From:
To: Planning Portal
Subject: Fwd:
Date: 10 January 2022 12:19:00

My comments are as follows:

1. Conservation of buildings and conservation of the natural environment

It would seem the horse has already bolted here as the trees on the site were felled over a year ago and the remaining land has already been cleared. However I note from the supporting environmental survey that recommendations for a minimum of 10 bird boxes and 5 bat boxes are integrated within houses on the plan along with the provision of hedgehog runs through the erected fences. should planning consent be approved then it is critical that these "safe havens" are mandated within the plans. Having moved into the new build area almost 3 years ago it is amazing how many migrating swifts have returned to the Oakland Heath to find a bunch of unhabitable houses. If bat boxes are to be provided does indicate the presence of Bat roosts which have already been disturbed by clearance of the existing land?

2. Effect on trees and the landscape

This bits easy the trees are already dead and the landscape has now been neutralised, again if approved the plans should include an extensive planting of mature trees and hedgerows perhaps along the Yew Tree road side to soften the view

3. Design, appearance and layout

Unable to comment on this area other than it will definitely spoil the layout of the land and views

4. Effect on the character of an area

The effect is only temporary during the building phase and therefore provision should be made if approved to minimise noise, dusts and mud on the roads. Building traffic including deliveries should be planned sensitively so as not to block access for existing residents. Problems have already been experienced between contractors clearing the existing site and current residents / users of Yew Tree road. where access has been completely blocked. Yew Tree road and the Junction of Burn Road is very heavily used for pedestrian traffic consisting predominantly of people walking dogs but also includes cyclists and general walkers. Almost all of these people cross Burn Road to head down the Bridleway/track towards Reap Hirst Road. Has any survey work been completed to assess how much pedestrian footfall crosses at this junction. Again an environmental/traffic survey

suggests traffic along Burn Road travels at no more than 20 mph. Sadly this is definitely not the case for traffic approaching the junction of Burn Road and Yew Tree road again it appears nobody has completed a physical traffic survey to identify or support these claims why has this not been completed ?

5. Noise, disturbance and odour

Ditto above comments

6 Impact on highway safety and traffic

This will perhaps be the single biggest impact. The effect will be negative the route along Yew Tree Road is I suspect busier than you have anticipated based on average traffic flows, I note from the details of the planning request of the adjacent site that they anticipate 16 two way trips during each of the peak hours which is for 10 houses. Therefore an additional estimate of a further 28 cars on top of the 16 previously mentioned will be impacting two junctions which are already stressed and dangerous. and this isn't including the traffic from the existing Harron Homes Phase 1, 2 & 3 developments this included some 96 houses therefore leading to a peak hours additional usage of some 200 cars per hour in total for all of the current developments. This excludes any future developments in the ether for the general Oaklands Heath / Burn Road location. Does anyone look at the bigger picture and collate the details together. The developments around Oaklands Heath have provide no extra access to or from the 2 main (Grimscar Road and Halifax Road) which were inadequate before the development started ??

The existing Junction of Yew Tree Road and the A629 is already dangerous with cars parking on the pavements right at the junction sometimes over hanging the A629 pavement so as to block the view up the A629. All cars existing Yew Tree Road at this junction are therefore effectively safe entry from the A629 onto Yew Tree Road. As I understand it under the Local Plan for the A629 widening it is proposed to have single yellow lines at the top section of Yew Tree road. This will improve visibility for cars exiting and entering Yew Tree road as long as the single yellow line parking is suitably enforced. This issue was raised with Clr Burke over a year ago the general response from Kirklees Highways was that the cars were parked temporarily while the occupants visited the Grameen Lounge or the local Tesco or Greigs. This is clearly not the case which could be confirmed had someone taken the time to assess the traffic/parking problem.

As has been previously mentioned in other objections the access along Yew Tree road from Oaklands Crescent can be very tight at times for a standard car. This forms part of the bus route from Huddersfield to Halifax and back. This is great as it falls within the Local Plan however if the traffic situation becomes worse on Yew Tree road I'd suggest the bus route might well be stopped or amended for a minibus at best which hardly serves the local community well at all.

And finally because the stretch of Yew Tree road from Oaklands Crescent upto the A629 can be congested with entry onto the A629 being so difficult a lot of traffic is being forced to take the Burn Road route to Grimescar road and then to the A643 Brighouse Road. Again it has been noted on the Harron Homes Oaklands Heath Planning requirements that this junction of Grimescar road and Brighouse Road needed to be improved by them. This has still not happened yet traffic levels have increased considerably. The junction of Burn Road and Grimescar Road Has been improved and this seems to work well.

A planning requirement for the current Harron Homes Oaklands Heath site required them to implement some type of easement at this Junction to allow safer entry and exiting. To-date this has not happened and to be frank knowing the performance of Harron Homes it is unlikely to happen.

Additionally there are issues with the access to Burn Road from the A629. At this Junction Burn Road is effectively a single carriage road for perhaps 150 or more metres. In part due to residents parking but also in part due to building limitations. This Junction is in fact a 2 way junction at the point of the A629 Consideration "MUST" be given to making this a single way Junction. At the moment this is an extremely dangerous junction. Exiting Burn Road to the A629 is effectively on a blind corner there have been many altercations between cars blocking Burn Road in this area.

If the development were to go ahead then it will be essential to ensure the access to and from the site is situated sympathetically and safely in relation to the existing access to and from Oaklands Crescent

7. Previous planning applications

Previous and current planning applications have been mentioned above

8 Development Plan policies, Supplementary Planning Guidance and other planning policies

9. Government guidance and legislation

I'm not an expert or knowledgeable on this area and therefore unable to comment other than I have an expectation the Kirklees Planning Authorities have completed a due diligence check on all of these.

10. Effect on living conditions - for example the effect on sunlight and daylight, privacy of neighbours and being overlooked

The effect on the immediate adjacent properties will be negative as they will be overlooked and will be overlooking other properties. Yew Tree road has a medium sized recreational play area with a junior size football field, Baseball/netball hoop and covered seating area. The planning approvals for Harron Homes also included provision of adequate drainage for this recreational area as at the moment in medium to heavy rain large parts of it become an unusable swamp. Its critical that this area is completed as a matter of urgency as many of the homes are already occupied and the local children/families have nowhere else to play safely.

11. Effect on neighbouring properties

The effect on the immediate adjacent properties will be negative as they will be both overlooked and will be overlooking other properties

12. What the building or development will look like

Unable to comment as I haven't seen any scale models etc

In addition to the above comments

Paragraph 35 of the NPPF states that “developments should be located and designed where practical to:

• accommodate the efficient delivery of goods and supplies; This is unlikely to be achieved for the part of Yew Tree Road from Oaklands Crescent to the A629

• give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; Again this is unlikely to happen as The stretch of Yew Tree Road is restricted to Cyclists and cars passing safely due to the narrowness of the road and the overall increased traffic levels

• create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; The junction of Yew Tree Road and Burn Road is a heavy pedestrian and cyclist route, the speed and frequency of traffic passing through this junction is both fast and excessive