

Re Letter of Objection – Planning Application Reference 2024/90885

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1. Introduction

I am writing as representative to the residents of *(‘the adjacent properties’)*, in relation to the above matter, namely the proposed residential development within the conservation area to the rear of 20 – 30 Radcliffe Road, Wellhouse, Huddersfield, HD7 4EX (*‘the proposed development’*) by R Taylor.

Although this letter includes the objections, and respective signatures of 5 properties (**5 individual objections as contained herewith**), further properties *(‘the cottages’)* to the side of the land will also be affected, alongside teachers and parents from Wellhouse Junior & Infant School (*‘the school’*).

Although most will be objecting individually, further signatures may be collected prior to the consultation closing date, which will be forwarded subsequently to the planning department. As of current, we have a **further 2 signatures** in support of our objections – bringing the **number of individual objections within this report to 7 in total**.

We believe this application regarding the access is unsafe, unpermitted and goes against all highway design manuals regarding the safe turning of vehicles, safe visibility splays and stopping sight distances as set out in the Design Manual for Roads and Bridges (DMRB).

Regarding the proposal of development as a whole, the proposed construction will be to the detriment of residents of the adjacent properties, cottages and the wider Wellhouse community and, contradicts the spirit of our conservation area.

From the perspective of the residents living at the adjacent properties, alongside the cottages – the proposed site is agricultural land. 2 *Mobile* blue & white units (old milk trailers removed from vehicles) sit on the land, alongside a wooden shack to the left corner of the property.

The access connecting the proposed development site to Radcliffe Road has consistently been unrouteable by vehicle due to the terrain and poor visibility, with a small portion at the front of the access closest to Radcliffe Road (being the least sloped) informally & unsafely used occasionally by delivery drivers or to load / unload - without permission from the council. No formal or informal agreements have been made by the adjacent properties or the cottages to park upon this access.

Residents of the cottages and the adjacent properties have spoken with the council and its Highway department in previous years regarding parking upon the access and if it could be permitted, but due to the obvious nature of the access having poor / low visibility, rough terrain, and limited road width for turning space due to parking from residents and teachers – it was deemed unsafe and not permitted.

Although we accept parking has occurred occasionally on the land by renters of the land or by the property owners themselves – this has never been consistent, safe, or approved by any lawful

authority, and has merely been for purpose of loading / unloading when road parking wasn't available, perpetuated by the parking issues outlined within this letter. Additionally, this parking hasn't occurred whatsoever within the last 2 years, due to it not being visited or maintained by the owner within this period.

For reference, the stretch of Radcliffe Road & Lower Wellhouse Road from the end of the adjacent properties (30 Radcliffe Road) to the school is populated with parked vehicles, making this main vein through Wellhouse, essentially a one-way road at an average 3100mm in width. This is shown on **Reference 1 & 2**, **1** showing the adjacent properties & the cottages, and **2** showing the school.



Residents of the adjacent properties, the cottages, employees of the school and further properties along Lower Wellhouse Road all use this space for parking. This is further utilised during drop-off and pick-up times at the school, where all road space of the opposing lane is occupied, and traffic builds up along both roads, alongside the junction outside the school (Lower Westwood Lane). As described, parking is limited, but essential to the community of Wellhouse.

The footways are very narrow between the section in front of the adjacent properties and the cottages, and during school pick-up or drop-off times – are occupied with parents and their children.

2. Key Concerns & Objections

Within this objection letter, we have highlighted our **34 objection points** through **7 areas of concern**, regarding the proposed development as a whole, initially focusing on the concern of access through areas A – D, with further areas of concern through E – G.

Our key concerns are listed below, with our objections stated within each section:

- A. False Claims Regarding Parking on the Access**
- B. Highway Safety/Traffic, Parking Issues & Crime Increase**
- C. Irrelevant 'Related' Properties & Past Application Decisions**
- D. Construction, Methodology & Responsibility Concerns**
- E. Breaches of the Kirklees Local Plan Strategy & Policy**
- F. Wildlife Concerns & Noise Pollution**
- G. Dangerous Precedent, Loss of Privacy & Surrounding Natural Beauty**

A. False Claims Regarding Parking on the Access

Key objections regarding this concern:

- *False planning claim of previous parking use, by No. 20 & 18*
- *False claim of consistent use as a parking space by any person*
- *Improper use of the access*
- *No permission given by Kirklees to use as a parking space*
- *No safe location for domestic council waste bins*
- *Mound permanently preventing access for years*

As further mentioned within the Introduction & further explanation in the Planning History (*Figure 3 - Existing Use of access*) of the technical notes, the appointed consultants state that the access '*has provided off-street parking for a number of years*'. It goes on to state that its '*currently used for the parking of one vehicle associated with no. 20 Ratcliffe Road (To note: a spelling error throughout the report) and has been for a number of years, through an agreement with the applicant*'.

This information is incorrect. Due to the previous owner explicitly stating verbally not to allow any delivery vans to reverse onto the land – residents adjusted to prevent any disputes/arguments. Keeping this in mind, the potential of using the access as private parking was never an option for anyone. Adjacent properties including the cottages are in agreement that this is not factually correct and is flouted. The picture included within their document shows a silver range rover on the access, which is taken from google maps and is dated 2018. The car belonged to a previous renter of the land who housed chickens on the property and parked his car infrequently and without permission from the council/highways (not given due to how unsafe the turn is, going against highway guidance) just for ease of access.

To reiterate, this was infrequent as visits were limited, and they would park on the road if space were available. After confirming with adjacent residents, alongside residents in the cottages to the left - a car has not been parked there for several years. Prior to that, there was never a consistent or permanent vehicle that resided on the access for periods longer than 20 minutes, alongside no agreement by any of the adjacent residents, informal or formal.

This is mainly due to the adverse terrain of the access, which is shown in **Reference 3** – A Google Maps image from May 2023. To note, this is how the access had looked consistently and has only changed within the last month due to the recent civil works performed by the new owner of the land, in connection with the proposed development. A further issue arises regarding the locations of bins during bin collection days. Since bins began being collected by the council, all residents of the adjacent properties would bring their bins through their gardens, down and along the access leaving them adjacent to the roadside, which is provided for via access covenant.



Because of the position of the road and lack of footway, there is no safe place to store bins if this location is removed. The opposing footway isn't wide enough to place the bins and doesn't provide parents and children adequate space when traveling to and from school. Little consideration and due diligence has been implemented regarding this issue and should've been carefully considered prior to this application.

In addition, the image presented within their report, of the Silver Range Rover on the access taken from Google Maps June 2018 shows the mound of terrain **Reference 4** and green foliage preventing the land from being accessed by a vehicle whatsoever. This proves that although informal parking for loading or delivering was present, actual access by a vehicle was not possible because of this mound.



The previously mentioned civil works recently completed by the new owner removed this mound of terrain which is pictured in a soil heap that is still currently present on the land shown in **Reference 5**, alongside the difference in level regarding the gate, shown in **Reference 6**.



Within the same document completed by TPS Transport Consultants, Page 7 shows conveyancing plans from 1956 & 1914. It's important to note that these plans were merely plans, and obviously did not go ahead for a reason. Moreover, the claim that coal was dropped off to the rear of the properties has no relevance and has no supported evidence regarding the access being used for parking or being consistently or safely used by a motor vehicle (made or adapted for use on a road). Due to the coal shoots to the cellars being to the front of the properties, with nothing appropriate to the rear - we find this claim to be incorrect.

It also doesn't prove that the access was used in relation to the land itself, but to the adjacent properties. It can be agreed that health and safety was not as a prevalent factor 68 years ago, and therefore this relation is irrelevant.

Because of this untrustworthy and inconsistent information, alongside the consultant referring to Radcliffe Road as 'Ratcliffe Road' throughout the document - we question the integrity of this information.

Additionally, after reading the **Design and Access Statement**, it states '*The concept scheme has been designed to keep as much of the existing soft landscaping as possible*' yet this option isn't wildlife friendly in the slightest, taking away at least 50% of the natural landscape which was present prior. Moreover, as shown in our villages name Well-house – the Well that supposedly resides upon the land hasn't been taken into consideration.

B. Highway Safety/Traffic, Parking Issues & Crime Increase

Key objections regarding this concern:

- *No safe turn onto/exit the access*
- *No permission from the Council to turn in or use as access*
- *Permanent removal of 3 parking spaces after completion*
- *Road safety concerns regarding entry & exit of access*
- *Increase in traffic along Radcliffe Road*
- *Children safety concerns*
- *Removal of minimum 11 parking spaces for residents during construction*
- *Unsafe for emergency vehicles to enter/exit the junction*
- *Increase of crime (Vehicle Interference & Attempted Theft from Motor Vehicle)*

Long- and short-term parking is currently a major issue along Radcliffe Road, both for residents, their visitors, care staff and the adjacent primary school associated traffic (staff, buses / coaches and parents dropping off / collecting). To allow for a safe turn into the access, the proposed additional junction created by the proposed development, removes 2/3 parking spaces from residents and teachers working at the primary school, impacting the local community. Currently, lack of parking space has resulted in most of Radcliffe Road being restricted to one way traffic (half of carriageway occupied by parked vehicles) - as shown in **Reference 7 & 8**



This is an issue with regard to both driver and pedestrian safety. Due to this, alongside the extremely limited and unsafe visibility splays from the access coming onto the road, drivers are unable to see pedestrians crossing in good time, further worsened with the crest in the road located immediately outside the proposed development's access road. Pedestrians are unable to safely see vehicles travelling toward them, and often have to step out to see if it is clear. Any exacerbation of this issue will be detrimental to both these areas.

The reduction in parking and the additional junction will also increase the risk posed by the local traffic situation, creating further hazards to residents, parents, teachers, and children – due to Radcliffe Road having no current traffic calming measures installed (specifically in front of the terrace houses and cottages due to it being single lane with parked cars), and first-hand witnessing people regularly speeding in excess of 40mph, despite being a restricted road. Most importantly, children's safety will be compromised if this were to go ahead.

This applies not just upon completion of construction and its aftermath, but during the construction process as well. It will bring mass chaos affecting all residents of Wellhouse, and parents of the nearby school – due to Radcliffe Road being the main vein through the village. HGV's will be delivering large masses of stone and construction materials upon what is essentially a one-way road due to parked cars. Heavy plant will also be operating in and out of the access for a sufficient period during construction, creating excessive noise pollution within our quaint and quiet village – disrupting the lives of many for the benefit of the few.

The most crucial factor regarding any heavy plant or machinery – is the need for the full carriageway space to make the turn safely from Radcliffe Road into the access. Because of the pre-existing parking situation, unless the opposing side of the road from the access is kept clear for the duration of the works, heavy machinery won't be able to safely use the access. This takes away 3 parking spaces – and when deliveries are made or plant is parked on this road, this will potentially take a further 8 (or more) spaces away.

Moreover, if any emergency vehicles such as fire-engines or ambulances need to attend the address once the works are complete – the turn wouldn't be safe unless completely clear – taking away those 3 spaces permanently. Although the consultant has considered turning circles within the land, they haven't accounted for the visibility splays and turning radius regarding leaving the access and turning left or right onto Radcliffe Road. Appropriate safety surveys and vehicle tracking hasn't been completed prior to this application to support their access claims.

Residents of the adjacent properties, as well as users of the adjacent school, have recently experienced several instances of vehicle interference, motor vehicles parked otherwise safely. The loss of parking will further promote this trend, by causing residents to have to park further from their houses and away from adequate street lighting & CCTV cover.

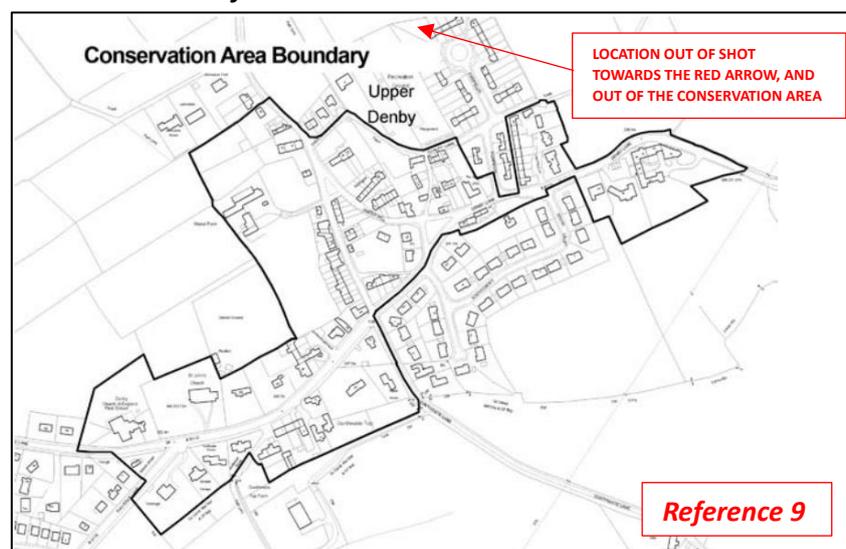
C. Irrelevant Related Properties & Past Application Decisions

Key objections regarding this concern:

- Properties stated not within a conservation area
- Properties baring no similarities to the proposed development
- Past applications refused with much less complex proposals

As stated in the document attached to the application (TPS Technical Note's *General ID 1035250*), two properties are noted as precedents relating to this proposed development. However, the most important and overriding factor regarding this proposal, is it being proposed to be built within a conservation area.

The consultant includes two properties that aren't located within a conservation area - with West View, Leak Hall Road, Denby Dale not being located within said area, as the conservation area only covers Upper Denby Dale as shown in **Reference 9**

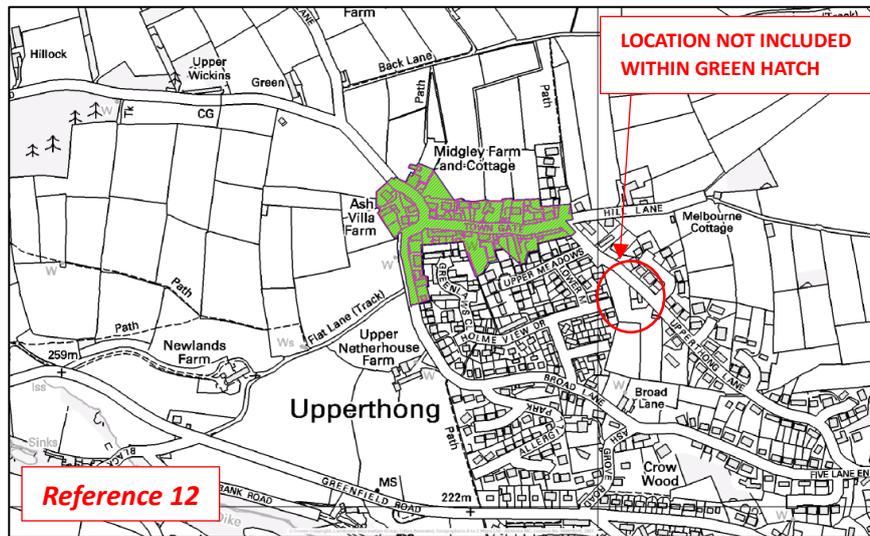


In addition, this related case bares no similarities with the proposed access. Firstly, the access from Leak Hall Road has been tarmacked and gated consistently – which can be shown through **Reference 10**, from a Google maps image dated July 2009. There are also no parked cars adjacent to the access, and the road itself isn't a main road baring a consistent flow of traffic.



Additionally, the visibility is a lot clearer as shown in **Reference 11**, and more permanent structures (brick building with a roof, single storey dwelling) resided on the property already. This access was already in use by the person living on the property prior to this application being submitted and wasn't agricultural land. Because of this, we ask for this property not to be considered due to its lack of relevance alongside no similarities to the proposed development.

Furthermore, Land Off, Upperthong Lane, Upperthong also isn't within the conservation area, as shown in **Reference 12**.



Additionally, the land was separated to accommodate for a multitude of housing, with a row of houses shown in **reference 13**, and a detached property to the rear shown in **reference 15** – both taken from Google Maps in April 2023. The land now occupies at least 30 homes. **Reference 14** shows the land prior to construction, taken from Google Maps in August 2010.



Again, there are no similarities regarding access to the proposed development. The access onto Upperthong road has generous space for manoeuvring, there are no parked cars on either side of the road, and Upperthong Lane isn't an arterial route into Upperthong, and doesn't have a school within its close vicinity.

Both 'related' properties bare no similarities to the proposed development – and again, the theme reappears, showing a lack or careful consideration and fact checking by the proposed development's professional team.



It's also important to note of previous planning applications within Wellhouse and its conservation area, which have been denied planning for much less complex schemes/works. For example, planning application number **2008/93987** regarding installation of a solar thermal collector upon a roof was denied, due to the proposed change being within a conservation area.

Similarly, application number **2007/62/92109/W1** regarding the construction of a detached dwelling to the land adjacent to 2 Radcliffe Road – was denied due to it being constructed within a conservation area – and not fitting in with the surrounding buildings regarding character. To note, this proposed development was intending to fit in line with the surrounding properties, located at the end of a row of cottages – in contrast with the proposed development directly affecting us, clearly showing that regardless of being in line with the adjacent properties – building within a conservation area takes precedent. This example holds much significance regarding the proposed works, and highlights that again, a conservation area needs to be upheld and protected.

Furthermore, application number **2006/62/93750/W1** shows the proposed erection of a wind turbine on the land adjacent to Westwood House on Radcliffe Road. Much like the previous examples stated above, this was denied as it would *'injuriously affect the rural character of the area'*.

D. Construction, Methodology & Responsibility Concerns

Key objections regarding this concern:

- *Increase of surface water causing structural damage*
- *Incompetent installation of hardstanding*
- *Lack of safety measures regarding plant and contamination*
- *Inadequate standards and methodology*

The proposed civil and ground works regarding the road will bring further issues of increased surface water draining into both the gardens of the adjacent properties (as shown with the collapse/failure of the retaining wall of the land next to the proposed development's footprint which needed to be rebuilt), and the runoff onto Radcliffe Road via the access road.

Due to current ground works already being started toward the proposed development's access road, comprising of the removal of a large area of topsoil, and installation of a thin hardstanding, whenever it rains spoil is carried from the proposed development's access road, down into Radcliffe Road, creating an unsightly mess and a potential hazard for road users. This is shown in **Reference 16 & 17**



This is due to the attempted hardstanding being installed without proper consideration as to the effect on drainage and run off, by removing an excessive topsoil (and turf) depth, reducing the resistance any water / spoil would usually face.

Furthermore, the proposed development is currently being used to store items of heavy plant which are currently parked directly on top of grassed areas. A responsible contractor would see it fit to install drip trays, or 'plant nappies' beneath the plant, to prevent the risk of oil / fuel contamination into the soil. Although we appreciate there is a cost to this, it demonstrates a lack of commitment to environmental responsibility, which is concerning given the extent of the proposed development and duration of the works.

As these outlined actions are not so far consistent with that of a careful and competent contractor and appear to show little regard for the adjacent properties, we are extremely concerned about the standard and methodology of the proposed development's civil and construction works, especially regarding drainage and, their impact on the local environment.

E. Breaches of the Kirklees Local Plan Strategy & Policy

Key objections regarding this concern:

- *Goes against 3.2 of the Kirklees Local Plan Strategy & Policy*
- *Goes against 4.5(6), (8) & (9) of the Kirklees Local Plan Strategy & Policy*

(3.2)

The proposed development contradicts item 3.2 of the Kirklees Local Plan Strategy & Policy of retaining distinctive character within Kirklees, building something so out of place and character within a conservation area. Conservation areas are defined as 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' (*Section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990*).

These areas are recognised for the contribution they make to the cultural heritage and economic wellbeing to the locality. This goes completely against this neither preserving or enhancing the area - with it only benefiting the individual living there, at the detriment of everyone else and our community. Moreover, most of the agricultural land is proposed to be occupied by tarmac for the proposed carriageway - alongside the proposed building being overbearing and not fitting in line with the rest of the houses and their architectural style. It will also have an adverse effect of the development on the character and appearance of the Wellhouse conservation area and heritage assets within it due to the above.

The impact on the landscape is excessive and unnecessary. Such extensive groundwork, civil engineering alongside the construction work required, unnecessarily disrupts the lives of the adjacent properties, alongside the cottages.

(4.5)

This further goes against the Strategic Objectives shown in 4.5 of the Kirklees Local Plan Strategy & Policy of 4.5.(6) 'Protect and improve green infrastructure to support health and well-being' alongside 4.5(8) 'Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees', alongside going against 4.5(9) which states 'Promote the re-use of existing buildings' - as this development is the complete opposite.

F. Wildlife Concerns & Noise Pollution

Key objections regarding this concern:

- *Works have already started prior to appropriate wildlife surveys*
- *Noise pollution affecting residents & wildlife*
- *Sycamore tree affected by the development*

A further concern regarding the protection of wildlife has also been noticed, referring to the developer stating in the initial application that no works have yet begun on site and that wildlife surveys will be completed following approval of this first proposal. However, this is to the contrary to the previously shown images, **Reference 16 & 17**, which show the works – as well as **Reference 3** showing what the terrain looked like prior to the ground works.

Wildlife has clearly already been disturbed without the appropriate surveys. As stated within government guidance, (<https://www.gov.uk/guidance/protected-species-how-to-review-planning-applications>), a number of protected species could have resided within this terrain, and prior surveys would have ensured none were present, as per the law. The potential destruction of protected species and wildlife further shows little regard not just for the adjacent properties, but wildlife in general and the essence of Wellhouse itself.

The noise pollution created from excessive construction required for this proposal will affect the residents in the adjacent properties' lifestyles and normal routine – as well as the surrounding wildlife so important to Wellhouse.



Reference 18

Most importantly, what resides on the boundary of this site is what we believe to be a sycamore tree, as shown in **Reference 18**. The tree itself has been situated for many years and will have roots extending outwards to at least a radius of 10 metres.

Sycamore trees provide food for a multitude of animals, including bees, caterpillars & birds – alongside providing a habitat for bats, mammals, birds, and insects – acting as a nesting site for blackbirds, robins, and blue tits.

Construction as a whole will disrupt this age-old tree and its inhabitants. The proposed access itself doesn't affect the tree, but the overall development of the property will. The dwelling is situated close to the boundary in the lefthand corner, impacting this tree directly.

Due to no appropriate surveys being completed prior to this application going in, if construction were to go ahead – the roots of this tree would be severely damaged, potentially killing the tree. Although the solution to this would be to bring the property further away from the tree itself, this would then impact the adjacent properties further, regarding loss of privacy – due to the dwelling most likely being situated even closer to the adjacent properties' boundary.

Much like documented throughout our objections, a lack of care & consideration has been shown to the natural environment, and those surrounding it.

G. Dangerous Precedent, Loss of Privacy & Scenic Environment

Key objections regarding this concern:

- *Dangerous Precedent set*
- *Breach of statutory designations*
- *Loss of privacy to the rear*
- *Increased levels of light pollution*
- *Severe adjustments to our daily routine & lives*
- *Overshadowing the adjacent properties*
- *Loss of scenic environments*

Approval of the proposed development would set a dangerous precedent in the residential development of green belt designated land, by promoting that areas designated as such are now available for 'cheap and easy' flipping by independent or larger developers, destroying the essence of our protected conservation area.

Wellhouse is made up of a multitude of agricultural and greenbelt land, and allowing this planning to go ahead sets a precedent that when the original owners pass away, and the land is inherited by the next of kin – that it can be sold for profit to greedy developers, regardless of its original use.

As shown in **Reference 19**, there is a vast amount of protected land within Wellhouse. The red outline shows the proposed development, which if approved - opens up a vacuum, losing green space which makes up an essential part of our conservation area. Statutory designations are supposed to protect and enhance our finest areas, in the wider public interest. This application in our opinion, is in contradiction of this.



The land within Wellhouse has been owned by the same individuals consistently, and inevitably as time goes on – although somewhat morbid, people get older and eventually pass away. This land then gets passed on and most of the time, is sold at auction to whomever is the highest bidder. This happened with the proposed development and the land itself – and similarly will happen in the future to the land surrounding it. Approving this planning will harm Wellhouse and the people who live here.

Additionally, there will be a large loss of privacy to the rear of the adjacent properties due to the proposed development overlooking each garden. As shown in **Reference 20**, taken from a ground floor perspective, anything higher will peer even further over into the gardens. Similarly, the rear first floor windows look directly onto the proposed site, many of which are currently used as bedrooms and enjoy unlimited privacy by nature of looking out onto agricultural land. This would create a severe adjustment to our daily routine and lives.



Similarly, the increase of light pollution from the proposed development, both from the garden, driveway, and building would have an adverse effect to the rear of the adjacent properties, which currently benefit from complete darkness throughout the night, due to no artificial lighting inhabiting this area. In addition, assuming that any junction within the proposed development will require additional street lighting to cover such, this will further brighten the front of the adjacent properties within the hours of darkness, in what is already overly lit rural area.

The proposed development will overshadow the adjacent properties, owing to the proximity and design, being constructed near to the boundary of existing rear gardens. This will therefore be to the detriment of all and will also be at a massive loss to the scenic environment so precious not just to local residents, but to the Wellhouse community as a whole. This land has forever housed farm life and is at threat of being taken away for the benefit of one.

PLEASE NOTE:
AREAS IN BLACK ARE REDACTED FOR THE
PUBLIC VERSION OF THIS REPORT, DUE
TO SPECIFIC SENSITIVE INFORMATION

3. Conclusion

Based on the multitude of factors listed within this report, we believe that this land should be kept to its original use – and Wellhouse should be preserved rightly, as a conservation area. The recurring theme regarding this proposal, is the lack of thought and care as to anyone and anything surrounding this land – to the detriment of wildlife, the residents of the adjacent properties, the school, it's employees and the parents of the children.

The application's bold claims with little evidence or backing are concerning to read, especially when these works affect so many. The potential development goes against the key values of our village and opens a gateway as a precedent to further permit construction upon protected agricultural land so vital to Kirklees.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Regarding the proposal itself - a total of 4 signs were put up on lampposts, containing information about the impacts upon teachers and parents, essentially making them aware of the plans and how it will affect them. These signs were ripped down shortly after being put up, to which we believe was done by [redacted] as similar posters on the same lampposts were left unharmed. This was captured on private CCTV systems, covering the lampposts in question. A further 7 signs were then put up, to which again – all were taken down.

Nothing personal or sensitive was included on these posters – and we included a contact address for anyone who may have an issue with the poster for whatever reason. However, this was never utilised – and we believe the posters were taken down [redacted] regarding the proposal.

Furthermore, these posters had an email address to which teachers/parents could email to obtain further information. Coincidentally, the e-address received an email from [redacted] asking for further information regarding our objections, immediately after these posters had been ripped down. Due to the obvious, we believe this is an attempt by [redacted] to gather what our objections are, in order to negate them. This underhand action (rather than simply asking local residents prior to / during planning), combined with the lack of any consultation prior to planning being submitted, show that the impact on the locality is a very low priority for the proposed development's team.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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4. Key Signatures

1)

Name(s):

[Redacted Name]

Address:

[Redacted Address]

Relation to proposed development:

[Redacted Relation]

Signatures & Date:

[Redacted Signatures & Date]

3)

Name(s):

[Redacted Name]

Address:

[Redacted Address]

Relation to proposed development:

[Redacted Relation]

Signatures & Date:

[Redacted Signatures & Date]

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3)
Name(s):

[Redacted Name(s)]

Address:

[Redacted Address]

Relation to proposed development:

[Redacted Relation to proposed development]

Signatures & Date:

[Redacted Signatures & Date]

4)
Name(s):

[Redacted Name(s)]

Address:

[Redacted Address]

Relation to proposed development:

[Redacted Relation to proposed development]

Signatures & Date:

[Redacted Signatures & Date] 18/04/24
[Redacted Signatures & Date] 18/04/24

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TO SPECIFIC SENSITIVE INFORMATION

5)

Name(s):

[Redacted Name]

Address:

[Redacted Address]

Relation to proposed development:

[Redacted Relation]

Signatures & Date:

[Redacted Signature] 5/04/23
[Redacted Signature] 15/04/23

PLEASE NOTE:
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TO SPECIFIC SENSITIVE INFORMATION

5. Further Signatures

(a)

Name(s):

[Redacted Name]

Address:

[Redacted Address]

Relation to proposed development:

[Redacted Relation to proposed development]

Key Concerns

My concerns are all of the ones stated in the letter of objection. PLUS.
My other concerns are that I do not wish this piece of land to be turned into a road, that will run down the side of causing potential de-valuation. Drainage and Sewage problems have always been a concern, with di-no-rod being present quite a few times over the years we have lived here, for blockages etc.

Signatures & Date:

[Redacted Signature] 17/4/2024
[Redacted Signature] 17/4/2024

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TO SPECIFIC SENSITIVE INFORMATION

(b)

Name(s):

[REDACTED]

Address:

[REDACTED]

Relation to proposed development:

Key Concerns

Wildlife concern & noise Pollution
Highway safety
construction concern
false claim regarding parking on the access
childrens safety when going to school.
all the heavy goods vehicles parking
on the main RD, no parking for people
who live here.
also blind spot coming out if building site
is allowed to go ahead.

Signatures & Date:

[REDACTED]

10-11-2024