

About the application

Application number: 2021/90800	
What is the application for?:	Redevelopment and change of use of former mill site to form 19 residential units
Address of the site or building:	Hinchliffe Mill, Water Street, Holmbridge, Holmfirth, HD9 2NX
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
<p>Although on principle I support the development of the mill building and the land behind the mill, as I would much prefer it to be utilised to compliment the area and to maintain the natural landscape and wildlife of the mill pond rather than allow the whole centre point of the village to be left to go to further ruin, I cannot support the amended plans as they do not address key issues.</p> <p>Over intensification of the site is still a major issue as although the number of houses has been reduced from 24 to 19, 19 being the indicative maximum capacity allocated for the development of the site HS190 in the Kirklees Local Plan, the local plan does not identify the size of dwellings and with the majority of the proposed dwellings being large 3 and 4 bedroom properties, the volume of cars will be far more than a development of 19 2 bedroomed dwellings, therefore, the number of dwellings on this development should be reduced to a more acceptable number more suitable for the surrounding area, infrastructure and road network which is entirely inadequate for a development of this size.</p> <p>The flow of traffic along Coop Lane, Old Road, Fordgate, Dobb Lane, Water Street, Spring Lane and Dam Head is already extremely difficult with residents parking along the roadsides creating a single lane, with long stretches having no pavements or safe footpaths and with some properties along the route having doors which open directly on to the road. Any increase in traffic volume puts these pedestrians and residents at particular risk. Passing points are minimal and danger from reversing vehicles increases the risk to all road users. These roads are the route to a Junior and Infant school which struggles with traffic at school opening and closing times and can be dangerous to pedestrians including unaccompanied children, people with pushchairs and family groups, particularly in the sections without pavements and indeed the The Department for Transport Manual for Streets 2007 ref 1.1.6 discourages the building of streets that are 'primarily designed to meet the needs of the motor traffic and are unsafe and unwelcoming for pedestrians and cyclists'.</p> <p>There is a lack of provision for existing residents parking, so vehicles displaced from their usual parking locations to allow access to the site will add to the congestion of existing on-street parking, creating further issues.</p> <p>There is also generally inadequate Access to the site. Proposed access roads do not meet the required standard. Spring Lane is 9.9 metres in width at its narrowest point</p>	

meet the required standard. Spring Lane is 2.9 metres in width at its narrowest point and Water Street 3.2 metres. Kirklees Local Plan Supplementary Planning Document Highway Design Guide October 2018 identifies Street Type C (Shared Surface Street) must be 4.8 - 5.5m in width and private 'Non-Adopted' streets of new developments serving more than 5 dwellings (or any existing private road which will serve more than 5 dwellings after completion of new development) should be laid out to an adoptable standard. Proposed plans intend to have access via Spring Lane and Water Street both serving more than 5 dwellings. National Planning Policy Framework paragraph 110 d) states "allow for the efficient delivery of goods, and access by service and emergency vehicles". West Yorkshire Fire and Rescue Service Access for Fire Appliances (Ref: FS-PAN010) states a minimum access route width of 3.7m which is not being met therefore alternative access needs to be investigated further.

The scale and massing of plot 1 & 2 directly adjacent to the mill building, overlooking the dam are unduly dominant and out of scale with the heritage Class 3 asset mill building which would lose its local prominence, adversely affecting its village-scape merit and immediate setting. The 5 dwellings on the hillside above the mill complex are in a location that will dominate the village. They will in no way blend in or be hidden in the valley bottom as the majority of other dwellings in development will be. Historic England submitted concerns that previous plans presented a 'domestic' feel, at odds with the industrial character of the site which would not preserve or enhance the special interest of surrounding designated and non-designated assets and would be harmful to the character and appearance of the conservation area, and consequently cannot be supported. Complete removal of plot 1, or further reduction in scale and massing of plot 1 & 2 is required. Further design consideration is needed in keeping with the context of the industrial setting and surrounding properties in this conservation area.

Also, according to Kirklees's own response to previous plans, the access route at the top of Spring Lane has revegetated to the point that any fixed surface infrastructure connected with the mill no longer exists, to the extent that the council considers this parcel of land to have blended into the landscape and cannot be regarded as brownfield land but greenfield land within the green belt. The proposal would have the effect of wholly changing the character of this parcel of land from open to residential resulting in a very significant encroachment of urban use and character, contrary to the purposes of including land in the green belt.