



Whilst I agree with other comments on the negative impact on wildlife and biodiversity of the proposal, I am primarily concerned with vehicular access to the site via Hollowgate and Lower Mill Lane.

Access to Hollowgate from the centre of Holmfirth is already challenging due to the nature of the junction (narrow, pedestrians frequently crossing, bollards and parked cars limiting access), the use of Hollowgate as a diversion from the traffic lights and it's proximity to the junction of Rotcher Road. Hollowgate is narrow and in most parts a single vehicle road due to legally parked cars.

Access from Hollowgate to Lower Mill Lane is single file only. The road is also narrow and usually single file at this point due to legally parked cars. The rest of Lower Mill Lane is predominantly single file with a particular pinch point at the old mill building.

Access to the site via this route for construction vehicles would, in my view, pose a risk and danger to residents, pedestrians and cyclists as well as further congestion issues for the town centre when attempting to access Hollowgate.

The increase in vehicle numbers using the route from potential residents of the site on a daily basis as well as delivery vehicles and visitors will create congestion, increase emissions and risk the safety of residents and pedestrians.

The applicants Travel Plan/Transport Assessment states there will be 78 car spaces to service the 61 proposed apartments. This is potentially a huge increase in traffic along these access routes which the Travel Plan does not address.

It does highlight the emphasis on pedestrian and cycling opportunities for the potential residents. However, I find the assertions made in the plan to be at best, naive and unrealistic and will not significantly reduce the use of cars.

In the Travel Plan the author quotes the current West Yorkshire Travel Plan key objectives, one of which states: To improve safety for all highway users.

The applicants Travel Plan only dealt with the impact on the potential residents of the site, not the wider community and therefore does not meet the West Yorkshire Travel Plan objective.

I note with interest in the applicants Statement of Community Involvement that they "have chosen not to undertake any pre-application consultation" and that "any further consultation would not add further clarity to the process and may in fact confuse matters". I think this is a mistake on the applicants part. I would have welcomed the opportunity to clarify the matters I have raised here and to have learned more about the proposal to better understand it.