

About the application

Application number: 2022/92406	
What is the application for?:	Erection of 10 affordable dwellings, with access from Chapelgate and associated
Address of the site or building:	Land Adj, 67, Chapelgate, Scholes, Holmfirth, HD9 1SX
Postcode:	HD9 3BW

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
I object to this development in the strongest terms. I cannot see that any of the updated documents sufficiently deal with the traffic and parking issues already commented upon and that the site is situated on a dangerous bend - This site is situated on a dangerous bend and will have an impact on traffic and road safety for road users and pedestrians. - I frequently walk down this road with my son and dog and nearly every time we have to jump to the side to avoid cars flying up the hill, round the blind bend. - Locating a site here, will lead to cars parking at the side of the development (i.e. going down the hill). I note there is a gate at the bottom of the development, so people will park at the wide and use this gate to access the site. - As the site is not near any doctors, dentists, large shops and the area is so hilly, it is absolute fantasy that young families will use bikes (or solely rely on public transport) – the bike stores are just a waste of time and space. The residents here will use cars and are likely to be multiple car households. Due to this, there will not be sufficient parking spaces, so delivery drivers and visitors will park on the side of road. As such, cars coming up the hill will be unable to see residents emerging from the site clearly. So, this will not only exacerbate problems that already exist for local residents but will create issues for any residents of the development. This is an accident waiting to happen. - Increasing the visibility splay will make no difference if people are parked at the side of the road (which without doubt, they will be). I note there is a proposal to build a pedestrian walk way but you only have to look around the village to see cars parked up on pavements (due to narrow roads), totally blocking the pavement, so pedestrians (thinking of those with pushchairs, as young families may have) will have to walk in the road around the parked cars, this will be even more dangerous than it is now. I note the picture on the front of the two reports produced by Vic Solutions both show	

- I note the picture on the front of the two reports produced by via Solutions both show a red car legally parked just above the site and before the junction of White Wells Rd. A car parked here, means that people coming down Chapelgate (from the direction of the school) will be across the central line, causing problems for residents to get out (never mind those cars tearing up the hill and around the blind bend).

I also question whether the traffic surveys included as part of the developer's submissions are in fact valid, as they were not carried out at a 'neutral' time.

I have various concerns about the traffic surveys/reports carried out and are being used by the developer in support of their application. This development is on a dangerous bend and will have an impact on road safety for road-users and pedestrians. The Road Safety Audit – stage 1 (by Via Solutions, dated April 2022) records (at page 14, para 1.5.3) that the road safety audit was carried out on 24 February 2022. This was February half term and is not a 'neutral' week. It was also carried out for only half an hour between 10.30 & 11. This does not seem to be an appropriate time to carry out such a survey (i.e. school holidays/mid-morning). I therefore do not think this correctly reflect the road safety issues with this site or gives an accurate picture of road usage /speed of traffic.

Surely carrying out a survey in half term at such a quiet time, is not sufficient for the planning committee to conclude that this site and the proposals are indeed safe?

The Transport Statement (by Via Solutions, dated April 2022) notes a firm called 'Car Counters' carried out a speed survey on 23 February 2022 between 8.30 & 4pm (see pages 31 & 32). Again, this was in the school half term holidays and is not a 'neutral week' and is not indicative of 'usual' traffic. Surely this isn't sufficient to reassure the Council that this site is indeed safe? I also note that the same firm (Car Counters) supposedly carried out a traffic count (see page 40). This is noted as taking place on 22/3/22 (in March).

However, I note the aforementioned speed survey was carried out in 23/2/22 (in February half term). Given it is the same firm carrying out this work, I wonder whether the latter reference to March 2022 could be an error and it could be that the traffic count was also carried out on the 23 Feb 2022 (i.e. at the same time as the speed survey, as it was the same firm)? It would be very easy to mistakenly transpose these dates. I think this is something that needs clarifying. If it is the case that the traffic count was ALSO carried out in February half term, I would again raise the same concerns as the speed survey – i.e., carrying out a traffic survey is not appropriate in half term and is not truly reflective of the traffic.

Regardless of when the traffic survey was carried out, it does appear that 92 cars were recorded in the morning (7.30-9.30) and 158 recorded in the afternoon (4-6pm). This 46 per hour and 79 per hour, which feels quite busy. Residents of the site will have to negotiate these passing cars when trying to get to and from school and work.

There is poor visibility from the site and this will only be made worse by parked vehicles. This will only be made worse by the increase of traffic which will be as a result of the larger development at Jackson Bridge.

Please reject this vanity project.