

Address: Cringles 61 Cliff Hollins Lane Bradford BD12 7ER

About the application

Application number: 2021/94208	
What is the application for?:	Outline application for re-development of former waste water treatment works, in
Address of the site or building:	Former North Bierley Waste Water Treatment Works, Cliff Hollins Lane, Oakenshaw, BD12 7ET
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	No
Yet another Planning Application for the people of Oakenshaw to try and digest and make comment on! The current situation on the ground has only supported the community concerns over the access route and the Committee are invited to come and see what they are voting on! I refer to all my objection to Planning Application 2021/94060 and will extract a few pertinent points... The Draft Local Plan, dated Nov 2016, rejected both applications for the current development area... E1985 and E1985b. The Planning Inspector made his comment on both applications within the Draft Local Plan (see pages 24 and 25) and I highlight this particular comment... Exceptional circumstances do not exist to justify the release of land from the green belt. The northern extent of the proposed site abuts Cliffe Hollins Lane with Bradford. One of the purposes of the green belt is to prevent neighbouring towns from merging into one another and although it is acknowledged there is development on the west of Bradford Road, undeveloped frontages help to maintain the appearance of separation. The extent of this site would therefore significantly reinforce merger with Bradford contrary to the role and function of the green belt. Alternative employment option E1985a has been accepted instead as the potential for merger has been reduced. The only plan accepted (in line with the Planning Inspector's reports) was Application E1985a, which remains extant. The developers managed to acquire the area to the north (rejected by the Local Plan) and are therefore developing on unallocated Greenbelt Land. This application is submitted to develop even more unallocated Greenbelt Land and should therefore be rejected. Planning application 2021/94060 attempted to justify the application by telling us that	

Planning application 2021/94060 attempted to justify the application by telling us that the traffic will be 'lighter'. Here is the extract from the Planning Application...

"Reason: In the interest of highway safety, to avoid an intensification in vehicle movement on the surrounding highway infrastructure and to accord with Policy LP21 of the Local Plan."

This application is now contradicting their justification and their traffic 'concerns'! Does the applicant believe the community is stupid and this would not be identified?

I refer to their report over peak hour traffic movements and highlight again that they are conveniently forgetting to mention that their figures are based upon 2011 traffic data! Here is the extract from the Outline Planning Application's Transport Assessment...

"Trip distribution has been determined using 2011 census data, which have also been extracted from the Office for National Statistics 2011 database"

These tables should now be disregarded, and a full traffic survey be carried out, with emissions testing at the same time to glean a full understanding of the environmental impact this will have on the village of Oakenshaw, particularly around the school and the junction at Bradford Road/Mill Carr Hill. The original traffic assessment, WITHOUT ADDITIONAL DEVELOPMENT, stated that the capacity of this junction would be exceeded substantially – again, not an issue for the Planning Committee. Any further applications beyond the current site parameters will further strain the local highways.

Enough about traffic, I move onto flooding and drainage. The LLFA have placed numerous conditions over site drainage and the mitigation required. Despite many applications to have drainage conditions removed, all remain undecided. The development however moves on unabated, with conditions being broken and ignored by Kirklees Planning – Phase 2 has begun without the attenuation tanks being fully operational.

This additional site will create even greater run-off rates for the surrounding watercourses. No mitigation has been secured, just proposals to discuss the use of the neighbouring developer's attenuation tank. The developer is proposing any run-off to be directed straight into Hunsworth Beck (see Civic Engineers FRS & DS dated 27 Oct 21). This must receive due attention from the LLFA, with a new drainage assessment for the whole development site, not just this application.

I highlight also that this application is seeking to piggy-back onto the site's drainage strategy from the 2016/92298 planning application. I remind the Planning Committee that the 2016/92298 application was based on 10+ year old data and the flood zones have changed considerably since that data was obtained. Bradford Council LLFA rejected the original school car park plans for this reason!

Any enhancement to this development area MUST be rejected – the development area was only approved for 35,284 sqm of development. The latest applications (2021/94060 and 2021/84208) propose to increase this by approximately 50%, so all previous reports MUST be reassessed.

I highlight also that the access route has not yet been approved. These latest applications only enhance the community argument over its suitability and as such, an alternative access route **MUST** be sought and approved.