

Placed on web site 09/04/2025

Introduction OVERVIEW

The statement in 1.1.3 is false: There is **not 72 dwellings**, another example of poor co-ordination by the applicant

1.1.3 The site forms part of the Kirklees Council (KC) Local Plan under housing allocation HS136. The allocation in the local plan sets out that the site has an indicative development capacity of 72 dwellings and requires a TS to accompany the submission

The statement in 1.1.5 is false: There is **not** footpaths on either side of the carriage way. There is no indication on the drawing submitted; of these elements having suitable footpaths added Nor is it verified that any Public Authority owns the parcels of land

1.1.5 Vehicular, walking and cycling access is proposed to the south of the application site via a new priority junction onto A635 Barnsley Road. The access road will have pedestrian footways on either side of the carriageway and will connect into the existing footway provision on A635 Barnsley Road and will be fully adopted

2.5 PUBLIC TRANSPORT

Bus Services

2.5.3 The report fails to include the two [2] bus services that stop outside the proposed development site

There is a BUS STOP a few metres from the proposed site entrance!

Rail Services

Denby Dale railway station, cycle stands are open to weather and not enclosed secured type
The style referred to below is just an open loop

2.5.6 The railway station is also equipped with secure cycle storage for up to eight bicycles in the form of 'Sheffield' style cycle stands.

Cycling	
Bicycle Storage	
Spaces	8 spaces
Type of Storage	Stands
Location	On the platform
Sheltered	<input checked="" type="checkbox"/> No

2.6 PERSONAL INJURY COLLISION RECORDS

The report is a case of selective information, conveniently the study stops short of the five [5] way junction at The Dunkirk where there are numerous incidents and lots of near misses

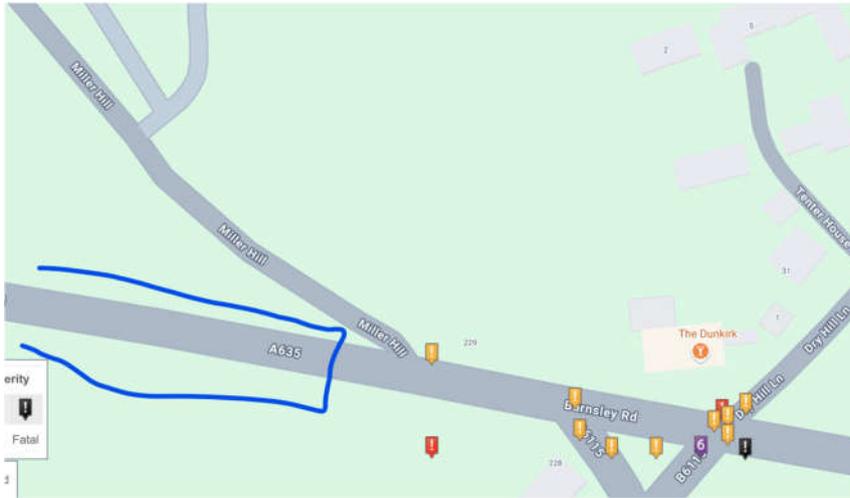
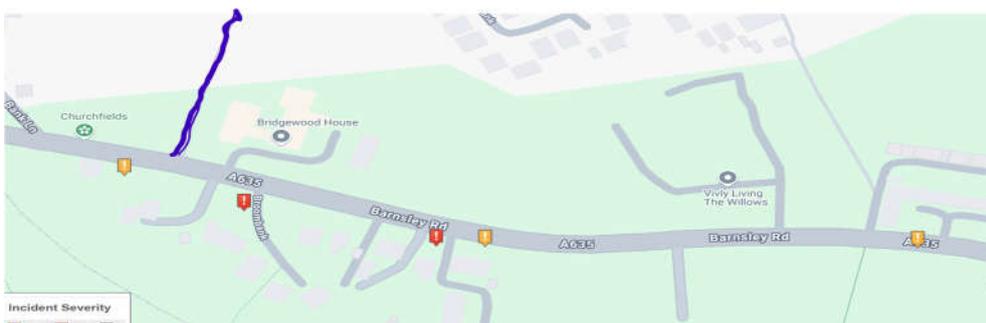
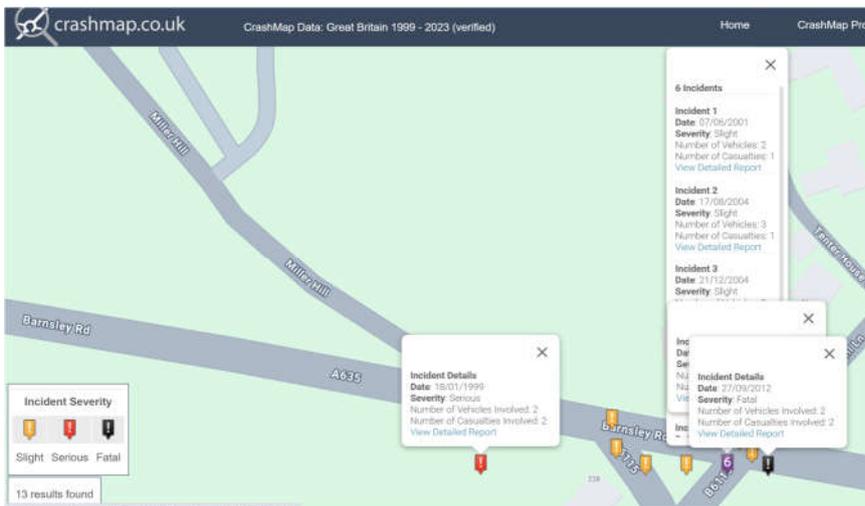
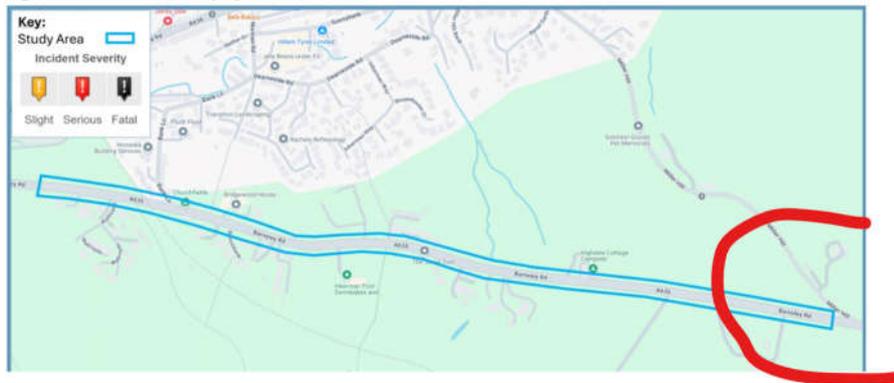


Figure 2-6 Personal Injury Collision Plot



3.2 SITE ACCESS DESIGN AND VISIBILITY SPLAYS

Where this island is proposed there is an existing gated access point into the land

So this proposal is doomed to failure

3.2.3

A pedestrian refuge island will also be provided across the A635 Barnsley Road carriageway to the east of the access junction, further improving pedestrian connectivity on the local highway network



The report recommends to lessen the width of the refuge from a standard 1.5m to 1.2m; they ignore that the report is also encouraging walking, so the proposed refuge, there to encourage it use and when day-walkers cross over looking for the southern path way, it leads to a footpath dead-end then they will crossover at the junction of the new development

5 SUMMARY

The report fails to take account of a bus stop in the middle of the proposal and right at the proposed new junction

The report fails to take into account that a bus stop will impede visibility, for vehicles exiting the proposed new junction

The report misses the access, that will prevent an island being created

The report fails to demonstrate how egress is not impeded, when leaving premises on the A635

The report fails to take into account the lack of footpaths for pedestrians on the Southern part of the A635

The report fails to take into account existing resident vehicles parked & using the highway

The report fails to take into account the existing Engineering works and the modes of delivery and shipments

The report fails to identify the shift in movements of traffic around these parked cars

The report fails to identify that the proposed development has two residences with pedestrian access just either side of the splay junction and the associated issues with these new highly potential parking locations

Visibility splays, the report recommends *to build to less than the desired standard, plus requests a departure relaxation* ... this is unacceptable. Whom takes the legal responsibility, should any accident occur?

The report recommends to lessen the width of the refuge from a standard 1.5m to 1.2m, it is not acceptable to lessen standards in this matter

Road Safety audit, a site visit on the 23rd March 2025, did not identify a bus stop nor access way, so the report is not valid

The report in 2.2 fails to assess levels of internal highway drainage, why were the authors not given correct drawings to be able to assess correct internal roadway drainage

The report fails to assess internal road lighting levels, why were they not given the appropriate information

The report Crash analysis fails by stopping short a matter of 10metres so not to include the 5 way Dunkirk Junction accident stats... this is misleading

There is no justifiable reason as to why this scheme should be granted in its current form