

This comment has been submitted in response to the proposed building project at **21 Darnley Close** located on the spur lane of Darnley Close. Concerns have arisen due to damage and disruption that has occurred in the past due to home improvement work on the spur lane. Had the previous project been managed properly the damage and disruption could have been avoided. Hopefully, informing Mr McNulty of the damage and disruption that occurred before he became a resident will enable him to manage his project so that his contractors understand that damage and disruption are unacceptable and will not be tolerated.

Firstly, the Darnley Close turning circle is already problematic if multiple cars are parked, or cars are parked without an awareness that there are properties down the spur lane. Sometimes, vehicles are parked in such a way that access to the spur lane where numbers **19, 21** and **23** Darnley Close are located is difficult. The properties on the spur lane require 24/7 access and any infringement on this access is a significant problem for these neighbours.

During a previous property development project, the Darnley Close turning area was used for skip placement and contractor parking (**Diagram 1.**) Two skips on separate occasions were dumped in the turning area. This created significant problems for residents who must use this turning area and on one occasion an ambulance was forced to reverse out of Darnley Close as the placement of one of the skips and two parked vans left no room for them to safely manoeuvre in the turning area without driving over a neighbour's garden area.

If the turning area was to be used during this building project for skip placement, building materials storage, or as a contractor car park, residents, emergency service vehicles, courier deliveries, school minibus and the Kirklees Council bin lorry, would all have significant difficulty when trying to turn around. Damage has occurred to property on several occasions in the past when vehicles are turning around. In one incident, a parked car suffered collision damage and the van driver responsible drove off without leaving any details. This is not an isolated incident and near misses occur regularly.

Secondly, the spur lane presents its own set of problems concerning the entry and exit of vehicles larger than a car or small van due to its limited width and geographical layout. A small distance after entering the spur lane (**Diagram 2**) there is a turn in front of 23 Darnley Close that drivers often fail to navigate and on more than one occasion damage has occurred to the tree on the LH side and the front garden area on the RH side. The spur lane layout means that vehicles such as small lorries and long-wheelbase vans trying to drive into or reverse into the spur lane from the Darnley Close turning area encounter significant problems that often result in them causing damage to surrounding private property. If they navigate the lane entrance without causing some form of damage, which is rare, they then run the risk of either damaging property while manoeuvring in the limited area available in front of the lane properties or blocking access for residents of the lane especially **Number 19** at the very end of the lane.

Examples of the damage that has been caused include when a small 7ton lorry delivering building materials almost hit the corner of Number 17 at the head of the lane while trying to reverse down the lane and in trying to correct for this error and trying to drive out of the lane the driver damaged a cable junction access point resulting in a 10-day loss of service that significantly impacted a resident's ability to work. In another incident a long wheelbase van while reversing down the lane damaged a boundary fence, which required repair and structural reinforcement.

The two incidents detailed resulted in legal action being taken and compensation being awarded on both counts. The gully grate and the drain housing at the lane entry access point have also suffered damage due in part to increased heavy vehicle use. This required the reinstatement of both the grate and the drain surround housing at the expense of Kirklees Council.

It should be noted that all the issues outlined above occurred before Mr McNulty and his family became residents of Darnley Close. It would go some way to fostering good neighbourly relationships if the applicant, Mr. McNulty was able to address in advance of work commencing the concerns raised in this and other submissions positively and put in place a plan that he would be willing to share with affected neighbours detailing where the building materials, skips, diggers if required for foundations etc will be stored and what arrangements will be made for how contractor vehicles and building material deliveries will access the site without them causing any damage to neighbouring properties or causing significant disruption to neighbours near his development project.

Picture 1

This illustrates some of the issues that have occurred in the last 2-3 years as detailed in this submission. The image shows the garden area of No 23 that borders the lane. It does give a false impression as to the actual width of the lane in front of number **23** and the amount of space in front of numbers **21** and **19** for vehicles to manoeuvre in. The lane is not suitable for access by large vehicles, such as scaffold trucks, cement/concrete trucks, building supplier HIAB trucks etc. The current turning area would also be unsuitable for this type of vehicle as they will not be able to manoeuvre without causing damage to surrounding properties. The turning area outside 21 will be reduced with the proposed building work and it will affect how number 19 accesses their garage area

The  shows the position where a skip company “dumped” their skips. There was a 10yd skip for 6-8 weeks and a second 8yd skip was placed for a longer period of time. The placement of these skips caused disruption to the access of the lane spur, and residents' ability to use the turning area safely.

The  was where a combination of contractor vans and visiting cars parked during previous building work. Their presence plus skip placements directly affected an ambulance, the KMC bin lorry and various delivery drivers.

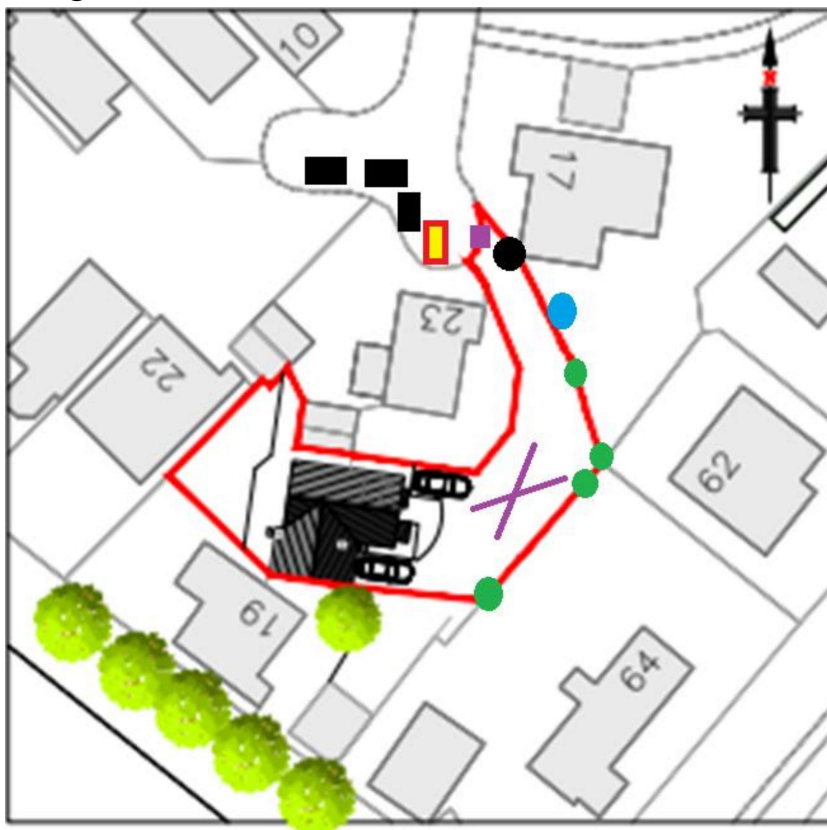
The  shows the gully grate that was replaced after it collapsed.

The  indicates where damage to a cable junction occurred due to the actions of a lorry driver.

The  indicates the boundary fence that was damaged by a reversing long-wheelbase van.

The  indicates the turning area in front of **19** and **21** after the proposed building work. It will be reduced in size and create the possibility of damage to neighbouring property when vehicles larger than a car or small transit van try to turn around. Access to **19** would be blocked by any car parked in the turning area.

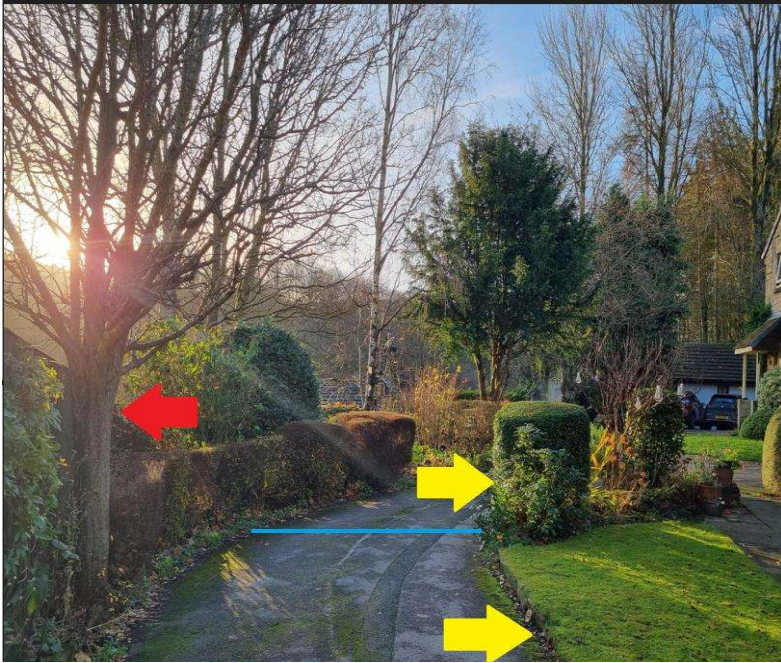
The  shows Trees with TPOs attached.



Proposed Site Layout
Scale 1:500

Picture 2

This shows the lawned garden area in front of 23 Darnley Close and the limited turn point.



The **Red** arrow indicates a tree belonging to **23** that has sustained damage in the past.

The **Yellow** arrows indicate the lawn and hedges to the front of 23 Darnley Close that have also been damaged in the past.

The **Blue** line indicates the narrow width, suitable for a car or small transit van going towards the turn.

Picture 3

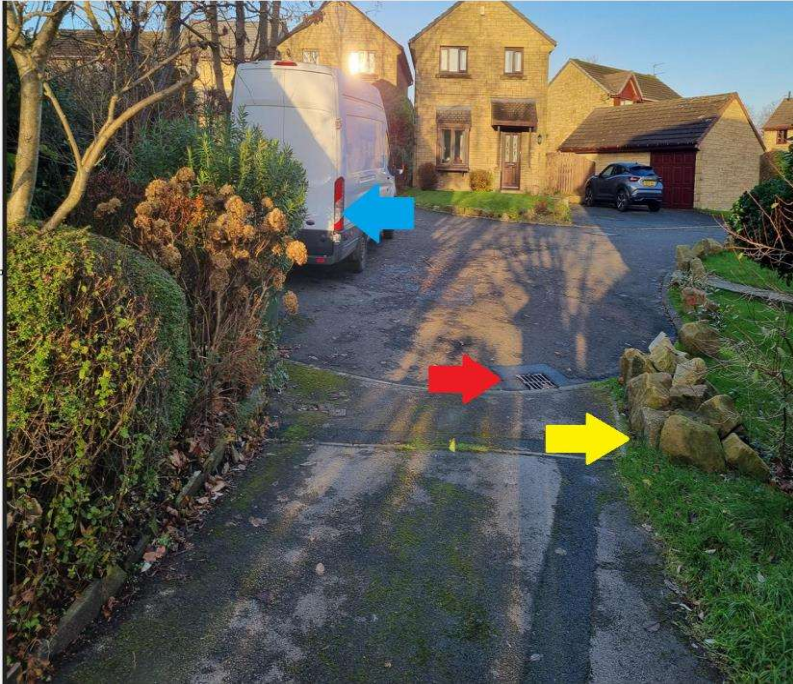
This shows the impact that a single large van can have on the Darnley Close turning area.



During a recent building project on the spur lane, large skips were “dumped” in a haphazard way where the **Red** arrow is. The skip position affected access to the spur lane and with contractor vans having to park as detailed in **Picture 1** residents had significant difficulty using the turning area.

Picture 4

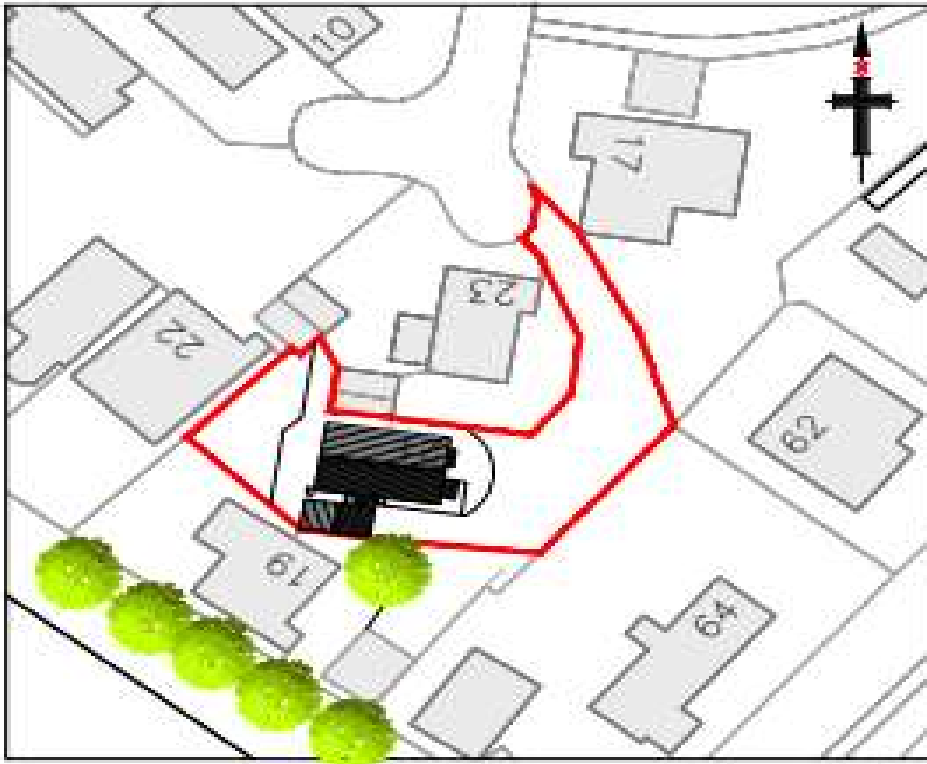
This is the view looking out of the spur lane and shows how narrow it is, cars and small transit vans can pass but anything bigger has problems and invariably causes damage. The spur lane is bordered on both sides by private property.



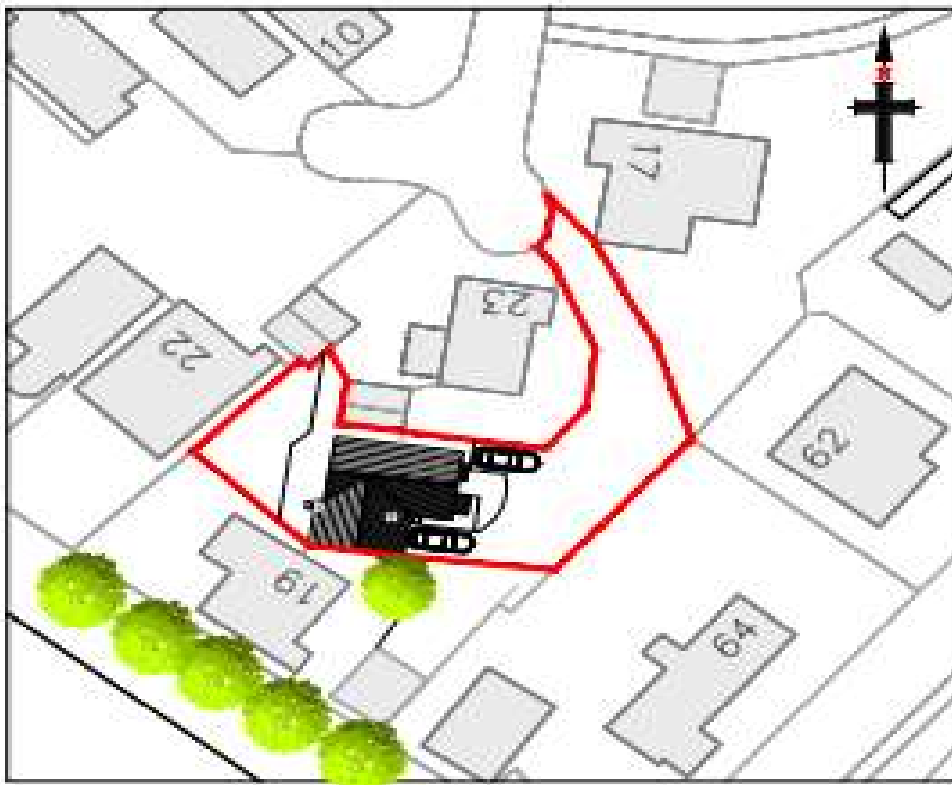
The **Blue** arrow indicates how a single van can narrow the entry/exit to the spur lane. A skip was placed that stuck out further than this van and thus narrowed the entry/exit point significantly.

The **Red** arrow indicates the Grate and Drain housing that had to be replaced by KC.

The **Yellow** arrow indicates where the Cable Junction point is located. After it was repaired, a large stone was placed over the junction to try to protect it from further damage.



Existing Site Layout
Scale 1:500



Proposed Site Layout
Scale 1:500