

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>First , could I thank Kirklees for re-opening the Public Consultation period from December 2023 so that local residents could comment on the various documents submitted during 2024.</p> <p>Bankfield Drive and Laithe Bank Drive were constructed in the early 1970's . Such steep (1 in 5 and 1 in 6) and dangerous access roads/junctions would not be allowed for a new housing estate today (see Kirklees Design Guides) .</p> <p>Even in 1992 a Planning Application (92/04281) for this field was turned down first by Kirklees and then by the Planning Inspectorate who concluded " The development would lead to an increased hazard for pedestrians and other road users " and that "this danger alone was sufficient to warrant dismissal of the appeal "</p> <p>Similarly , in 2019 HM Inspector only allowed this site (then HS183) to be included in the Kirklees Development Plan subject to a Transport (ie Road Safety) Assessment being approved.</p> <p>KC Highways Dept (HDC 3-26/3 dated 14/10/2024) have now approved the latest Application on the basis of a Safety Audit paid for by the builder and with various "improvements" proposed for these dangerous road junctions.</p> <p>Local residents have already pointed out the danger of pedestrians, especially children ,being crushed against the North wall of Dobb Top Road by cars skidding across these junctions.</p> <p>KC Highways approval of a high friction road surface and a 470mm wide kerb would not improve this situation since a "large" car has an 816mm long bonnet (see Optima Drawing 22027/GA/01 Rev D) and high friction road surfaces do not work when covered in ice , snow or wet leaves. Highways admit this but say that "the danger of a pedestrian falling through a resultant hole in the wall would be reduced".</p> <p>The Highways Report also confuses the reader with regard to "Site Accessibility" by stating that " a new footpath connection to PROW ref HOL/ 91/20 is a significant element of the scheme " .</p>	