‘The proposed reconstituted stone has a weathered appearance which will help integrate the new development into the local vernacular.’***

As above, just because the reconstituted stone is weathered in appearance does not mean that it will integrate the development into the local, stone built environment which surrounds it. The argument against natural stone is economic. Miller Homes who regularly report an operating margin over 20% and not less than 17% in the last

5 years should not be seeking to water down the requirements of the local plan to sustain bumper profits. If they cannot afford to undertake the development here in line with the local plans, then the development is not economically sustainable and should not go ahead.

- ***‘Prior to the proposed development, the riverside was not publicly accessible. The proposal opens this edge by creating a new greenspace to improve interaction with this asset and promote a point of interest in a safe and sustainable manner.’***

Plans do not suggest access to riverside, the area appears to be largely trees/shrubs as it currently is, with a mown path to allow views to the river in winter. Riverside access is already available via the footpath that follows the river from Smithy Place to Thongsbridge.

Part of this area also contains a large which will suffer from new and constant human interaction as a result of the development. No mention has been made as to how to developer plans to ensure the safety of this both during construction and after.

The proposal does not include a continuous wildlife corridor down to the river edge – this will sever existing wildlife routes to the water.

- ***‘Energy use and efficiency are maximised through a ‘fabric first’ approach to design and construction and a well-researched selection of materials. The intention is to minimise carbon emissions over the extent of the building’s life.’***

The government has recently proposed a ban on oil and gas boilers in new build homes from 2025. The development will not be complete before 2025 and so should comply with the 2025 standards. The proposals are at odd with Kirklees having declared a climate emergency and do not address the climate emergency.

Holme Valley Vision p52-54

- ***‘Are the buildings made from one, or more of the popular local materials?’***

Design response - It is not financially viable to construct the development out of natural stone, and the proposals are similar to recent new developments in the area.’

The argument against natural stone is economic. Miller Homes who regularly report an operating margin over 20% and not less than 17% in the last 5 years should not be seeking to water down the requirements of the local plan to sustain bumper profits. If they cannot afford to undertake the development here in line with the local plans, then the development is not economically sustainable and should not go ahead.

Recent new developments in the area do not integrate themselves within the local setting either, just because others have done it doesn't mean it should be repeated. Similarly, if quality homes made from popular local materials are not financially viable then the proposed development has no place at this site.

The development has not engaged in a quality design process or sought local consultation. Our house will be surrounded by the development and yet our views have not been sought by the developer.

Such sensitive proposals require good local consultation and the peer review. One such process is the Design Review Panel, www.designreviewpanel.co.uk, to seek independent qualified and objective views on the development.

Good design is possible and can be evidenced locally at Deynebrook on Miry Lane, Thongsbridge. Developers have worked with the topography of the site to create terraced houses that are more in keeping with the area as well as more modern designs which are not attempting to emulate older styles. See pictures below:



Similar good quality, design-led housing has been achieved at Empire Works in Slaithwaite as seen below:



- ***‘Do the buildings use one or more of the popular details?’***

Design Team Response - The gutters and downpipes are black.’

The design team have their tongue firmly in their cheek. Not even Miller Homes Designers can take this process seriously.

The majority of designs shown on the Miller Homes website show houses with black guttering and downpipes. The suggestion that this is a specific design feature for houses built at this site seems somewhat far-fetched!

‘Design Team Response - The proposed site layout works with the challenges of the site including considerable level changes to provide a suitable response to the opportunities and constraints present. The use of terrace housing has been largely avoided due to the steep levels...’

The above statement suggests that the site is unsuitable for developing and cannot be positively developed to incorporate good quality housing which sits well within the local setting.

Terraced housing on steep slopes is part of the vernacular of the Holme Valley.

- ***‘Does the proposal protect or increase the amount of nature on site?’***

Design Team Response -There will be large areas of the site set aside for natural green spaces. Numerous trees have been retained and new trees planted.’

Development of the suggested site can only lead to a reduction in the amount of nature on site due to the decimation of meadow/grassland that currently exists. The fields are currently home to a large which will be affected by construction as well as significantly reducing foraging and latrine areas close to the should the proposal go ahead. Increased traffic on site will also put the animals at much greater risk of being hit by cars and housing in such proximity to the puts them at risk from human interference. Similarly, species such as deer are incredibly nervous and rarely frequent built-up, suburban areas.

- ***‘Does the development create new streets and allow for many routes through rather than dead ends and cul-de-sacs?’***

Design Team Response - The road pattern has to work with the challenging levels on the site. Providing connectivity would mean significantly more re-grading and loss of natural habitat. The proposals strike the right balance.’

The above again highlights the unsuitability of the site for development.

- ***‘Does the proposal have a good range of housing, mixed throughout, to allow people from different economic backgrounds and ages live here?’***

Design Team Response - The proposals have been amended to include more 2 bedroom houses, which now account for 16% of the site. 3 bedroom houses account for 30% of the site, 4 bedroom houses account for 41% of the site and 5 bedroom houses account for 13% of the site. The scheme will include the provision of 12 different housing styles which increase incrementally by approx.10sq.m between each of the homes, from the 2-bedroom homes to the 5-bedroom homes being provided at the site. Creating a housing mix which will meet a wide range of housing needs.’

Whilst a few more 2-bedroom houses have been included the number of 3-bed detached homes has increased significantly therefore the increasing the price of homes on site and changing the demographic of those able to buy.

[Design & Access Statement \[id 909421\]](#)

- ***‘Brockholes is now a semi-rural commuter settlement.’*** p12

There is constant reference in the Transport Plan to residents of the site using local transport however the statement that Brockholes is a commuter settlement suggests otherwise. Most people in a position to afford the cost of homes built on the site are unlikely to be working locally but rather in Leeds and Manchester. Coming back to the transport plan Miller homes identify that 80% of journeys will be by private motorised vehicles.

National Design Guide p32-33:

- ***‘This proposal demonstrates the future of the site as a new community’.***

The phrase ‘new community’ sums up the proposed development well, it’s situation and orientation mean that it doesn’t ‘belong’ to either Honley or Brockholes, and yet has none of the amenities that create a community.

- ***‘Massing, scale, heights and materials are carried forward and ensure this new proposal is well integrated into the wider development.’***

I feel that the current proposal is entirely the opposite of well-integrated, the design and layout of houses is completely at odds with vernacular housing.

- ***‘All areas of the development can access nearby facilities and services along safe and vibrant routes.’***

The suggestion that all routes are safe is untrue, pedestrian links to Brockholes are along unadopted, unlit paths or narrow sections of road on which there is no footpath. Pedestrian access to Honley is similarly unsafe, a significant section of the footpath on Woodhead Road is unlit by streetlights and the two sections of Far End Lane which link it to Woodhead Road are without pavement.

Smithy Place itself is an unlit private lane. The residents want it to remain unlit, however this is in conflict with Tracy Brabin (WYCA Mayor) stated commitments regarding keeping women and girls safe at the heart of my policing plan. This requires better lighting to all pedestrian areas.

- ***‘All buildings make a positive contribution to the proposal and relate well to public spaces. In this respect they contribute to social interaction and community inclusion’.***

The proposed site offers no community inclusion, it is simply a satellite development to Brockholes, not part of it.

BHL12 Assessment p36-39:

- ***‘A range of housing needs have been identified and realised in the design proposals, which incorporates a mix of housing from two-bedroom homes to five bedroom detached homes. This will enhance the settlement and offer the opportunity to provide dwellings for the first-time buyer through to larger families.’***

Recent changes to the number of houses proposed on site have reduced the number of affordable houses by 2. Whilst this is not a significant number the overall reduction in houses would clearly have a negative financial impact on Miller Homes. As such the number of cheaper, semi-detached 3-bedroom homes has been significantly reduced from 26 to 6 whilst there has been an increase in the number of (more costly) 4 and 5-bedroom homes.

- ***‘The design approach is to create a positive identity for the site which helps improve local distinctiveness, whilst being sympathetic.’***

The proposed development neither helps to improve local distinctiveness nor is it sympathetic to the houses immediately adjacent or those in the local area. If housing were to be distinctive, I would not expect to find the same houses throughout the country. The houses shown below are designs proposed for the development which can be found in many other areas of the UK.

The Thetford



Eaton



Greenwood



Addendum A P40-41:

‘The number of units have been reduced from 146 to 137. This includes a remix of accommodation to include a greater proportion of 2 bedroom homes.’

The number of 2-bedroom homes on site has been increased by 4, however this has resulted in a reduction in the number of affordable homes. The loss of profit resulting from reducing overall units on site has been offset by significantly increasing the number of detached homes. For example, the number of 3-bedroom semi-detached homes has been reduced from 26 to 6, whilst the number of 4 and 5-bedroom detached homes has increased by 12.

‘3. Overlooking of 16 Smithy Place has been addressed by moving the closest plot;’

This means that the house on plot 127 will directly face onto Wheatfield Cottage (referred to as Wheatfield Villa on plans). The raised level of the site here will result in a loss of privacy. The residents of plot 127 will have direct sight line from their groundfloor into our master bedroom. In addition the plans do not reflect our extension which is underway and has planning permission.

Consultee Responses [id 915679]

‘I would like to confirm that I have no objections in principle to the idea of lighting the track between Smithy Place and Woodhead Road’.

Smithy Place is unadopted and sections are privately owned. As a resident of Smithy Place I object wholeheartedly to lighting on Smithy Place Lane which would detract massively from the character of the cluster of houses situated here.

General [id 907617] Review of Education Contributions Request

This submission of this recent document merely highlights Miller Homes lack of social responsibility and, along with other points raised in this objection, their desire for greater profit above all else.

Proposed Site / Block Layout [id 914296]

As already highlighted, Plot 127 has been rotated and the frontage now looks directly on to our property. The raised elevation of houses in this part of the development results in a loss of privacy.

Plot 128 directly faces our home, in particular bedrooms to the first floor, again resulting in a loss of privacy.

Lighting on this section of the development (to the south of Smithy Place) will have a negative impact on houses below as it will essentially floodlight them.

Consultation Response from KC, Conservation and Design [id 898660]

Finally, I would like to draw attention to following points which have been raised by Kirklees Council with regards to the proposed development:

‘1. This is an allocated housing site with an indicative capacity of 124 units. As an allocated housing site, the fundamental planning requirement is that the development should deliver a “high quality, beautiful and sustainable” addition to its context (NPPF para.126). Unfortunately, this proposal does not fully address this simple expectation, or the requirements of the Local Plan allocation (HS161).

2. The proposal exceeds the indicative capacity of the allocated housing site (HS161 - Land to the East of, Woodhouse Road, Brockholes) by some 22 units. It will be understood that, in accordance with Local Plan policy L7, the indicative site capacity (of all allocated sites) is caveated by the intent of National and Local Plan policies which seek to ensure that new developments are compatible with their surroundings.

7. The proposed development site is poorly connected to both Honley and Brockholes and is read as an insular collection of cul-de-sacs which would have little physical connection to its context and reliant upon access by private vehicles.

17. Unfortunately, the current proposal fails to respond to the challenge and potential of this greenfield site. ‘

1 Highway Safety

1. The proposed development of 137 homes is above the capacity of 124 house set out in the Local Plan.
2. A large development on the site will have a significant impact upon the amount of traffic in the locality, in particular Smithy Place. At present the road is not wide enough for 2 cars in places. The bend coming down from Woodhead Road to New Mill Road by Larkrise has caused minor collisions and near misses as there is limited visibility around the corner. This road is already dangerous for pedestrians, and we have had near misses while walking our children to school as cars have slid in snowy or icy conditions narrowly missing us.
3. The increase population and location of the site mean that a much greater number of people will be accessing Brockholes. Smithy Place is not equipped to deal with pedestrians in it's current state. The Transport Policy submitted by Miller Homes states that:

'3.5. As discussed previously, Smithy Place bisects the southern section of the site. Smithy Place is a public right of way (PRoW) which facilitates a pedestrian route east – west between the A616 New Mill Road and the A6024 Woodhead Road; forming a direct pedestrian route to the amenities in Brockholes from the site.'

This is untrue, there is no direct pedestrian route from the site to amenities in Brockholes. The PRoW provides access to Smithy Place however there is no footpath at the point it joins Smithy Place. (See photos below). As a Dad who has to walk young children to Brockholes CofE School down this part of the road I feel incredibly vulnerable. At present I, along with another family further up the road are the only people with children who walk this route to school.



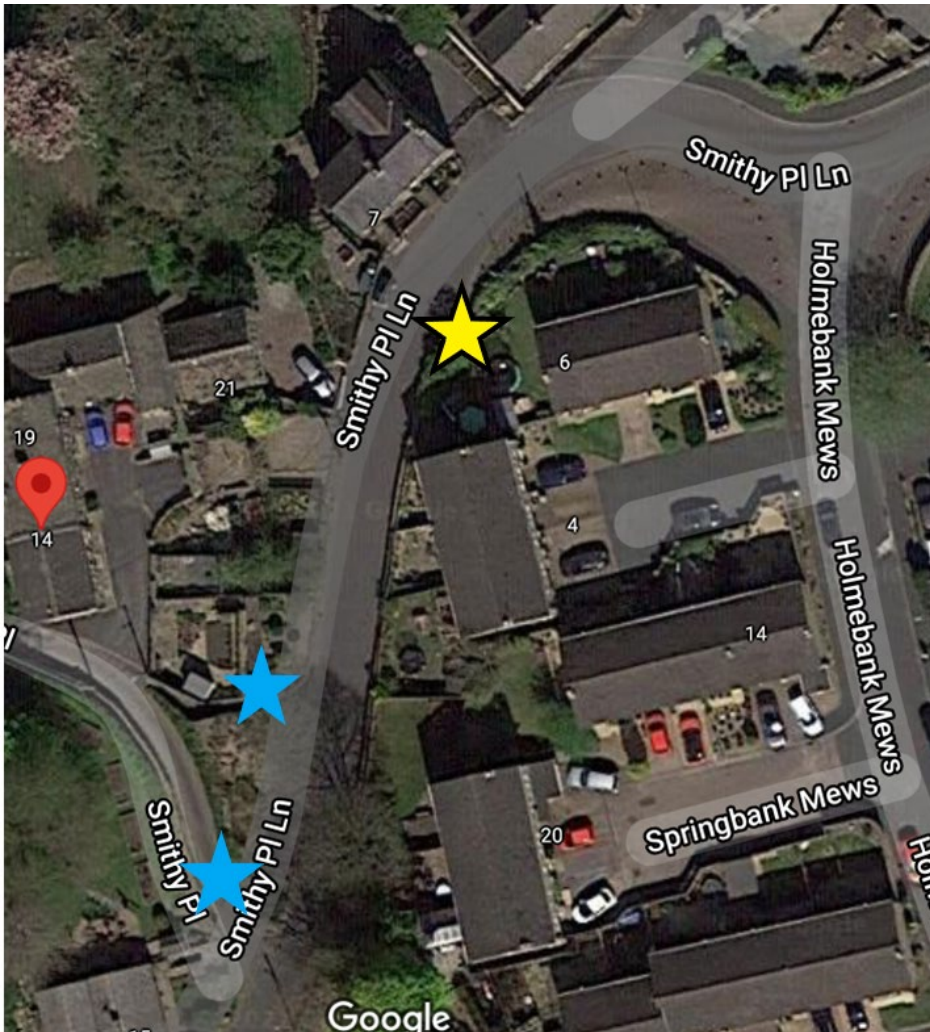
View down Smithy Place from PRow – note no footpath



View up Smithy Place from the end of the footpath, towards the proposed pedestrian access to the development – note limited visibility to cross the road.



View at the bottom of Smithy Place where the footway begins – note the reduced visibility at the crossing point



Blue stars denote the point at which the PROW joins Smithy Place Lane. The Yellow star is the end of the footpath.

In the plans submitted by Miller Homes in 2016 the field to the South of Smithy Place was outlined as being left as an area of open space to be used for recreational purposes (see image below). This has been replaced by housing in the latest plan and means that the nearest open space for children to play will be the park/recreation area on Brockholes Lane. As already stated Smithy Place does not provide safe or adequate footways to allow for increased footfall in to the village.



ILLUSTRATIVE MASTERPLAN

This is an outline planning application on behalf of Miller Homes.

There has been extensive site analysis, surveys, reports and assessments that have been carried out at this site in order to set a number of development parameters, as set out in the application drawings. These parameters provide flexibility for the final scheme design whilst providing certainty as to how key elements would be brought forward at the detailed design stage. Following the extensive site analysis and the identifying of site opportunities and constraints a concept design was produced.

- ① Primary Vehicle Entrance Point.
- ② Large area of open green space.
- ③ Entrance to residential development.
- ④ Interconnected development parcels, composed around the existing trees.
- ⑤ Existing pedestrian and cycle routes maintained through the site.

The Transport plan then goes on to state:

'3.6 There are footways along the A616 New Mill Road, which are located to the east of the site, at the terminus of Smithy Place Lane, approximately 5 minutes' walk from most of the site; they are continuous and located on both sides of the carriageway. These footways are lit and facilitate a route to amenities in Brockholes, including a convenience store and Brockholes train station.'

The footways on New Mill Road are lit, the PRow which would give access to Smithy Place and then New Mill Road is not lit nor are sections of Smithy Place. The Transport Plan is keen to demonstrate that pedestrian access to Brockholes is already present however it is not capable of providing safe access to increased numbers and at all times of the day, it will be further compromised by the increased traffic that the development will generate. The PRow on Smithy Place should also remain unlit in order to preserve the character of the location.

4. Miller Homes are incredibly keen to point out that a PRow exists on Smithy Place. At present the lane is unadopted, residents own and maintain parts of the lane. As a resident and owner of part of the lane I strongly object to having to fund the upkeep of what Miller Homes are trying to make a public footway. If pedestrian access from the development is to be encouraged (which the Transport Plan strongly suggests) then the lane must be adopted by Kirklees or maintained by Miller Homes in order to cope with increased use.
5. Cycle use down the lane is currently prohibited as it is only a public footpath. Miller Homes are keen to promote cycling as part of the proposed transport plan, however no measures are in place to ensure that cycling does not occur down the lane.

6. The existing junction from Smithy Place to Woodhead Road is already dangerous due to reduced visibility. Increased traffic entering Woodhead Road from the proposed development will only exacerbate the problem. The previous application by Miller in 2016 correctly stated that traffic platoons on Woodhead Road – this is caused by the signalised junctions in Honley and Holmfirth. The gaps between platoons create spaces allowing cars to exist Smithy Place Lane onto Woodhead Road or Hagg Lane. Introducing a new junction onto Woodhead Road between Smithy Place Lane and Honley will mean that cars exiting the development will fill the gaps when heading East making exiting Smithy Place Lane, (already a dangerous junction), even harder. There have been fatalities at this junction including 1 in the last 5 years when a lady was killed, her car being struck by a police car.

2 Right to Light and Privacy

7. As the resident of Wheatfield Cottage (22 Smithy Place) the revised plans affect our 'right to light', particularly plot 136 & 137 which, due to their raised position, will block natural light to our garden and rooms at this end of the house. There are large windows in both the kitchen and bedroom which allow natural light to flood in, the house in plot 136 will impact on these greatly, especially during winter months.

8. In addition plot 136 & 137 affects our right to privacy. The location and elevated position of the house in this plot means that residents will have a direct view into our bedroom as well as the kitchen and garden.

3 Flooding, River Matter and the Environment Agency

9. In their letter dated 1ST July 2021 it is clear that the Environmental Agency has concerns about the impact the development will have with regards to flooding. It is clear that Miller Homes have not considered the site location in enough detail nor have they ensured that homes built will be sufficiently protected from flooding.

4 Local Funding Provision

10. Whilst the proposal submitted by Miller Homes constantly refers to the development being within Honley and makes reference to schools in Honley it is clear that children would be more likely to attend Brockholes CofE School which is much closer to the development. This is demonstrated by the response from Kirklees Education (29th June 2021) with regards to increased pupil numbers and the amount of funding required. The document states that an additional 29.66 places would be needed. This would not only place pressure on the site itself in terms of classroom space but would also lead to even greater traffic problems on Brockholes Lane. At peak times the road outside the school is increasingly

busy, exacerbated by the fact that the lane is not wide enough for two cars to pass each other due to parked cars (belonging to residents and parents dropping children off).

5 Local Character and Precedent Set By Previous Planning Decisions

11. When submitting a pre-application for planning permission to build an extension to our house we were advised that:

‘the built environment of Smithy Place has a traditional setting which contributes to the character of the location. Officers consider that the proposed development could detract from Wheatfield Cottage’s character and cause it to appear as an incongruous feature in the established built environment’.

Following dialogue with the planning officer we changed our proposed façade from a modern cladding system to local reclaimed stone at significant expense. Miller Homes should have to make similar provision. The area is typified by Millstone Grit, not just yellow stone. The development should have to use reclaimed 'blackened' stone.

12. The Holme Valley Parish Council Neighbourhood Plan states that:

‘4.1.14 ...the design, form and pattern of new development should respond to the historic local vernacular within the parish, using local materials. Development should also respond appropriately to the immediate context, taking into account layout, scale, density and appearance (including materials) of neighbouring buildings.’

With regards to LCA 5: Netherthong Rural Fringe, The Heritage and Character Assessment also specifies that following principles are key when considering planning applications:

- Reinforce and protect the characteristic features of Oldfield in the scale, design and material choice of new developments as stated in the Oldfield Character Area Appraisal;
- New development should respond positively to the historic settlement pattern, local materials and building traditions;
- Conserve the open character and long distance views across the settled valley below;

There are currently open views to Castle Hill and other key local view points from the PROW which will be lost should the development proceed – this is in direct contradiction to the stated policy.

The proposed housing designs are generic and can be found on Miller Homes developments throughout West Yorkshire, if not the entire country. The size of the development is much greater than existing traditional settlements in the area. Finally,

traditional housing settlements in the area are made up of unique houses – whilst many are similar in design they are not identikit constructions like those on the proposed development. The development should ensure all homes are unique, and each architect designed using reclaimed materials to reflect the local vernacular.

6 Ecology, Wildlife and Protected Species

13. The intended site is within the Wildlife Habitat Network which *‘has been identified by West Yorkshire Ecology and connects designated sites of biodiversity and geological importance and notable habitat links. It is intended to protect and strengthen ecological links within the district and to adjoining authorities.’* Such a large development would compromise the site immensely and go against policies which are there to protect such an area.

14. Part of the site also contains a Habitat of Principal importance, Kirklees Local Plan states that:

‘13.16 Habitats and Species of Principal Importance are identified for protection and enhancement in the Kirklees Biodiversity Action Plan 2009 (BAP). Habitats and Species of Principal Importance in England are identified under the Natural Environment and Rural Communities Act 2006.’

To allow Miller Homes to build on the land would completely contradict this by allowing them to destroy the habitat.

Should the development go ahead wildlife corridors minimum 10m wide should be introduced allowing animal access through the development to the river. The corridors could adjoin the existing properties to provide a separation between new and old.

15. The proposed site contains a large and well-established Building would be undertaken within 30m of the and would cause considerable distress to inhabiting the as well as destroy access to outlying and access to hunting/foraging areas such as Hagg Wood. The site has already been disturbed by sub-contractors employed by Miller Homes who used large machinery to clear areas of grass and scrub within in several metres of the entrance. This was reported to West Yorkshire Police at the time (4th March 2021, crime number 12310109539). Miller Homes and Kirklees Council were made aware of the in November 2017 in an objection raised regarding appeal: APP/Z4718/W/17/3181461 (planning application 2016/92181). This and the surrounding fields identified for development are also a haven for other wildlife such as deer and barn owl which are regularly seen in the area.

16. Further to the above, the Preliminary Ecological Appraisal Report undertaken by Brooks Ecological on behalf of Miller Homes does little to inspire confidence in their ability or desire to protect the and other local wildlife. As stated above, the presence of a

was raised in November 2017 yet Miller Homes failed to pass on this information and a trained ecologist failed to identify it.

17. Japanese Knot Weed is present on the site and yet has not been identified in the environmental survey. This further brings into question the quality of the survey. Japanese Knot Weed is highly invasive and easily spread during construction operations. The presence of Knot Weed in effect means that the ground should be considered contaminated as the ground contains the knot weed seeds and roots.

18. The situation of a foul water pumping station within the development and storage of effluent can lead to the area being subject to unpleasant smells.

7 Climate Emergency

18. Kirklees Council declared a climate emergency in 2019 'because we all must take urgent action to improve and protect our environment'. Whilst there is reference to providing insulation and energy efficient lighting in the Energy Report submitted by Miller Homes there appears to be very little in terms of creating homes that will contribute towards Kirklees becoming carbon neutral by 2038. Allowing 137 homes to be built on green belt that provides a habitat to protected species also fails to improve and protect our environment. The declaration of a climate emergency

The council now requires that all applications enhance the physical environment. This scheme does not. It pays lip service at best to the requirements and takes on-board none of the guidance in Kirklees Planning Applications Climate Change Guidance.

19. The proposed site is a Green Belt area.

8 Conflict with WYCA's new Mayor's stated pledges

20. The new Mayor, Tracy Babin has made the following pledges;

- 1) Create 1,000 well paid, skilled jobs for young people.
- 2) Prioritise skills and training to ensure everyone in West Yorkshire has the skills they need to secure work.
- 3) Support local businesses and be champion for our regional economy.
- 4) Lead a Creative New Deal to ensure our creative industries are part of the broader recovery strategy.
- 5) Appoint an Inclusivity Champion to work to ensure that the region's recovery benefits us all.
- 6) Recruit 750 more frontline police officers and staff to fight crime.
- 7) Put keeping women and girls safe at the heart of my policing plan.

- 8) Bring buses back under public control, introduce simpler fares, contactless ticketing and greener buses.
- 9) Build 5000 sustainable homes including council houses and affordable homes
- 10) Tackle the climate emergency and protect our environment.

The proposals are in direct conflict to items 7, 9, and 10.

The proposals encourage the pedestrian use of the unlit Robinson Lane. This is a private Lane, owned by the residents of which I am one. The lighting of this lane will be resisted by the residents and owners as it will change the character.

The homes are not sustainable and develop green space when there is alternative brownfield land available.

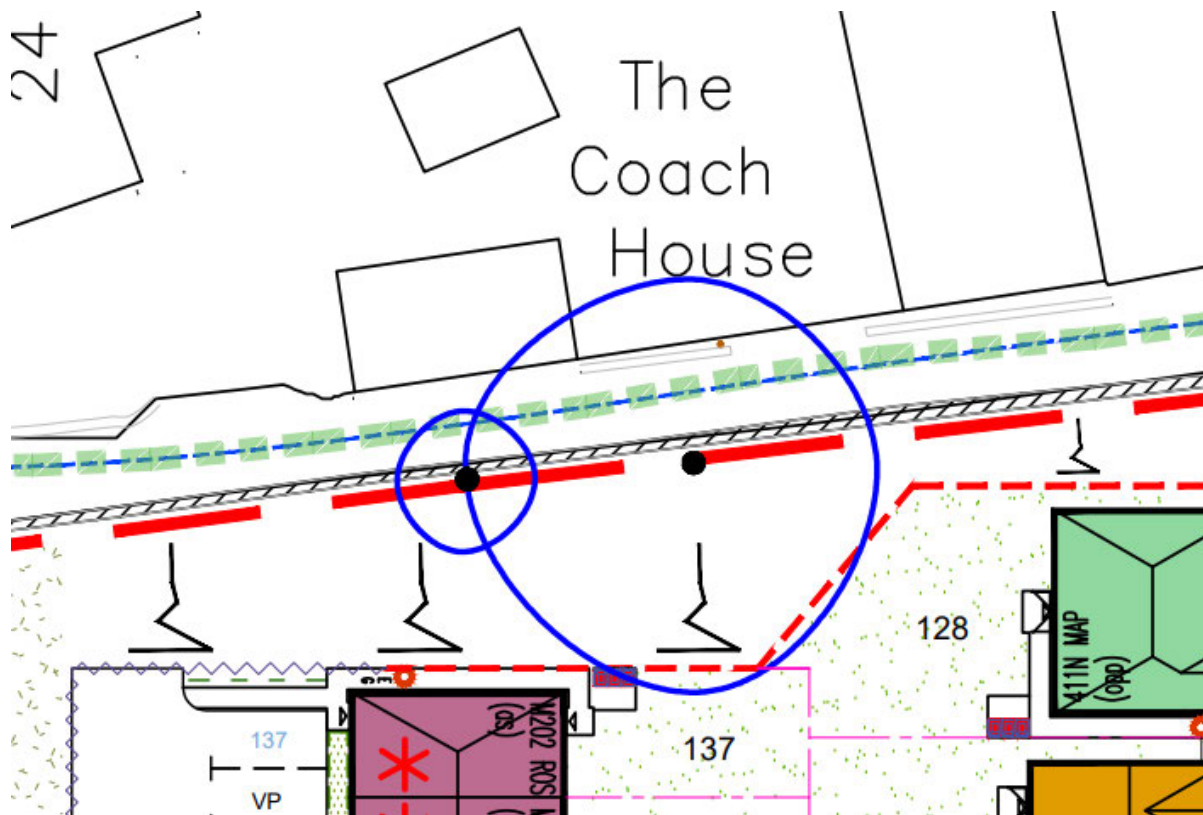
The homes will exacerbate the climate emergency. There is not a coherent active travel plan, and it removes currently carbon storage with high carbon intensity construction and homes.

9 Intrusion on Privacy

We will be significantly overlooked by the proposed development. The development will now surround our house, Wheatfield Cottage, 22 Smithy Place. This is particularly with the location of plots 127 and 128. Plot 127 has a direct line of sight from the front into our

Masterplan showing that homes 127 and 128 significantly intrude on the privacy of 22 Smithy Place. Home 128 is elevated above 22 as can be seen from the batter lines, with the front elevation facing number 22.

The plans have previously been modified moving homes 137 and 128 away from the Coach House, a similar approach should be taken to homes 127 and 128, moving them away from 22 Smithy Place.



Note increased distance between the Coach House and proposed new homes.

10 Health Impact Assessment

There has not been a health impact assessment undertaken considering the local community. The Health and Social Care Act 2012 gave local authorities new duties and responsibilities for health improvement and protection. The field in which this development is planned and Robinson Lane are important directions for the local community for exercise and mental health respite. Robinson Lane will cease to be such a destination should the scheme go ahead.

It is essential that an Equality Impact Assessment is undertaken in line with Kirklees' policy to require an Integrated Impact Assessment for such a significant development.

11 Conclusion

The proposed development is not in line with the Kirklees Local Plan, the Holme Valley Neighbourhood Plan, does not take cognisance of the Climate Emergency that Kirklees has declared, is in conflict to the WYCA Mayor's commitments, damages highway safety, the environment, and the local community.

I do not support the development

Yours sincerely