From: 747 New Hey Road, HD3 3YL.
Re. Planning application no. 20236291173W, 749 New Hey Road

As the owner of the house immediately adjacent to the lane leading to 749 I will be delighted to see the farmhouse improved but am very concerned about the higher volume of traffic that would be using the lane if the number of dwellings is increased. It is very narrow (3.2m) and totally unsuitable for use by any more than a few cars, let alone construction and delivery vehicles and the extra cars that will come with an increased number of residents. Many years ago the then owner of 749 used to drive a horse box up and down the lane and struck both my front and rear walls on several occasions (an example in Photo 1, which I have mention of in a solicitor's letter). I'm also concerned about possible structural damage to my large gable end wall. As well as by direct impact, large heavy vehicles could cause movement that will affect the foundations of my wall. On the inside of the wall below ground level it is not solid but mostly cellar area. Simply resurfacing the lane will not make it capable of supporting many tonnes. Raising the level of the lane will cover two air bricks that are needed to ventilate my cellar.

The document 2023-91173_+Design+and+Access+Statement_986044.PDF shows a photo with a nice clear road making it look like exit from the lane is easy. Having lived here for nearly 40 years I can say that is rarely the situation, perhaps only so during the day time. In the mornings there are usually cars parked all along the road side to the right (when leaving the lane) with some partly on the pavement, making it impossible to see what is coming (Photo 2). Sometimes there are also vehicles parked on the left, outside the flower shop. This means edging forwards very slowly into traffic that is often travelling at over the 30mph speed limit, which is a dangerous and slow procedure, frequently taking several minutes. There will be longer delays if a number of cars are making that manoeuvre, leading to frustration and then possible risk-taking when pulling out, increasing the chance of there being an accident.

Similarly, coming from the J23 roundabout to turn left down into the lane is very difficult and a tight turn even for a car. Frequently there will be cars parked right up to the edge of the lane, making it even more difficult. I always slow down and signal in plenty of time but cars will still be very close behind, not expecting how slow one needs to go to get down the lane, many probably not even realising there is a lane there. It isn't possible to see whether anything is coming up the lane until the very last minute and in that case it would mean stopping very suddenly, risking the car behind running into you. Increasing the number of cars using the lane will drastically increase the risk of that happening.

In most of the plans the area behind 751 is shown as 'parking', which is deceptive. Only on a couple of the documents is it shown by an outline boundary that it is not part of the development. That area belongs to me for parking for myself and my visitors. Visitors to 749 and the additional dwellings will assume they can park there and will be very likely to do so, particularly if the entrance to the new development is gated. Over the years I have had many conflicts with visitors to just one dwelling at 749 parking there or even in the lane, meaning I was either blocked in or out. Increasing the number of residents will increase the frequency of that.

I have right of access down the lane at all times, so closing it to run services down it is not possible because I always park down in my parking area. I have a security camera covering my car when it is there but would not have that protection if I parked on the main road, which is often full anyway. I'd also like to question whether the owners of any new properties have any legal right to use the lane. Note that there is already a watercourse running across the lane.

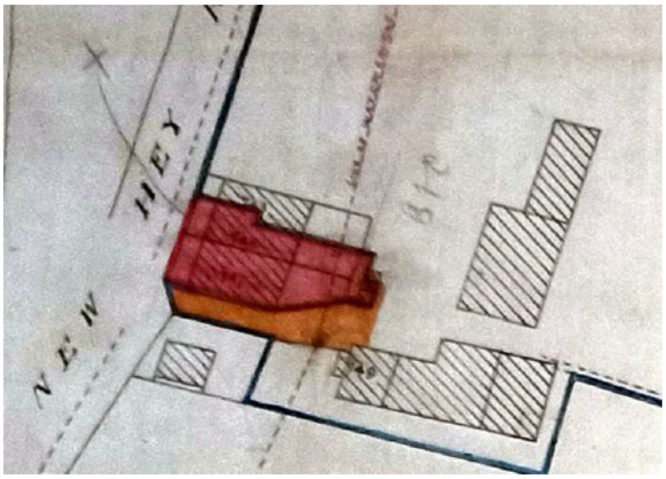
West Yorkshire Fire and Rescue service (FS-PAN010 – Access for Fire Appliances) states in Table 1 that the minimum road width between kerbs should be 3.7m. The lane is 3.2m between walls so this condition is not met.

There is a large building just labelled 'Barn' shown at the south end of the development. This does not appear to correctly represent what is there presently but there are no details of it in the descriptions.

There are three old outhouses below the gardens of 743, 745 and 747 that are not shown on the plan. Whether this is just a simplification or an oversight, the one nearest the lane belongs to me and will be staying there. I do have right of access to the south side of the outhouse, something that is not shown correctly in the current WYK231504 title. I have a copy of an Assent from 24-3-1931 showing it (see below) and I will be taking the matter up with the Land Registry.

Photo 1: Damage to my front wall from the horse box, about 1986.

Photo 2: A more typical drivers-eye view when exiting the lane.



Detail from 1931 version of WYK231504 showing my right of access.