



Further to my comments submitted in July 2025, I should like to re-emphasise my original concerns and add to them.

The land is green belt and was designated for housing when the local authority was compelled to meet government targets and not local need. The damage to the ecology is undersated in the proposals

Old mine workings may be further disturbed by ongoing building.

Surrounding infrastructure to the site is inadequate to support the level of traffic that the completed site might produce and is certainly unsuited to the preparatory work and building.

Preparatory work such as constructing a new retention tank and culvert and re-routing water course MUST be carried out within the site and not on Gynn Lane. Equally Kirklees Highways should not permit the full closure of Gynn Lane at any time as a suitable alternative route does not exist. This was clear during the "improvement" work in 2025 at the junction of Gynn Lane and New Mill Road - now more dangerous than previously. The suggested alternative of Hall Ing Lane is around two metres wide for some length and has poor sight lines and a dangerous 90 degree bend.

The suggested use of a bin compound reveals the lack of understanding of human nature as it is unlikely that any resident would push a bin up and down a slope which bin lorries cannot negotiate.

The proposed crossing at Station Lane would be on a blind corner and as such a danger to children and adults alike who might use it.

Station Lane is a private road and has a very uneven surface. It is totally unsuitable for both vehicular and pedestrian traffic.

The strength of opposition to these proposals reflects the feelings of local residents and suggests that the plans should be rejected.