

About the application

Application number: 2022/91735	
What is the application for?:	Outline application for erection of 80 dwellings and associated work, including
Address of the site or building:	Land off, Hermitage Park, Lepton, Huddersfield, HD8 0JU
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
<p>I object to this application.</p> <p>Hermitage Park has a steep rising gradient from its junction with Rowley Lane. There is a significant degree of on-street/footway parking on Hermitage Park, at its junction with Rowley Lane, and within its vicinity along Rowley Lane at school start and finish times. The proposed development is on land with substandard access to the current highway networks. If this application is approved, building work commences, and residents move in before significant local highway infrastructure improvements are mandated, including constructing a new roundabout. The efficiency and safety of residents and the local highway network will be compromised.</p> <p>The recent roadworks at the Woodsome Road/Penistone Road junction evidence the mayhem which will befall residents 'when' HS2 and HS3 are approved due to the sanctioning of developments on land with substandard access to the current highway networks. These 3 way roadworks increased by journey time into Huddersfield by 30mins at rush hour. A delay of possibly up to 5-10 years to improve highway infrastructure with an ever-increasing traffic rate will subject residents to significant delays, increased pollution from queuing traffic, and vehicle emissions. These plans will negatively impact residents lived experiences, and affect wildlife, increase vehicle emissions and noise.</p> <p>Hermitage Park's access to the local highway network is via the B6433 Rowley Lane, a link road. It starts from the junction/turning on the A629 Penistone Road until it reaches a T-junction with the A642 Wakefield Road. The gradient and nature of the road and location of existing housing situated on the road result in many cars having to park on the street at various points. B6433 cannot be widened. The proposed development is on land with substandard access to the current highway networks. If this development is approved, traffic congestion will increase, the noise will be distressing for residents, there will be a significant loss of open green space and wildlife and levels of air pollution will increase due to vehicle emissions. The local areas highways are substandard and cannot cope with a development of this size.</p>	

The distance from the centre of this proposed development to King James School is circa 3.5km, with the most direct route along Rowley Lane, over Penistone Road and along Woodsome Road. This route has poor connectivity in the main in terms of having long steep gradients, being open to the elements, and has poor/no footways and segregated/delineated cycle facilities. King James School cannot expand any further physically and is full/at capacity. Likewise, Shelley College is full and at capacity. Children will need to travel further afield to access education settings, if this application is approved.

Rowley Lane does not provide convenient pedestrian routes given its gradient, nature and location. The distance from the centre of the site to the shopping and existing medical facilities in Lepton is circa 1.5km. The walking distance to the Rowley Lane bus stops will result in new residents likely driving a vehicle on the local highways - like existing residents who know the area well. The distance from the centre of the site to the higher frequency bus routes on the A629 Penistone Road and A642 Wakefield Road is circa 1km and 1.5km, respectively. Given the high walking distances and nature of the routes in terms of footway provision/width and continuous gradient of Rowley Lane, using these public transport connections will not be attractive to people wishing to commute regularly. Bearing in mind the nature of Rowley Lane, the walk to the bus stops on Penistone Road and Wakefield Road are not 'comfortable' or fully inclusive to all pedestrians. Like existing residents, new residents will need access to a vehicle to travel to local shops, education and work settings, thereby increasing traffic congestion and vehicle emissions and pollution levels, particularly at peak times. The site will not provide good accessibility for general cycling trips, and the gradient and nature of the local highways will impede motorists and likely increase the risk to all road users and pedestrians. The cyclists will still need to navigate the local highway to access any flagship cycle-lane resulting in further dangers on the highway.

The nature of the existing highway network and its operational characteristics must influence the acceptable number of dwellings in any application. This development is too large and needs culling or refusing. The proposed application and associated transportation movements (pedestrian, cyclist, public transport, and vehicles) will put existing and new residents at greater risk. It is impossible to widen Rowley Lane or create off-street parking for existing residents who are need to park their vehicles.

Kirklees Council says it wants to work with and alongside citizens in our local places who best placed to understand local challenges and strengths. The application is met with strong opposition by local people as they to identify the adverse impact on wildlife and inadequate local highway network. The proposed development is on land with substandard access to the current highway networks, the new proposals won't improve the lived experience of locals. The decommissioning of glorious greenfields will destroy the character of the local area, ablate existing wildlife, increase noise, vehicle emissions and pollution. This development is unnecessary to meet the area's housing needs and should be refused.