



We object to the proposed modified access detailed on this application.

The proposed access is a strip of meadow land which has never been used for vehicles, the route runs immediately adjacent to 6 houses and gardens which it overlooks from a height of 2-3 meters. Although the Construction Management Plan submitted states that smaller vehicles will be used 'where possible', the contractor informed residents that 18 tonne lorries would be necessary for the build. The CMP states that the access route is 'believed' to rest on bedrock, certainly no survey of the garden walls of the 6 houses on Old Mill Lane has been undertaken, we are concerned both about subsidence and about the possibility of vehicles overrunning the route or debris from high loads falling into the gardens/houses and do not believe the 1m safety barrier and small 'buffer' zone proposed would counter this risk. It would be completely impossible and unsafe to use the gardens with large construction vehicles driving overhead.

No road and pavement closures are mentioned in the Construction Method Statement even though Stoney Bank Lane is an unlined road and its narrow width would make it impossible for larger vehicles to enter the proposed access route without reversing, which would entail road and pavement obstructions and closures; there is no practical possibility for a temporary pavement. The area on the Stoney Bank Lane/Old Mill Lane junction is also used by residents for parking, there is no mention as to how this will be managed. The conditional approval for the original application (with different access) mentions that vehicles should not reverse in or out of the site.

The CMP states that: 'The project is a straight forward single dwelling scheme with no notable works which would cause significant noise pollution' however the contractor has already warned residents that the noise required to remove the bedrock at the site (considering this will include excavation for foundations and a basement floor) will be significant and will take months, and so involve hundreds of journeys along the route. With the amount of earth and bedrock removal required for the build, an estimated 500 journeys by 18 tonne lorries along the proposed access route will be needed.

We believe that use of the proposed route would be highly dangerous, pose significant risk to residents and their properties, will necessitate road and pavement closures and will result in a major loss of amenity.

I would also like to note that the contractor has already begun using the route for construction vehicles and is currently in the process of laying a gravel and tarmac road; this work began before the CMP and application for new access was submitted. No provision has been made for the TPO-covered tree at the entrance. Kirklees Planning Enforcement launched an investigation into the breach on 13.9.21 but as yet no updates have been made to that investigation and no case officer allocated.