

## About the application

Application number: 2023/91212	
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>I continue to strongly object to this development for the following reasons:</p> <p>Highway safety risk</p> <p>The amended application is now for 21 houses (an increase of 5). The additional cars further increase the highway safety dangers.</p> <p>Limited mitigation measures have been proposed but these are unable to adequately address the risks. The new curbs will narrow the usable carriageway. The anti-skid coating is proposed for Bankfield Drive only and its effectiveness even if regularly maintained is very limited, particularly in winter weather.</p> <p>The transport statement significantly under estimates the additional car journeys the development will generate: "3.2.4 As can be seen from Table 3.1, the development is predicted to generate just 9 to 12 two- way vehicle trips during each of the morning and evening peak hours." The survey was based on traffic exiting Bankfield Drive (only). The majority of the current residents of Bankfield Drive and at the top of Laithe Avenue are retired, so predicting the peak hour trips based on the habits of existing residents is wholly unreliable. The new houses will be bought by families and those of working age. The actual traffic generation will be significantly higher than estimated and therefore the dangers to road users have been underestimated and are unacceptable. As noted previously public transport is infrequent and unreliable for commuting.</p> <p>The width of Smithy Lane at its junction with Dobb Top Road and Bankfield Drive is not 5.0 metres, it is 4.8 metres. Bankfield Drive in places has a gradient of 1 in 5, not 1 in 6 as is stated in the report. There is no mention that there is no level standing at the junctions or of the additional traffic using Laithe Bank Drive. Dobb Top Road has parked cars and no pavements and is well used by pedestrians and cyclists including as a Rural School Route. Smithy Lane has a small industrial complex (including M&amp;M Motors) with an entrance at the junction with Bank Lane. The development will affect all surrounding roads.</p>	

## Wider pressure on road network

From Holmbridge to Shaw Lane, the majority of the Woodhead Road is now only 1 way due to the obstruction of parked cars. It is already a dangerous rat run. 19 dwellings are to be built at the Water Street development in Hinchliffe Mill. Adding a further 21 houses will make the existing problems, including parking safely in winter away from the estates, even worse.

## Development design and layout

The development does not share the same character as the adjacent housing stock e.g. wholly detached, open front gardens, some single storey properties. The amended plans are now even higher density and even less in keeping, including now a terrace. 21 houses is an over intensification of the site, regardless of the highway issues. It will be an intrusion on the landscape and will not blend in with the greenbelt it abuts. Artificial stone is also not in keeping. No effort has been made to design houses sympathetic to the site location so close to the greenbelt.

The affordable houses are not evenly distributed.

The parking provision is inadequate and impractical, new homeowners expected to park one behind the other or away from their properties. As a result there will be additional on road parking or use of visitor parking by homeowners.

The low stone wall boundary now backs on to the access road and visitor parking. Who will own the wall and be responsible for maintenance? The information available on screening and security measures is inadequate.

## Structural issues and drainage

As others have noted in more detail there are significant concerns about the structural integrity of site retaining walls and responsibility for future maintenance and the potential impact of collapse on other existing walls/roads/properties/drainage. Increasing the site density adds to the risks.

Please reject this application.