About the application

Application number: 2024/91242	
What is the application for?:	Erection of residential development (up to 50 dwellings) with associated access,
Address of the site or building:	Land north east of, Shepley Road, Stocksmoor, Huddersfield, HD4 6XW
Postcode:	LS23 7BA

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes

The development of 50 houses is too big. It is increasing the size of the Village by 30%.
It would appear that a decision is being rushed through ahead of a proper process to change the use of the site from safeguarded land in Local Plan 1 ahead of community consultation having been carried out as part of the review of the Local Plan 2 . The sustainability development assessment which Local Plan 1 used as the basis of its allocation is now out of date and should be updated ahead of any Planning Permissions being granted.
The impact of the proposal will be severe on a village which is isolated and has a high dependency on using cars, often two to three per household. The Local highways network is inadequate and public transport provision is poor.
The proposal is unable to integrate and reflect the character of the village because it is on a highly sensitive self-contained site, on the fringe of the village. The majority of houses in Stocksmoor are built of natural stone and are individual. The smaller newer developments have a large variation in design.

The proposal will have adverse impact of the on adjacent woodlands in terms of the wildlife. From and ecological point of view, you can't separate the woodland habitat from the adjacent open fields. There are Owls, Badgers, Bats, Deer, Hedgehogs and Rabbits. The woodland and open fields are tranquil and beautiful. The woodland and open pastures and meadows are highly valued by villager's. People visit to walk in this area due to the footpaths and green lanes.

There is an existing problem of managing surface water across the village, which has been reported to Highways and Yorkshire water on several occasions and in particular to the rear of some of the houses on Station Road immediately adjacent the site.

The drainage proposals suggest that some surface water will be discharged into Stoney Wood beck, this flows to Fenay Beck in Thunderbridge. Dam Side is frequently flooded after cloud bursts and persistent rain and continual maintenance is required on the road surface to repair the potholes and erosion of the gutters. This risk should be assessed as part of the Planning Permission

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There are only footpaths in residential areas and designated public footpaths. Shepley Road and Fulstone Road do not have footpaths or street lights after the village limits. Both are single track roads with informal passing points. There is insufficient width for cars and horses to pass cyclists using the Trans Pennine Trail. Additional Traffic generated will increase risks for cyclists.

The Transport Impact Assessment and Green Travel Plan are incorrect. There is one train an hour, each way, and one bus every two hours. There is only one Bus Stop in the village with a shelter. The remaining bus shelters are completely open. Public transport is not particularly cheap, even with concessions for a household. The transport system in this locality is based on a historic network radiating out from Huddersfield. As a consequence, there is poor connectivity between settlements where there are amenities. Such as shops, Health and Dental Care, Pharmacy and Connivence shops.

The Transport Impact Assessment does not mention agricultural Traffic; whose intensity is seasonal or house riding.

There is already a problem of cars speeding through the village who are rat running to Shepley and New Mill and beyond. There was a fatal accident in 2001, and within the last 6 months 4 accidents on Fulstone Road / Cross Roads and all involved nonresidents speeding.

The Planning Report says people are likely to favour using Penistone Road as an alternative to Shepley Road. This is unlikely to happen as most people will use Shepley Road. Plus, many Sat Nav systems fail to recognise that Shepley Road and Fulstone Road are single track, which puts extra pressure on those roads. Long and high vehicles are often seen reversing back and there are frequent stand offs between drivers. It is not clear whether the Transport Impact Assessment has accounted for visitors to the new development on social visits or delivering online shopping. It does not take into account seasonality of agricultural traffic, horse riding or trips to take children to school.

The suggestion to use Penistone Road as an alternative is a flawed and a dangerous assumption/recommendation. It is accessed by either a very busy and hazardous crossroads from Birks Lane, or via the short cut at Dam Side. Dam Side is very congested due to residents parked vehicles. Note that on Birks Lane the Woodman Inn has a wedding venue on the opposite side of the road and inebriated guests are often found staggering across the road from the venue to pub. There is an accident waiting to happen there. More Traffic will increase the risk.

The road markings on the cross roads within Stocksmoor at Fulstone Road/Wells House have faded and the priority signage is not clearly visible. 3 of the 4 recent accidents have occurred there.

The addition of 50 new homes will also put pressure on school’s places. It highly likely that some children will be offered places in the surrounding schools in Shepley and Brockholes. This will mean extra trips in the car and also serve to isolate the children

and their parents from the community in Stocksmoor and Thurstonland.

The Travel Plan is generic and unrealistic, and has perpetuated the same mistake made in the Transport Impact Assessment in respect of frequency of Train and Bus services. It promotes the notion that the impact of travel on the local networks will be achieved via resident's home working and having consumables delivered. This is a matter of choice, a behavioural issue and cannot be relied on. The government and employers are now encouraging employees to go back into work to support the economies of towns and cities and this will put more pressure on the highways network.

Stocksmoor is so poorly served by public transport and highways connectivity is so poor, that reliance