

## About the application

Application number: 2023/62/91212/w	
What is the application for?:	Erection of 21 dwellings with access from Laithe Avenue
Address of the site or building:	Land off, Bankfield Drive, Holmbridge, Holmfirth, HD9 2PH
Postcode:	

## User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
<p>The report concludes that "Using bespoke trip rates, the traffic generation that would be expected from a development of some 21 dwellings has been predicted as just 9 to 12 two-way vehicle trips during the morning and evening peak hours. It can therefore be concluded that the proposed development will not result in a material impact on the operation or safety of the local highway network (and certainly not a 'severe' impact which is the test applied in the National Planning Policy Framework (NPPF)). In their pre-application response, the Council agree that due to the low level of trips generated by the development then no junction capacity assessments are required." (para. 6.1.7)</p> <p>Both of these conclusions are clearly questionable given the limitations of the traffic survey outlined above and suggest that junction capacity assessments may, indeed, be required. These omissions suggest that further assessment may indeed be required.</p> <p>It is also important to note that Figure 101 in the report indicates that there were no PSVs included in the total vehicle count. However, Dobb Lane, Dobb Top Road and Smithy Lane are used by the H5 bus service provided by Stotts which runs hourly from 09.30 - 16.30. The counts reported only include traffic flows between 08.45 - 09.45 and 17.30 - 18.30. This casts further doubt on the weight that can be placed on the conclusions reached in this report.</p> <p>It is questionable whether the introduction of an anti-skid/high-friction surface at the junction of Bankfield Drive and Dobb Top Road will be sufficient to reduce the risk of skid-related accidents when the road is covered with snow and ice, remembering that neither Bankfield Drive nor Laithe Bank drive are gritted during winter months.</p> <p>In addition, it should also be noted that the proposed installation of a 50m safety kerb will reduce the width of an already narrow road by approx .5 metre. The installation will also require substantial infill work up to the boundary stone wall because of the steep camber that has developed on the northern side of the road.</p> <p>The report concludes that:</p>	

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“This Transport Statement Addendum has demonstrated that the development proposals can be safely and satisfactorily accommodated on the local highway network. The proposal therefore accords with the NPPF which states that:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

It is therefore concluded that there are no further highway or transport related issues that would prevent the proposed residential development on this Site from being granted planning consent.” (paras.6.2.1 and 6.2.2)

On the basis of the omissions and concerns outlined above, this conclusion is very much open to question. This, in turn, calls into question the decision to increase the number of proposed properties from 16 to 21.

It is a matter of regret that there was no prior consultation between the developers and the Parish Council or local residents. Had this taken place, at least some of the concerns that are currently being expressed by residents right have been addressed in advance of submitting this application.