

Wilton Mills 586 Bradford Road, Batley, WF17 8LP

Demolition of existing garage and erection of MOT bay/service bay/storage area (within a conservation area)

We strongly oppose the above planning application.

Over the last fifteen years the council planning officers have created a serious parking and road safety issue in this area. Numerous officials have come and gone, and the local residents have suffered the consequences. They have failed to see the full picture and the impact to the area.

In the 80's the site was originally one entity. A tweed Mill. The rear of the premises being used for parking and the unloading and loading of vehicles with no issues to the main Bradford Road. Advance Vans then applied to change the site to a van's sale without the land to the rear being included on planning application 98/62/92881. The planning was refused for the following reason the proposal which is already in use does not include any off-street parking and therefore results in parking on Bradford Road and the footpath in front of the premises which is detrimental to highways safety in the immediate area and to other road users.

Advance Van Sales reapplied on planning notice 99/90852 which included the area to the rear of the premises. This was granted with 6 conditions. Condition 4 related to parking behind being resurfaced and the parking/loading bays marked. Condition 6 No vehicle repairs or maintenance should take place within the application site, including the open area of the site.

The reason for this is stated on the planning namely

"In the interest of the free and safe use of the highway" and in order to avoid potential external noise and disturbance occurring to adjoining and nearby residents.

So, to be clear, Advance Van Sales could sell Vans on the site but not repair them and had to use the rear of the premise for parking, unloading and loading. No activity to take place on Bradford Road. A carpet sales company moved in, still retail and still using the rear of the premises for parking. Next was German Tyres who are still there. They put containers on the parking allocated to them so no parking available to the rear of the building.

Now to the rear of the building the site in question was originally a red brick stable block servicing the former tram shed on Bradford Road. This was part of the heritage of the area.

This was destroyed/demolished over a bank holiday weekend and replaced with a breeze block building without any planning permission.

The council did intervene and enforced retrospective planning application 2000/90511. Within this decision was 12 clauses of which clause 7 states that the use of the building hereby approved shall be restricted to valeting of vehicles. No vehicle repairs or maintenance shall take place within the application site. Clause 8 states all valeting of vehicles shall be restricted to and only be carried out inside the building hereby approved. Again, the reason for these clauses by the planning officer are in order to avoid potential external noise and disturbance occurring to the adjoining and nearby residence. It also stipulated that the breeze block was to be brick faced and composite metal cladding used to finish off the site. Twenty years later the front of the building is still raw block work.

The previous planning application was 2018/62/91945/E. Looking back at the history planning has never been granted for a garage for the maintenance and repair of vehicles to the rear of the main buildings which is what it is being used for. The only planning which has been approved is car valeting.

As previously stated, the whole site was originally one unit with the area to the rear to be parking for the mill on the main road. Planning application 98/62/92881 was refused because the land at the back wasn't included in the planning which was detrimental to highways safety. Over the years the site has been carved up into separate units approx. 4 or 5 now. The site in question is one of them. There is now no off-road parking for any of the units on the main road. The tyre company has no parking. The car sales unit has no parking, the car parts showroom has no parking. A beauty salon has no car parking. This stretch of Bradford Road has a severe parking problem. Numerous accidents have occurred. It is only time before a serious accident happens. Especially with all the Batley Grammar school traffic and Frankie's having limited parking with their customers also parking on double yellow lines and pavements.

Over the past 15 years there has been numerous usages in the said area, tyre storage, car storage, breakers yard etc. No one sticking to the councils' stipulations in the original Advance Vans planning for customer parking. The residents have suffered noise pollution from car and van maintenance, sometimes up to 12 midnight. No planning restrictions have been enforced.

The current proposal aims to make the garage larger and to be used for a HGV mot station. To demolish and rebuild a larger bigger building with greater height that is above the existing roof line. This will have a negative impact on the natural light available to the row of terrace houses at the bottom of Carlinghow Hill.

The last planning application 2018/91945 had 8 neighbour representations 4 of which seemed to be counter commenting on my representation and stated, 'parking won't be a problem!' Why would they mention this? They are obviously not living in the immediate area and these comments are in questionable.

The problem with the parking is that the now 4 to 5 units on Bradford Road should be using the rear of the building for parking to validate the planning given to themselves. i.e., in the planning departments original refusal on 98/62/92881 to Advance Vans due to no off-street parking. The area should not have been split up and sold as a separate entity as it forms part of the planning for the rest of the site. The back of the building was the parking for the building on Bradford Road.

I quote Kirklees council planning offices 'The proposal which is already in use does not include any off-street parking and therefore results in parking on the main Bradford Road and the footpath in front of the premises. This is detrimental to highway safety in the area and other road users.'

Since the back area has been separated from the front and is closed off with a locked gate it has created cars parking on the footpath, yellow lines and car tyres repaired on the footpath with no consideration to health and safety.

As with regards to the land being in a dilapidated state this has been caused by individuals using the land for purposes that are not stipulated in the planning, and not enforced by Kirklees. It should be a tarmacked area with marked bays for parking of which 10 % should be for disabled parking.

Hopewell Street has 5 residential properties with the rear of these properties facing the said development. Because of the position of the garage with a mill wall to one side and a banking to the other it is like a sound tunnel where noise gets exaggerated hence the restrictions put on previous planning approvals. The proposal will NOT enhance the area. The Conservation Order in this part of Batley is supposed to protect the area from developments which do not fit. There is overuse of the area with no adequate parking for any of the businesses. If Kirklees council does not enforce its planning decisions it makes, then what is the point. There is no protection for residence and highway safety in this area.