

About the application

Application number: 2026/90253	
What is the application for?:	Demolition of existing garage and store and conversion of existing dwelling and
Address of the site or building:	Oak Leas Manor, Spring Lane, New Mill, Holmfirth, HD9 7EH
Postcode:	HD9 7EH

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
Objection to the Proposed Change of Use and Development at Oak Leas Manor (Ref, 2026-90253) I wish to register my objection to the proposed change of use and associated development at Oak Leas Manor. My concerns relate to the impact on the Green Belt, the landscape character, local amenity, traffic and highway safety, and the increased risk to life and property. 1. Green Belt Development • The site was originally a single dwelling with no outbuildings. Since the last sale, several structures have appeared, including garages and a pool house, and it is unclear whether planning permission was applied for or if they were permitted developments. • The current proposal would intensify development significantly by converting these structures into four additional residences and dividing the manor into two, creating six dwellings where previously there was one. • This represents a substantial increase in built form within the Green Belt, contrary to the principle of limiting development and preserving openness. 2. Impact on Landscape Character and Local Amenity • Visibility and loss of rural views: The proposed dwellings will be visible from Spring Lane and the public footpath. This will reduce the open countryside views enjoyed by residents and walkers, altering the rural character of the area. • Design not in keeping with the surroundings: The existing outbuildings were not designed as residential properties and do not reflect the architectural character of the neighbourhood. Their conversion to housing risks creating an incongruous cluster of buildings. • Loss of long standing agricultural use: The fields have been used for livestock grazing for decades and are valued by local children and walkers. Converting parts of the land into private gardens, as has already occurred at Oak Lees Farm, would further erode this amenity and diminish the rural landscape. 3. Traffic and Highway Concerns 1. Narrow road with no footpath: Spring Lane varies in width and is only slightly wider than a single vehicle in places. Near one end on a blind corner the width is just over 3m and at two other points, the width is 4.5m or less. For the most part, there is no	

and at two other points, the width is 4.5m or less. For the most part, there is no pavement for residents, dog walkers, children walking to school or walkers exiting from three public footpaths. Rarely are all the street lights working and they are inadequate.

2. Existing congestion at the A635 junction: It has already become increasingly difficult to safely enter or exit Spring Lane due to parking on both sides of the A635.

3. Increased vehicle numbers: Growing from a single residence to six will lead to more vehicles on the road, which will likely aggravate existing congestion and introduce new risks to an already busy rural lane.

4. Danger to Life, Property, and Road Users

- Increased risk to pedestrians and cyclists: More vehicles will heighten the danger to walkers, including children, and to cyclists using the lane. Noise and pollution will also increase.

- History of accidents and property damage: There have been several incidents involving cars and lorries damaging walls, parked vehicles, and even depositing machinery into gardens. Stone walls along the lane have been repeatedly struck.

- Documented injuries: Cyclists have previously been injured on this road. Additional traffic from multiple new households will increase the likelihood of further accidents.

Summary

The proposal represents a fivefold increase in residences on this Green Belt site and as such constitutes inappropriate development in the Green Belt which is, by definition, harmful. The significant intensification of development in the Green Belt, will have clear negative impacts on openness, landscape character, local amenity, traffic safety, and the wellbeing of residents and road users. For these reasons, I strongly oppose the application.