

Please find attached my objection for the proposed Newett Homes development in Stocksmoor, the proposal would see the village increase by 30% , the housing estate is positioned on a bend, on an already dangerous road.

The surrounding roads to access this village are not suitable or designed to take the traffic this development would create. It would have an adverse impact to residents through the increase of vehicles passing through Stocksmoor, Shepley and Dam Hill and compromise their safety. It will create unsafe roads for current residents in both Stocksmoor and Shepley, putting pedestrians, walkers cyclists and horse riders at risk. On walking from Shepley to Stocksmoor today, we counted alone 25 vehicles that passed us on that distance on Stones Wood to Shepley Road, one of which was a large truck, which blocked oncoming traffic and congested 3 vehicles behind with a cyclist sandwiched in between. The roads providing access to Stocksmoor are simply rural and not safe for lots of traffic and this cannot be changed, or without seriously compromising other residents and neighbouring villages safety.

Shepley is currently facing considerable development with x2 new build estates being built on Abbey Road and Penistone Road, increasing the traffic both to and through the village. The main road to access Shepley First School is frankly unsafe with road users not stopping at the pelican crossing to allow school children to cross the road and regular speeding. .

The proposed housing development on Shepley Road/ Stones Wood Lane is unsustainable and unsuitable for Stocksmoor. It contravenes key policies in both the National Planning Policy Framework and Kirklees Local Plan, particularly regarding infrastructure, sustainable transport and the environmental impacts. The development will exacerbate existing traffic issues, strain inadequate local services, and negatively impact the local community and environment. Therefore I strongly urge the planning committee to reject this application.

National Planning Framework Policy States: [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/612222/nppf-2019.pdf)

Identifying land for homes

74. The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:

74b - b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without

expecting an unrealistic level of self-containment), or in larger towns to which there is good access

- The proposed development site is on safeguarded land and borders with Ancient Woodland.
- The proposed site is farmed land which is home to a host of wildlife such as owls, deer's, foxes, badgers, pheasants.
- The land around is agricultural land with wheat crops grown and used for cows and sheep.
- The nearest villages with schools, shops and NHS services are Shepley which is 1.8 miles away and Kirkburton 2.1 miles away. There is 1 train to Shepley each hour (when running) and no buses to either Shepley or Kirkburton. Cars will need to be used.
- Stocksmoor and the site suggested is not well supported with the right infrastructure or facilities and does not as suggested by the developer have well serviced public transport modes. It is a rural community with limited public travel, there are no jobs opportunities as no businesses are located there and there are no schools, no NHS services and no shops therefore the residents of this development will access these services from the neighbouring villages, likely Shepley and accessed by Stones Wood. The suggested development would use cars to access these services. The nearest doctors is on Jos Lane, Shepley which is the same road as Stones Wood and Shepley Road, so a direct route.
- Employment opportunities will only be available whilst the development is being built, this is short term. The builder is not a local developer instead building houses around Yorkshire and it is likely the Team of builders will be outside of the community and not generating any work locally

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c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places

- The Shepley / Stocksmoor network forms part of the Trans Pennine Trail/ National Cycling Network route 627 clearly posted at the end of Stones Wood Lane, where it meets Jos Lane, Shepley. The opportunity is there now and promotes walking and cycling, the proposal in increasing traffic to Stocksmoor removes safety to do this.
- There is a public footpath on the exit of Stones Wood Lane/ Jos Lane/ Jenkyn Lane which is used by the community to enjoy walks.
- Shepley attracts walkers who want to taking in the natural environment and also army cadets and schools regularly visits the village for orienteering activities through the woodland.

- Increasing significant traffic through these villages will have adverse effect as the roads will become more dangerous.
- More cars through the countryside and generating pollution the environment through increased traffic access .
- Patterns of movement would involve a significant increase in traffic particularly to Shepley due to the only access to Stocksmoor is rural, with no local facilities and amenities in the village .
- Poor public links to local areas to access services shops e.g. Shepley, Kirkburton, Holmfirth as there are no businesses, schools, NHS services or. There is no public transport to Kirkburton or Holmfirth from Stocksmoor and to Shepley only x1 hourly train and then a walk up Station Road to the shops, so cars by residents will be need to used.
- Parking is limited in Shepley with the local residents already facing issues of parking for schools, and accessing shops and general safety issues particularly along Jos Lane, Station Road , Marsh Lane and Penistone Road due to the increase in cars.
- The proposed development site does not have sufficient parking provision for the residents or visitors. Garages should not be considered parking spaces, as they are often small and cannot fit modern cars, most people now use garage for storage purposes or convert them for more living space
- Many of the driveways appear to be x1 car width not x2 car width which will lead residents to park on the road for ease of access making the estate look cluttered.
- Parking does not take into account people have more than x2 cars which happens often where there is poor public links due to their rural setting.
- These developments often have small roads, with little to no room for on street parking resulting them being cluttered.
- There does not appear to be any visitor parking.
- The roads and residents surrounding the development should not have to withstand having additional cars parked on it to accommodate lack of car space in the development it will create tensions amongst with residents. It would create issues on the road proposed as access site if cars park alongside the road and Shepley Wood Road is not safe for cars to park once turning left to Shepley.

Considering development proposals

114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- This proposed development site is located on Shepley Road/ Stones Wood lane, the site entrance is located on a sharp bend with dangerous access and upon turning left to Shepley it is a national speed limit road.
- The roads of Shepley Road and Stones Wood for most part are single track, with few places for cars to pass regular issues when oncoming cars meet. The road cannot be widened to offset more traffic.
- Part of this Shepley Road / Stones Wood Lane is on a steep incline leading up to in Shepley and if x2 cars meet requiring road users reverse back down the road to allow the cars to pass and created regular arguments.
- The road already has a significant volume of traffic on the road with users speeding. Upon exiting onto Jos Lane into Shepley and I see why it would be no different here. This will also generate more cars and speeding through Shepley, using it as a short cut.
- Our property overlooks onto Stones Wood Lane and we see daily the traffic and traffic issues , visit this from 7am-10am , 12-2pm and 3pm -7pm and you will see this for yourself, as people travel to and from work, to access the school and doctors in Shepley. Not only that the danger that this has of residents who live close to the Stones Wood exit into Shepley where road users speed and x2 cars cannot safely pass.
- Some road users honk there horn on their to warn other road users of their travel particularly on the incline.
- There are also regular horse riders on this road.
- The cross roads in Stocksmoor are dangerous and again will see a significant increase of traffic for residents to access the properties.
- The developer has suggested that Dam Hill will be taken rather than Shepley Road/ Stones Wood which absolutely will not happen. As a local resident if people are travelling to Shepley from Stocksmoor they access via Stones Wood and one look on Google maps navigates roads users of Stocksmoor via Shepley Road/ Stones Wood to Shepley . Shepley Road and Stones Wood Lane, is the quickest route to access the nearest shops / NHS services are in the neighbouring village of Shepley.
- There are no First Schools in Stocksmoor so all children will travel by car to schools, as they are not in walking distance.
- There are no businesses in Stocksmoor, so residents will travel by car to get to places of work and to suggest people will WFH is a wrong assumption. Many businesses are requiring office workers return back to the office and with poor public transport links, to travel places quickly and reliably. To access the M1 residents would most likely pass through Shepley, increasing through traffic of Shepley.
- As there will be more homes this will generate additional traffic to Stocksmoor for home delivery services, home maintenance and visitors. So there are not just the additional cars of the residents but inevitable traffic from their living there.
- Increasing cars and traffic to a village with small rural roads and poor planned parking of the estate will block roads. This will create issues in the event of an emergency and ambulances and fire engines requiring access.

Shepley / Stones Wood Lane: Stocksmoor/ Shepley

- This is a National speed limited road of 60mph which cars often speed on an on leaving Stones Wood onto Jos Lane cars speed out of this road and into Shepley village.
- There are no public footpaths connecting on Shepley Road and Stones Wood through to Shepley .

- There is no street lighting because it is a rural road.
- Street lighting would create light pollution to local wildlife in the ancient woods
- It is Single track with few passing points.
- It is accessed by farming vehicles to agricultural land.
- It is part of the Trans Pennine Trail and National cycle network.
- This road is not supported by the local council for gritting or maintenance, so impassible in adverse weather and is prone to flooding in Autumn Winter.
- There is blind access from Jenkyn Lane and more so in summer when the trees are full of foliage , with roads users speeding out of Stones Wood Lane this additional traffic has considerable dangers to the residents on this street.
- Public footpath entrance / exit onto this roads providing a danger to walkers
- Provides a danger to local horse riders.

Dam Hill, Thunderbridge

- Dam Hill is accessed off Penistone road and is on a tight corner.
- The road is often lined with cars of residents who live on this road and looking on google maps will show you this.
- I would also ask if these residents have been consulted in the proposal as it will generate additional through traffic to access Stocksmoor and compromise their safety, as this road wil already be used to access the Woodman pub and it is also a walking route for residents in Shepley, Stocksmoor and Shelley with a public footpath leading from Shepley down to the pub using this road.

Birks Lane/ Thunderbridge Lane

- This road has a 60mph entrance route, passing through the small Hamlet of Thunderbridge where the Woodman pub is located.
- Thunderbridge itself is often busy due to the Wooman pub and is a popular wedding venue.
- It does not seem appropriate to be pushing more regular cars down this route of access where it is already busy with those visiting the pubs , and crossing the road from the pub to access the beer garden over the road from the pub and the wedding venue site.

Jenkyn Lane , Shepley

- The proposed development will create road and safety issues for residents of Jenkyn Lane which borders with Stones Wood.
- Jenkyn Lane is entered from Jos Lane, where it meets Stones Wood. This can be dangerous as road users often speed out of Stones Wood.
- There is poor visibility exiting Jenkyn Lane with Stones Wood Lane as the road has established trees on it which grow full in the summer and block the view of oncoming traffic.
- Access to Stones Wood is single car, x2 cars cannot pass on its entrance and Jos Lane is also single access. This will often result in cars pulling into Jenkyn Lane to allow cars to pass or mount the pavement to allow the cars to pass. This is dangerous for pedestrians.
- A head on collision where Jos Lane meets Stones Wood seems inevitable if more cars are accessing this route for access to their properties.

- Jenkyn Lane is a popular walking route for residents of Shepley and beyond, both for walking around the village, with more elderly residents taking their daily walks.
- Jenkyn Lane is also used to access the public footpath onto the fields for walks and must cross the road where the cars exit Stones Wood Lane.
- My children should be able to walk safely on their road and surrounding areas and particularly to school, less traffic is needed not more.

Jos Lane, Shepley

- Jos Lane start where Stones Wood end, it is single track on its exit , this will often result in cars mounting the kerb to allow vehicles to pass, which is dangerous for pedestrians.
- Upon exiting Stones Wood onto Jos Lane there is the entrance to the public footpath and will make it dangerous for access and it is a well-used walking route.
- Jos Lane itself experiences considerable traffic and congestion for access to the Stocks Way estate, medical centre. It often becomes congested particularly during 7am-10am , 12-2pm and 3pm -7pm

Station Road, Shepley

- Station Road is accessed on exiting Jos Lane to access the village centre.
- It regularly becomes congested as upon turning right into Shepley during peak hours as only 1 car can pass, as cars are parked on the left of Station Road.
- It is always x1 car passage in the years I have lived in Shepley x2 cars have never travelled both up and down where station road is from the shops and to Jos Lane.
- During the week there are parked cars, accessing the café , shops, hairdressers, on an evening and weekend it is with residents when they're home.
- Cars will often mount the kerb on Station Road to allow more than one car to pass and it is unsafe for pedestrians and children walking to and from school currently, without further cars using Shepley village centre as a through road.

116. Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

117. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

- The position and scale this proposed development will have unavoidable conflicts between pedestrians, road users, cyclist, horse riders. The roads to access this site are simply to appropriate for a development of this size.
- Street clutter will be inevitable as the development has no visitor parking, driveways that are only x1 car width not x2 car width which result parking on the street.
- These developments often have narrow roads which become quickly over crowded, cluttered as there is no room to park the cars. Many households have more than x1 car.
- Stocksmoor has no safe public footpaths connecting Stocksmoor to the nearest local community Shepley where the nearest shops/ doctors/ dentists / buses to local communities are provided
- It would prevent safe pedestrian and cycle movements for residents in Stocksmoor and Shepley with the increased traffic on the roads and will become unsafe in the surrounding who come to visit the countryside. Jos Lane/Stones Wood Lane, Shepley Road is part of the Trans Pennine Trail Route which promotes safe routes for cyclists and walkers, which will now make this route more unsafe
- There currently is no safe access for those with mobility accessing local services without using cars or taxis as no services are in walking distance and insufficient public transport to the local communities providing much needed services.
- As pointed out the nearest locals services are Shepley and Kirkburton and there is only x1 hourly train to Shepley and there are no public transport links to Kirkburton. Is it safe to promote residents walk to Shepley on a road where there is no public footpath, or it takes x2 hours to travel their by train for milk. Kirkburton the only option would be to walk which would take 1.5 hours for a round trip.
- The roads that connect to Stocksmoor are all rural roads requiring travel through other villages, there is no major highway connecting residents to Stocksmoor,
- Emergency services would struggle to access this rural location particularly in adverse whether due to the roads requires to travels are rural and often not gritted in adverse whether making them dangerous
- Stones Wood is impassible during floods/ ice and snow
- There is x1 hourly train passing at the same time travelling to Huddersfield and Sheffield IF running, it is often cancelled
- The access to these stations are not accessible to all due to the walking distance to the stations, their distance from the stations to central locations and also access to the platform e.g. Honley cannot be access to those with mobility issues as is only stair access (and a considerable amount)
- Stocksmoor train link to Shepley is hourly and is a walk to the local facilities for those who have mobility issues.
- There are no links to New Mill, Holmfirth or Kirk burton from Stocksmoor where nearest stops are, people was to visit and enjoy their local villages and support the community at local events.
- The bus service is every x2 hours to Huddersfield travelling through Thurstonland, Farney Tyas (rural) , Almondbury , Huddersfield . It takes 35 mins but does not stop through any neighbouring villages that would offer the services such as jobs, schools, healthcare to the village or proposed site
- Shepley itself has a bus service running every1 – 2 hours hours but does not connect to places such as Shelley or Kirkburton.

12. Achieving well-designed and beautiful places

135. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

40 c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- The proposed development does not add to the overall quality of Stocksmoor and instead will have a negative impact on the residents, Stocksmoor landscape and the surrounding area.
- It is a housing estate, which is defined as A housing estate is a large number of houses or flats built close together at the same time. There are no housing estates in Stocksmoor currently.
- The field that is being proposed to built on will remove the view that can currently be enjoyed by all waking past over to Shelley and Emley Moor mast. Instead the view to the outward landscape will be blocked with homes.
- The houses proposed houses are not in keeping Stocksmoor, where there are currently no large scale developments or sites of this type and it changes the whole character of the village.
- The location of the proposal site mean that it will not be discreet but not only that it is on the fringe of the village and not integrated . The development has the appearance to be a separate community within Stocksmoor.
- The house are of poor designed and poor quality materials. Many of the houses in this village are made of stone , not brick and a lot of the existing homes are of individual design.
- The houses designs proposed are those built used at mass scales and give no care or thought to into the design that are sympathetic to the village and the surrounding villages. The proposal suggests building maisonettes, , this is most definitely not in keeping of Stocksmoor or the surrounding area.
- The x4 proposed maisonettes, are what have been chosen for the ‘affordable housing’ , sharing space and gardens. People who move to this area come here to start families, they want family homes. These types of homes are intended where space is limited such as in cities. Furthermore mortgages can be difficult to secure on these properties with them often leasehold. They also create additional noise.
- The development speaks of landscape, the land itself being built on is landscape that is being eradicated.

- There will be a significant increase in light pollution in the village from this development as there will be light from the street lights, the 50 homes. This will impact dark skies and obscure the view over into Emley with the light on an evening.
- The proposed new development will alter the light levels in the environment around the site and will negatively impact the nocturnal animals who surround the proposed site in the ancient and beyond.
- The noise that will be generated from not only building the properties but ongoing will have a negative impact on the calm nature of the village and the animals in the wood that the site is to be built beside, which will be unavoidable with the site. The noise generated from cars, building, residents living in the homes in such close proximity to the woods.
- More homes means more people and people particularly in these villages have pets, dogs and cats predominantly. This will have an adverse impact on the animals as in the woods, due to pets and also cats will use the wood as hunting ground.
- The park has been proposed to be built on the entrance to the housing estate on a dangerous bend. Like many parks in the surrounding areas they are poorly maintained, it will become an eyesore once it is run down. The park also encourages people to travel to Stocksmoor if it is nice, from neighbouring villages creating more visitors either walking unsafe routes or via car where there is no parking provision.
- The children don't need more manmade parks when they have wonderful nature to explore, walks to take, woods to explore, streams to pond dip in, bird watching but by ever increasing denser population in rural villages removing green space, damaging wildlife habitats this will not be possible.