

DCAdmin

From:
Sent: 24 June 2024 14:01
To: Cllr JohnJ Taylor; Cllr Richard Smith; Cllr Bill Armer; DCAdmin
Subject: Re: Planning Application 2024/62/91242/E

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from [Outlook for Android](#)

From:
Sent: Sunday, June 23, 2024 8:51:20 pm
To:
Subject: Proposed Development by Newett Homes, Stocksmoor.

To whom it may concern

I have resided in Stocksmoor, since 1993, on relocating to my native Yorkshire from Surrey. The idyllic, rural setting of Stocksmoor was a strong contributory factor in our decision to purchase a property in the locality.

I wish to assert my strong objection to the proposed development at the top of Stone Wood Lane for the following reasons:

1. Since 1993, we have had 2 significant developments in the hamlet, namely Crangle Fields in the late 1990s, and in 2018, a further 17 dwellings in Stocksmead. Should the proposed development of 50 houses be granted, the hamlet will have increased by 45% in recent years. I am of the opinion that, given the size of the hamlet, Stocksmoor has already met its duty to provide new dwellings, without this additional development.
2. The infrastructure of Stocksmoor does not support this additional increase in dwellings, nor is it sustainable. The only amenity is the pub and public transport is poor. There is indeed, a train service approximately once an hour, but the reality is that people work in diverse locations, which are not reached by the rail network. There is also the ongoing political issue of frequent strikes, delays and cancellations, rendering the network unreliable. Most households own 2 cars, or more, if there are adult children living with their parents.

Newett's claim that people will shop online, work from home and cycle to work in significant numbers, is absolute nonsense, pure conjecture and not evidence-based.

British public sector productivity has reduced by 8% since COVID and the trend now is for people to return to the work place. Furthermore, many occupations cannot be undertaken from home. As for cycling, clearly those responsible for the suggestion, have not visited the locality. Cycling is for the able and keen; the terrain being hilly and the roads dangerously narrow, with lots of bends. In Winter, Stone Wood Lane and Dam Hill are not gritted. It is a common occurrence to find abandoned vehicles in the snow down Stone Wood Lane.

The local village schools are 19th century church schools. My children attended Thurstonland First School, between 1995-2005. It comprises of 2 classrooms, a mezzanine floor and a barn. It vies with Farley Tyas to be the smallest school in Kirklees with circa fifty-five pupils on role in 2005. Numbers now stand at about seventy-five. There is no room for further expansion and Shepley First School is over-subscribed. First school journeys from Stocksmoor are almost exclusively undertaken by car. The numbers of car journeys would further increase, with an influx of young families, obliged to travel further afield. This would neither be safe, nor sustainable on narrow, steep lanes, plus there is the fact that all local first schools are already at or beyond capacity, with no possibility for further expansion.

We are far from being self-sufficient agriculturally and cannot feed our nation, therefore to convert protected green belt land from agricultural land to building land is neither sustainable nor logical, when there is plenty of other land available for construction. Given the global, political situation, and the need to protect the environment, I would say it is short-sighted and irresponsible to unnecessarily destroy farmland. Sustainability, climate change and global warming are supposed to be high on the international agenda, and rightly so. We ignore these issues at our peril.

3. Local roads are near capacity already. Stocksmoor is unusual, in that it is surrounded by steep, narrow, windy lanes, which, in many instances, have large sections of single track road. I commuted to Barnsley for 23 years until my retirement in 2015. Traffic was less intense then, but I personally experienced regular conflicts, in particular on Stone Wood Lane. I have had 2 accidents whilst driving, one on Stone Wood Lane and one on Dam Hill, neither of which were my fault. Both were caused by drivers speeding and failing to take into account the narrowness of the lanes. On another occasion, I arrived first on the scene at a road traffic accident in the dark, on Fulstone road. The driver had taken a corner at speed and flipped his car onto the roof. Fortunately, I was able to stop to avoid a head on collision. The worst event was in 2002, when a 12 year old, was killed at the cross roads at the junction of Shepley Lane, Fulstone Road, Station Road and Cross Lane. I am sure there are other incidents, of which I am unaware, but there was another collision in Stone Wood Lane last Tuesday evening at 6.30pm.

The point I wish to reaffirm is that Stone Wood Lane is already near capacity at peak times and it will only require a small increase to reach a tipping point, causing frequent and unacceptable numbers of conflicts, including multiple conflicts. I am sure many residents have made reference to this, but I can substantiate my view, with facts, because my husband, who is well qualified and well versed, both academically, (being a graduate of Physics and Economics, from the University of Exeter), and professionally in mathematics and statistics, has conducted traffic surveys, with a particular focus on Stone Wood Lane, and produced a detailed mathematical analysis of the effects of an increase in traffic on Stone Wood Lane.

I totally refute the builder's model. Firstly, the document is based on false premises, using national data, which do not reflect the unusual circumstances of Stocksmoor, with its partially single track road system, built initially for large farm vehicles, trailers, horses etcetera, the lack of infrastructure or the particular demographics of this rural community. Secondly, the document is totally flawed, quoting the national, typical peak time of 8.00 am-9.00 am as being valid for Stone Wood Lane and citing 120 metres of single track road. My husband has paced the lane as far as the beginning of Shepley, at 600 metres, about 50% of the total distance.

Should this development be granted planning permission, those responsible will be ignoring road safety, endangering lives, failing in our duty to ourselves and future generations to promote sustainability, destroying natural and agricultural environments in the process. I reiterate my opinion that, for the above reasons, planning permission should be refused in this instance.

A decision of such import should not be taken in isolation; it must be considered in depth by Kirklees Planning Department.

Yours faithfully,

(BA Single Honours French with Additional German, 1979, PGCE 1980, University of Exeter).

Sent from [Outlook for Android](#)