

Kirklees Planning Service,
Civic Centre 3,
PO BOX B93,
Huddersfield,
HD1 2JY

3 December 2023

FAO William Simcock

Dear Sir,

Application number 2023/62/91768/W. Erection of 2 dwellings. Land off Netherley Drive, Marsden, Huddersfield, HD7 6HL

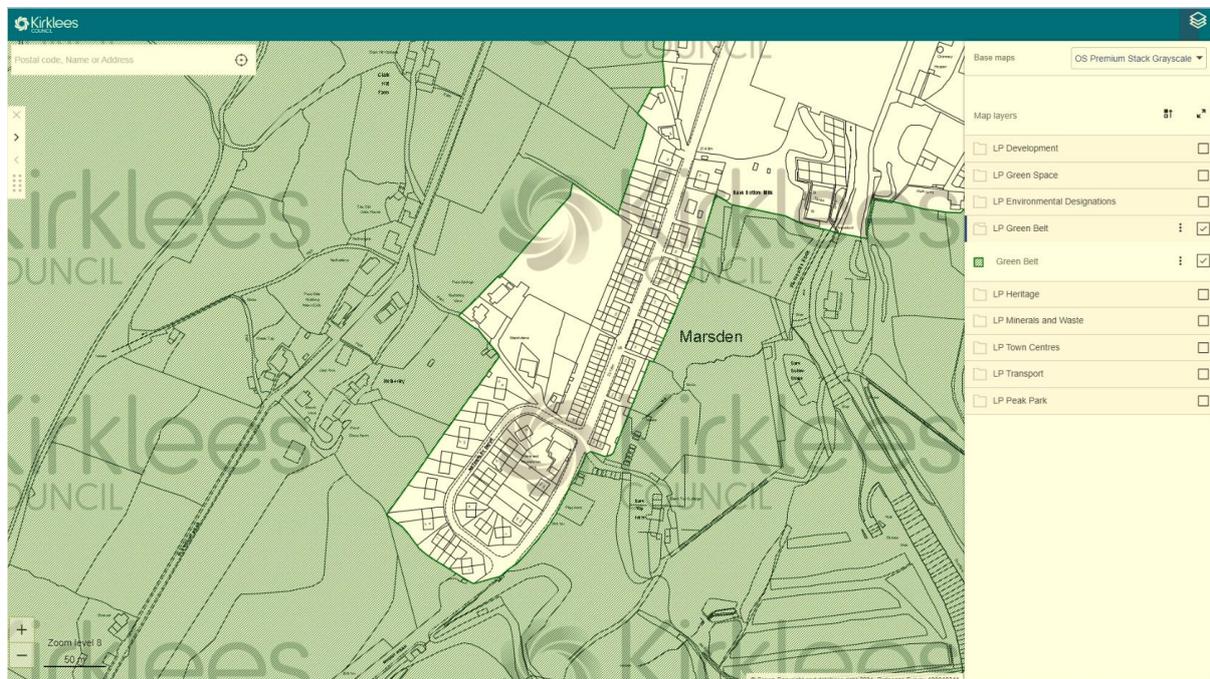
I wish to **object** to planning 2023/62/91768/W for the following reasons:

1. Previous Planning refusal

Planning application reference 2021/62/91302/W for 11 dwellings on this site was refused. The reasons for refusal include Planning and Highway reasons that apply to the current application and there have been no changes to local or national planning policies since the previous refusal that would make the current application acceptable.

2. Green Belt

The site is identified on Kirklees Local Plan Policies Map as Green Belt land.

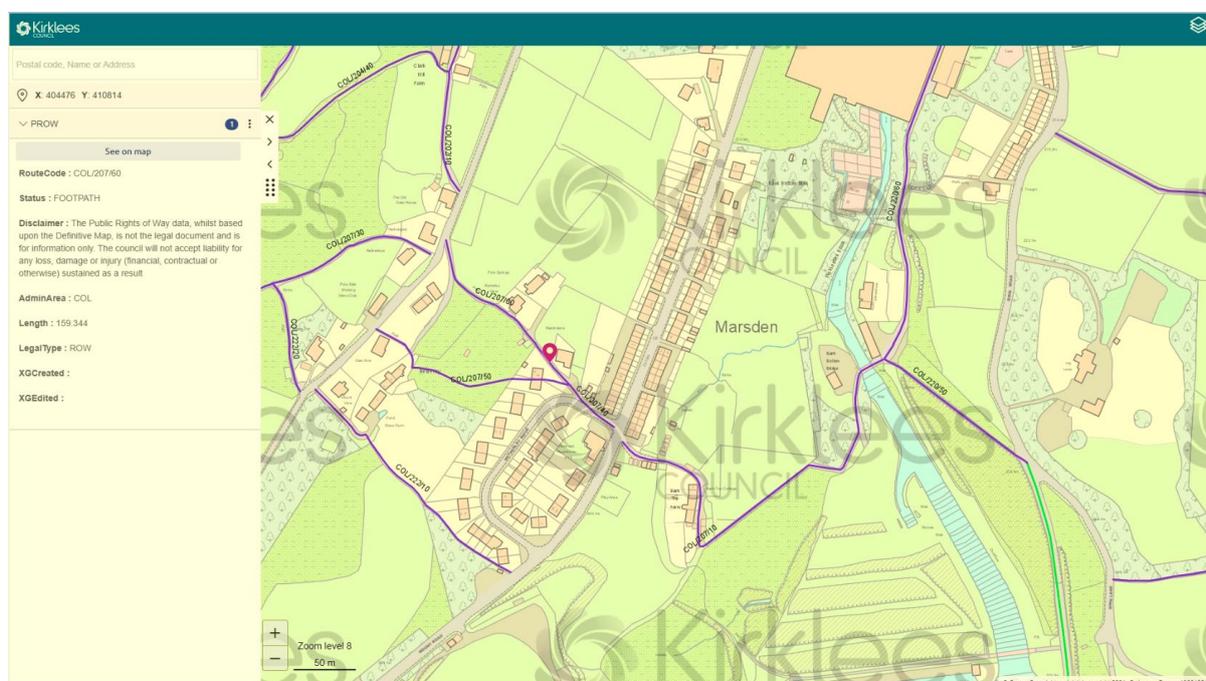


The proposals are inappropriate development within the Green Belt and there is a presumption against development which would be harmful to the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. No very special circumstances are presented as part of the application. The development therefore is contrary to Kirklees Local Plan (KLP) Strategy and Policies Adopted February 2019 and National Planning Policy Framework (NPPF).

2. Public Footpath

Kirklees online resource indicates that public footpath COL/207/60 is shared with the access road for a distance of approximately 60m from the proposed site access to Netherley Drive. The footpath forms an important link between Netherley / Mount Road and Old Mount Road and is regularly used to access public transport buses and school buses on Mount Road from Old Mount Road and as a popular leisure route to Pule and Pule Side Public House. The proposed development would increase traffic on a shared access road which is inadequate in width for shared use and would increase conflict between vehicles and pedestrians. This is contrary to highway safety and NPPF paragraph 110 and KLP Policy LP21 which requires developments to provide safe and suitable access for all people.

The extract below shows the route of public footpath COL/207/50 which traverses through the site. The planning layout shown on application drawing A.01.02 rev A would divert this footpath onto the access road leading to Netherley Drive. This would further increase pedestrian movements on the 60m long shared access road and exacerbate unsafe conflict between vehicles and pedestrians on this route.



3. Access

Kirklees Council Highway Registry have confirmed to me that the 60m long access road from Netherley Drive to the proposed site access is not part of the adopted vehicular highway and that the existing properties served from this road will be exercising private vehicle rights. Kirklees Highway Design Guide (KHDG) Adopted November 2019 requires all new development serving more than five dwellings (or any existing private road which will serve more than five dwellings after completion of new development) should be laid out to an adoptable standard and be able to be offered for adoption (paragraph 3.15). The development would increase the number of dwellings accessed from the lane from 4 to 6. The access road is substandard and does not meet the design requirements for an adopted road based on KHDG standards, further the long-term maintenance for the access road is not identified within the planning application. Therefore the development is unable to provide safe and suitable access to the site, again this is contrary to NPPF and Kirklees Local Plan.

The access width is severely substandard for an access road serving 6 dwellings, particularly as it also is shared with footpath 207/60 and potentially also 207/50. Vehicles are unable to pass and would be in conflict with pedestrians.

Therefore the development is unable to provide safe and suitable access to the site for all users, again this is contrary to NPPF and KLP.

In summary, the proposed would lead to the intensification of a substandard access. The development would be accessed by a poorly surfaced, private cul-de-sac road of substandard varying width that has no footways, substandard lighting, inadequate space for passing on the road. It already serves 4 dwellings and incorporates a public footpath. The development would intensify vehicle movements on this road and no proposals have been put forward to improve the road or its future maintenance that would adequately mitigate the adverse impact of additional traffic on pedestrian and highway safety.

4. Servicing

The access road width is inadequate for service and delivery vehicles including refuse collection. No large vehicle turning provision is proposed and so large service vehicles accessing the development would be required to reverse the length of the access road to Netherley Drive. KHDG sets out the requirements for servicing and waste collection at Section 6 of the document. The development does not meet these servicing requirements.

The access road is inadequate for emergency vehicle access, again the substandard width of the access road and lack of turning provision would compromise the ability of emergency services to access the development. KHDG states that adequate access for emergency vehicles must be provided.

New utility connection to the site would most likely need to be via the access road leading from Netherley Drive. The width of the access road means that if works are required to the utility equipment in the access road at a future time then access, including emergency access, to the development and existing properties would be blocked. The public footpaths would also be affected.

Therefore the development is unable to provide safe and suitable service access to the site which is contrary to NPPF and KLP.

5. Construction

All construction traffic would be required to access and egress the site using the access road from Netherley Drive. The access road is totally inadequate for access by construction vehicles and would create unacceptable conflict between vehicles and pedestrians using the road. A lack of turning facilities would further compromise highway safety.

The development cannot be constructed without server implications for highway safety.

6. Wider Access

Access to the site is proposed from Netherley Drive via Mount Road. Mount Road has on street parking on both sides of the road almost continuously between Netherley Drive and No.57 Mount Road, a distance of some 180m. Two cars cannot pass over this length and it effectively operates one way.

The Netherley Drive junction with Mount Road is intensively parked with vehicles parked on all sides and opposite the junction, particularly in the evening. Junction visibility is substandard

and is often non-existent in both directions. Emerging safely from Netherley Drive to Mount Road can be difficult and dangerous.

Vehicles emerging from Netherley Drive travelling towards the village are immediately entering the narrow section without being able to see vehicles approaching up the road. It is not uncommon for vehicles to have to reverse back into Netherley Drive to give way to oncoming vehicles.

Vehicles on Mount Road regularly use the Netherley Drive / Mount Road junction to turn around as this is the first major opportunity to do so having driven through the on street parking. This results in vehicles reversing to or from Netherley Drive and increases the safety problems associated with this junction.

This situation is unsuitable to serve additional development.

Yours faithfully

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Marsden
Huddersfield
HD7 6HW