

*In case your email format doesn't pull through the images in the correct place I have included this as a pdf so you can see how it was sent*

Dear Sirs

Regarding <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2021%2f93621>

It is sometime since this last went out to the public for consideration and once again we do want to reiterate that we do not want to be NIMBY's and do appreciate that as outline planning permission has previously been granted for this plot of land that it is very likely that you must grant planning permission to this new application. However, we do hope that you will take into consideration some of the following points to ask the developers to resubmit a more suitable application for your to approve rather than this current application.

1. Access and Transport links - Health and Safety
2. Suitability of the submitted plans
3. Queries on the Planning Application
4. Impact on existing properties
5. Conservation Area
6. General Observations

### **1. Access and Transport links - Health and Safety**

Golcar is a fairly unique village in our country, very close to the town centre and yet blessed to be within glorious countryside, with architecture that many would be envious of. But part of its history is the very fact it was built to create and support the industrial revolution. With its mix of geography and usage, many of the roads were built only to sustain historic traffic and are not appropriate for today's transportation.

This is one of our biggest concerns. Already the roads around the proposed site are narrow and well used. It is not to say they are congested with continual queuing traffic but they are certainly well used for their size and width, in particular *Small Lane* and *Claywell* which are small, tight narrow roads. Putting more traffic on these roads is likely to increase the risks to current users, pedestrians and cyclists which seems to go against the Active Travel Plan and will increase the chance of further major accidents and possibly fatalities. Considering this is heavily used by children going to and from school it would seem to be an unnecessary risk to impose on the neighbourhood.

And what the COVID pandemic has taught us is that there is an increasing shift towards online shopping and hence vehicles larger than family cars are being used to deliver products to homes. With this in mind the current proposed access to the development through Fulwood Drive would only exacerbate the current growing problem that we highlighted originally; *(Then with increased number of houses there will be an increased number of internet based shopping which leads to an increased number of delivery vehicles, on top of those purchases that require home delivery. This would place an unprecedented demand on the narrow roads of the area. And with Satellite Navigation systems consistently bringing traffic for Drakes Mill and Fulwood Drive down Claywell and seeing vehicles stuck and having to reverse to then try and get down Carr Top Lane and getting stuck and then having to go back up Carr Top Lane and attempting impossible right turns on the very sharp bend, you can begin to see a picture of increased confusion and congestion of large vehicles on small roads. And this problem is only set to get worse by the increasing uptake of Satellite Navigation for delivery drivers. This is again a massive concern of the Health and Safety of local residents.)*

A much better alternative would be to access the plot through the 2 developments (1 currently built [2018/92848](#) and 1 currently in planning ref [2021/91384](#)) that are accessed off Carr Top Lane which is a much more usable road for passing traffic. Indeed the current application for the second site would seem to indicate that access could continue from Site 2 to this site which would make much more sense as it looks as this plan shows the road as ready to be continued over the current footpath and therefore into the proposed development - if this wasn't to be the case surely the plan for that road would show it as a cul-de-sac and with borders and shrubs. And although this

plan would involve creating a road over a current public footpath it would ironically ensure the footpath would be safer as it would require remaking and hence be of a better condition than it is currently and hence safer for users of it.

[https://mapping.kirklees.gov.uk/connect/analyst/mobile/#/main?mapcfg=Planning%20Applications%20\(Public\)&queryTable=%2Fkirklees%2FPlanning%2FPlanApps\\_PublicSearchesKompas&queryColumn=Plan\\_Ref&overlays=Planning%20Applications%20\(public%20searches\)&queryValues=2018%2F92848](https://mapping.kirklees.gov.uk/connect/analyst/mobile/#/main?mapcfg=Planning%20Applications%20(Public)&queryTable=%2Fkirklees%2FPlanning%2FPlanApps_PublicSearchesKompas&queryColumn=Plan_Ref&overlays=Planning%20Applications%20(public%20searches)&queryValues=2018%2F92848)



Indeed I have spoken to previously to Farzana in Sep 2014 @ Kirklees Planning before about this and in principle she agreed it makes more sense for the developers to work towards this to accommodate such a suggestion. As mentioned, it certainly seems the developers were thinking this previously.

Also any parents utilising the facilities of the local schools and nurseries in the village would likely take these shortcut routes and further compound the Health and Safety issues at the very peak times of traffic and congestion. Indeed as your Highways department will be well aware both St Johns School and Manor Road School already have grave concerns with the level of traffic on the “school runs”. Much as it would be nice to believe the properties would be close enough for parents to walk their children to school, in reality you know very few would do so. No matter what attempts Manor Road School (Golcar JIN) try, they can not resolve the dangerous parking situations on Manor Road and Bobbin Close. There have been some near misses, now, it is only a matter of time before something serious happens. Adding more traffic to the school runs can only worsen the Health and Safety issues.

Interestingly highlighted by a previous objection is the matter of the “Ransom Strip” - who has ownership of the entrance land as apparently this is a Ransom Strip? If this is not theirs to use then all the designs wouldn't work.

### **3. Queries on the Planning Application**

- Item 10 states there are no trees and hedges - but despite a massive land clearance earlier in the year there are still a considerable number of trees and hedges so the application is incorrect and what about the trees they were required to retain last time?

[https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application\\_number=2017/93638&file\\_reference=661105](https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2017/93638&file_reference=661105)

On the current plans there are less trees being retained and the main central tree that on the report that was classed as Category B, tree T25, now appears to be part of the area that is to be built on.

- Item 11 states there is no existing water course but there is a natural spring within the land that the developer has attempted to conceal by digging over the land but it is there and is very visible after all this rain and there are two existing culverts that run under our garden and exit into the development.
- **Impact statement** - Section 3 states that there is currently Outline Planning Permission - BUT there is not as this lapsed  
[https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application\\_number=2021/93621&file\\_reference=896303](https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2021/93621&file_reference=896303)

#### **4. Impact on existing properties**

Speaking from a heritage point of view this application is within a Conservation Area and is adjacent to a Listed Building of significant size and the current design and layout will have a negative effect on the area and are not consistent with others in the Conservation Area and do not meet the stated requirement by the Council in granting outline planning permission for the development in that “the properties must be of a layout appearance scale and landscaping proposals that would maintain significance of the conservation area and that such details would be required to have regard to the character and appearance of the Conservation Area and to draw a reference to the Conservation Area Appraisal”;

- The buildings are not anywhere near close to the same overall style and design of the Conservation Area
- The vertical scale of the proposed dwellings is out of keeping with the other properties in the area
- Roof designs do not conform to the current established architecture within the area
- front and rear elevations are completely out of keeping
- The proposed designs are completely out of keeping with the current developments already mentioned that are in the proximity of this application and we suggest the council should ask the developers to make the design's more sympathetic and reflective of what has recently already been granted

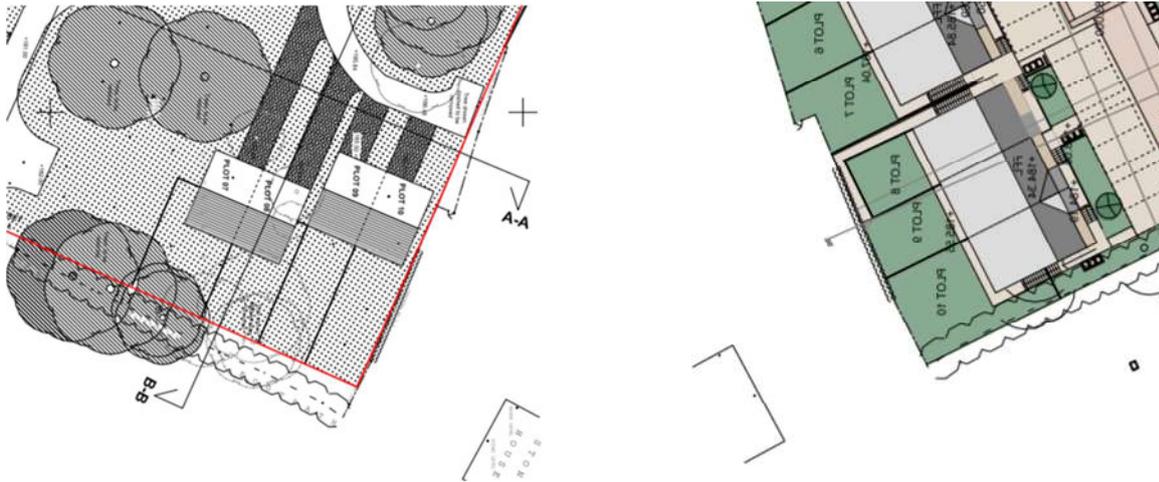
Speaking from our personal point of view in the previous plans the buildings were side on [https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application\\_number=2017/93638&file\\_reference=675205](https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2017/93638&file_reference=675205) which would have had much less impact on the existing buildings in the area and make for a better integration of the new houses compared to the current submitted plans that have the rear of the buildings now facing our property (and significantly taller)

The new application incorporates up to 4 storey buildings on very substantial footings (Plots 6 - 10) which all contributes to having a severe impact on the current housing and a much greater loss of privacy.

It is also not specified if these buildings will be “no less than 21 metres is recommended between facing windows of habitable rooms” [https://kirklees-consult.objective.co.uk/portal/pp/spds/house\\_extensions/house\\_extension\\_spd?pointId=s1598446798441](https://kirklees-consult.objective.co.uk/portal/pp/spds/house_extensions/house_extension_spd?pointId=s1598446798441) because it is our belief from rough measurements that the proposed buildings will be significantly closer than 21 metres to our current kitchen.

But even if they were further than 21m (which we strongly doubt) it will still be a huge impact and loss of privacy to have such large buildings overlooking existing properties because the plans are now “face to face” whereas before they weren't the proposals were for the new properties to be “side-on” hence mitigating the impact.

So if the houses could be reverted to the direction on the original plan (left image) and if Plots 9 & 10 could be located below Plots 7 & 8 then there would be no impact to the existing houses and no objections because they would be lower down the hill and not have an effect or be able to see into currently habitable rooms. Because as you can see from the right image which is the current application there is a significant impact on the current Listed Building sited within a Conservation Area.



## **5. Conservation Area**

This new development sits within a Conservation Area which means there are always some extra planning controls and considerations when designing and applying for such a development. But these exist to protect the historic and architectural elements that already exist and were deemed important enough to warrant a Conservation Area status being granted. It is fair to say that the proposed designs are not sympathetic or characteristic to the existing properties within the Conservation Area. There are no current similar designs of these types of buildings and indeed the previous application was significantly more sympathetic (after the requirements that Kirklees placed on it for the type of building materials to be used) than this current one.

## **6. General Observations**

- **Parking**  
Visitor parking looks woefully inadequate meaning people will park outside houses or on Fulwood or around Small Lane etc
- **Biodiversity**  
The outdated version of the bio diversity report refers to eight properties but now there are 10 so the impact will be even higher than the quoted -40.58% yet they are quoting -38.07%  
And as Japanese Knotweed has been identified on the land how do we know this development will not increase the spread to local properties?
- <https://www.knotweedhelp.com/japanese-knotweed-law/growing-in-neighbours-garden/>  
Old version: [https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application\\_number=2017/93638&file\\_reference=661105](https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2017/93638&file_reference=661105)  
New version: [https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application\\_number=2021/93621&file\\_reference=896301](https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2021/93621&file_reference=896301)

So why was the below not carried out when they cleared the land?

*It should be noted that due to the high levels of Indian balsam scattered across the site, combined with the dense coverage of overgrown scrub and tall ruderal herbs, a certain amount of scrub/tall ruderal herb removal will be required in order to facilitate the appropriate clearance of this invasive weed. It would also be necessary to carry out invasive weed clearance and a certain amount of scrub/tall ruderal herb clearance prior to any bat activity surveys being carried out. This is for the purpose of health and safety, in order to facilitate movement of surveyors around the site, and to prevent the further spread of invasive species.*

**From:**

**Sent:** 28 November 2017 18:26

**To:** [planning.contactcentre@kirklees.gov.uk](mailto:planning.contactcentre@kirklees.gov.uk)

**Subject:** Objections regarding 2017/60/93638/W and 2017/60/93719/W

Dear Sirs

On behalf of my wife and I, we thank you for the opportunity of commenting on your plans for development in the Kirklees area.

We do not want to appear as a NIMBY (not in my back yard) and we do appreciate that Golcar must also look to build new houses in line with the rest of the country. However we do have some grave reservations about this particular application.

Golcar is a fairly unique village in our country, very close to the town centre and yet blessed to be within glorious countryside, with architecture that many would be envious of. But part of its history is the very fact it was built to create and support the industrial revolution. With its mix of geography and usage, many of the roads were built only to sustain historic traffic and are not appropriate for today's transportation.

**Health and Safety**

This is one of our biggest concerns. Already the roads around the proposed site are narrow and well used. It is not to say they are congested with queuing traffic but they are certainly well used for their size. Brook Lane is the biggest of the roads and already sees several accidents. According to the Police only a few have been reported but local residents here would testify to the number that they witness. This road brings you out to a junction where Scar Lane becomes Knowl Road, where the Junction Pub and Junction Fisheries are. This is a very severe corner and is already one that has witnessed several major accidents. Putting more traffic on this road is likely to increase the chance of further major accidents and possibly fatalities. Considering this is heavily used by children going to and from school it would seem to be an unnecessary risk to impose on the neighbourhood.

If houses are being created to increase the jobs within Kirklees then according to your statistics then a number of them will be commuting and some of them using the motorway. Anyone trying to commute to the motorway and for all those looking for a shortcut into the village of Golcar to utilise the shops etc will quite likely avoid the long route of Brook Lane and then up Scar Lane/Knowl Road. The shortcut is by travelling up Victoria Lane, across Claywell, left onto Carr Top Lane and this leads you straight into the village. These are all very small roads that are already heavily used. Increasing traffic on these routes would appear to be a very dangerous gamble to take. There is no way to upgrade these roads or restrict usage of them (without severely effecting the use of these roads to current residents). The risk of a fatal accident would be greatly increased and again seems to be an unnecessary risk.

Another shortcut would be to go from Brook Lane onto Carr Top Lane and into the village. This is no better a route with the road being very narrow in this area and already considerable incidents occurring, including an HGV getting itself stuck on the side of a house.

Both alternative shortcut routes considerably reduce the distance to the village and therefore would likely be used by residents, but this would place an unprecedented level of traffic on these routes.

Then with increased number of houses there will be an increased number of internet based shopping which leads to an increased number of delivery vehicles, on top of those purchases that require home delivery. This would place an unprecedented demand on the narrow roads of the area. And with Satellite Navigation systems consistently bringing traffic for Drakes Mill and Fulwood Drive down Claywell and seeing vehicles stuck and having to reverse to then try and get down Carr Top Lane and getting stuck and then having to go back up Carr Top Lane and attempting impossible right turns on the very sharp bend, you can begin to see a picture of increased confusion and congestion of large vehicles on small roads. And this problem is only set to get worse by the increasing uptake of Satellite Navigation for delivery drivers. This is again a massive concern of the Health and Safety of local residents.

Also any parents utilising the facilities of the local schools and nurseries in the village would likely take these shortcut routes and further compound the Health and Safety issues at the very peak times of traffic and congestion. Indeed as your Highways department will be well aware both St Johns School and Manor Road School already have grave concerns with the level of traffic on the "school runs". Much as it would be nice to believe the properties would be close enough for parents to walk their children to school, in reality you know very few would do so. No matter what attempts Manor Road School (Golcar JIN) try, they can not resolve the dangerous parking situations on Manor Road and Bobbin Close. There have been some near misses, now, it is only a matter of time before something serious happens. Adding more traffic to the school runs can only worsen the Health and Safety issues.

Your previous questioning of residents identified that "development should be close to employment opportunities and well-served by public transport, but should not overload existing roads, drainage systems, schools and other vital services". It would be interesting to know what local employment opportunities these houses would be serving and certainly how they would not overload local schools.

The application states "The development would give rise to a minimal number of peak hour vehicle movements causing negligible impact to the highway network." This is a statement with no evidence to back it up. If you were to observe the traffic patterns in current existence on Fulwood Drive it would be very quick to demonstrate the statement has no validity.

#### **Health and Safety - example of road overcrowding**

The application states “As outlined above the site is easily accessible by public transport with good bus routes within 300m walking distance of the site, both on Church Street and Brook Lane providing easy access to Huddersfield town centre. The centre of Golcar, which provides a good range of shops and services, is within walking distance of the site. Both Golcar and Wellhouse Junior and Infant Schools are also within easy walking distance of the site.” However from the current development on Fulwood Drive it can be seen how many motor vehicles inhabit that small area. It is therefore logical a similar proportion of vehicles will be introduced to the new developments on both the East and West side. These particular roads are unusually small and narrow and can’t safely sustain the current levels of traffic, the speeds some of the vehicles travel, the refuse collection, delivery lorries and most importantly - the Fire Service has regularly failed to be able to reach its destination because of these very specific local conditions. So no matter how well served the location is with a fantastic bus route and local schools, these do not stop people from regularly driving to the shops and the schools. As many of these are three and above bedroomed houses it is likely that as time goes by and the children brought up within them will each get cars and the roads ever more populated. This exact outcome can be witnessed on Bobbin Close in Golcar where some of the properties now have 5 cars. This is unsustainable within this very specific landscape.

### **Interim Affordable Housing Policy**

The Council has introduced an Interim Affordable Housing Policy, approved by Full Council on the 14th December 2016. The Interim Policy is in line with the emerging Affordable Housing policy in the Local Plan. The Interim Policy seeks 20 percent affordable housing on schemes of 10 units and above and be based on the number of units rather than floorspace as set out in SPD2. “As this is an outline planning application the number of residential properties on the site is not defined within this application. However the requirement for affordable housing can be dealt with either by way of a condition or at the reserved matters stage.” But considering all the houses have been planned with 3 and 4 bedrooms only on the current plans, any inclusion of the Social Housing should be included now, not as an afterthought as it will significantly alter the plans, design and layout of the site and this is essential to be understood now to understand the impact on the Conservation Area. To ignore it at this stage is simply unacceptable to the current community for which this application attests to benefit.

Further the application states “Whilst the proposals are submitted in outline, the development will seek to provide a high quality residential development with a clear character reflecting the site’s location and inspired by its setting and attributes” so if the development is to be of such high standard, how will the Social Housing be made affordable?

### **Schools and Doctors**

Considering the normal preferred choice in the area for children is St. John’s and Golcar JIN, both are oversubscribed. Golcar JIN is closest by distance which is how the Admission Policy is based on, as such it will statistically be the most likely school of choice for these homes. The developers are trying to justify the build by referring to Govn policy “It states that every effort should be made objectively to identify and then meet housing needs of the community” which is all well and good, but if you build additional houses on land that does not have enough doctors and school provisioning for its current population (especially as one doctors has just closed), then how can this be classed as “meeting the needs of the community” when there can be no community if those buildings have no allocated provisions for health and education? We all know that for the primary schools the Admissions Policy is based solely on distance as the crow flies, so any children that are successful at the normally preferred St. John’s and Golcar JIN will therefore displace children from other areas, potentially including children from the Scapegoat Hill area, these may then have to go to Wellhouse school which would leave the problem of transport. Seeing as most children in these areas are driven to school you would have the situation that traffic from these new homes would be driving up the Small Lane / Claywell roads whilst children from Scapegoat Hill would be driven in the opposite direction to reach

Wellhouse down the same Small Lane / Claywell roads which because of their narrow gauge would just add more danger to the public.

Whilst the application believes “The proposals provide a housing offer fit for the 21st century in the right place and will contribute to the Government’s desire for economic competitiveness, which subsequently facilitates a mobile workforce and dynamic economy” there is little to concur with this based upon the strain it will place upon the existing local community in terms of health provision, education provision, transportation etc

As such this can not serve any benefit to the community.

#### **Design and Distances**

The application states “The design and layout of the proposed dwellings, which will be resolved at reserve matters application stage, will ensure that the development preserves and enhances the character of the area and will not adversely affect the character of the area” but considering one of the proposed properties will tower over the garden of one of the existing listed buildings, dominating its immediate locale and its windows have a direct view into a kitchen, it is believed that this development will do little to enhance the current conservation area. As such it fails UDP Policy BE12 new dwellings should be designed to provide privacy and open space for their occupants, and physical separation from adjacent property and land. The minimum acceptable distances will normally be 21.0m between a habitable room window of a dwelling and a habitable room window of a facing dwelling.

#### **Geology**

There appears to be little mention of the current springs that exist on the plots and the potential for damage these could create the buildings as the direction of these water courses change slightly, as they do, over the course of time. Previous application stipulated “Development shall not commence until an investigation to determine the route and condition of a small diameter pipe (‘watercourse’) from an existing trough to a recognised outfall and a scheme detailing the piping of the ‘watercourse’ at the point(s) of access or within the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a detailed maintenance and management regime for the piped ‘watercourse’ and works for the lifetime of the development. No part of the development shall be brought into use until the watercourse piping works and compensatory watercourse works comprising the approved scheme have been completed. The maintenance and management regimes shall be implemented for the lifetime of the development.”

#### **Ecology**

We understand the site, or part of it, used to be allotments, so is very fertile soil and is teeming with wildlife including foxes, owls, birds etc and now deer. There are also plenty of sightings of bats in the area and so one must presume the vast expanse of greenery provides a large number of insects and mice etc to feed the bats and owls. What a terrible shame it would be to destroy that when there are other locations that would have less of an impact on local wildlife.

This would appear to go against three further objectives that you have;

- provide and enhance open spaces for sport and recreation
- protect and improve the visual character of Kirklees
- help wildlife

#### **Allotments**

With the increased popularity of “growing your own” and food provenance, it is ever more important that land previously used as allotments should be opened up to the public for that very purpose. With the impending approach of Brexit it is more important than ever that we grow the maximum amount of food in our own country, and to meet our pollution obligations, the more that can be grown on your own doorstep, the better that is for your community. Policy R9 states “proposals involving development on allotments, or land last used as allotments, will not be permitted unless replacement allotments of equivalent

community benefit are provided or it can be demonstrated that there is no unsatisfied local demand for allotments - and yet there is a known desire for allotments that is unsatisfied within the area.

### **Provisional Open Land (POL)**

Whilst the application is keen to show the purpose of POL allocations was to identify a reserve of land for future residential development. It has been well documented in recent years that Kirklees Council cannot demonstrate a five year housing supply and therefore try to justify the development as “It is therefore appropriate for POL sites to assist in meeting the Council’s requirement for housing” there is no mention how this will increase the benefit to the community. There is no mention of a contribution to social housing (essential for every thriving community), there is no mention of contribution towards the educational infrastructure or health services (without which the current community will suffer)

### **Sustainable Development**

The application further states “Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites” but once again “sustainable development” is only achievable if the current community can thrive and with no social housing, increase in doctors or education, how can the current community thrive?

### **Brown Field**

Although on previous applications the Council has made it clear that there is no obligation to insist on using Brown Field sites there is a preferred desire for designated brown land to be used before green land within Kirklees, have all brown field sites been exhausted before consideration will be given to this development?

### **Listed Building & a Conservation Area**

It should also be noted that the plans will be effecting the setting of a listed building especially in a conservation area. Kirklees Council have themselves stated that “the open countryside of Golcar Edge which is integral to the character of the settlement” and that a “conservation area is an ‘area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.’ (Section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990). Conservation areas are recognised for the contribution they make to the cultural heritage and economic wellbeing of the country and to the locality.”

It must also be noted that all the smaller buildings surrounding the larger listed building found on Claywell (that have not already been listed separately) add to the character of the Listed Building and so these new premises will have a major effect on the character of the area - Non specified heritage asset. The Listed Building wasn’t a house, it was a mill and so created its own setting and environment and as such the surrounding buildings are to be considered as listed for the purposed of a development such as this based on the fact they were built and reliant solely on the basis of the Listed Building they surround. The development as it stands would severely impact on the nature and the character of not just the Listed Building, but all the buildings.

### **Public Spaces**

There is no provision for a public play area yet a large area frequented by a lot of children especially over the summer months, will be lost. There are self-constructed rope swings, tree houses and dens all in evidence. And although it will be noted that this is private land and not public land, should there not be a provision to include an open play area for the benefit of the community to ensure compliance with Council policy?

### **Previous Considerations**

- Nigel Hunston, Group Leader (Conservation and Design), Investment and Regeneration Services succinctly states “in so far as it fails Para 128 of the NPPF. Whilst the D&A goes into great detail over the relevant sections of the NPPF

it ignores Section 12 Conserving and Enhancing the historic environment and makes no reference to it. However, I accept that some reference is given to the conservation area and the supporting appraisal which states that it is not a key gateway but this fails to indicate how the overall development will affect the conservation area.”

- Does the application allow for the access and turning head to have a gradient no greater than 1:12?
- Can the application demonstrate an 11.6m long refuse vehicle can turn and manoeuvre within the site?
- Can the application demonstrate there would be no risk in the event of a 1 in 100 year storm on the ground stability due to deep excavations/digging out especially considering the small foundations known to be used by existing listed buildings further up the hill that may be impacted by any ground shift.
- What is the proposal to overcome the resulting reduction of spaces on Fulwood Drive currently used for visitors and for over flow parking at the end of the road that would be transformed into the new access road?

### **Conclusion**

There are more appropriate locations for additional housing within Golcar, ones with better access to roads more suitable for increased traffic, that would not have the same impact on schooling, and that would not have such a devastating effect on the Conservation Area.

Thank you for your time.

**Millbarn, 27 Claywell, Golcar, Huddersfield, HD7 4JD**