

Objection To Planning Application - 2024/62/91242/E

I am deeply concerned about whether my local council has made the planning application plans available in hardcopy for residents who lack access to computers, particularly the elderly in Stocksmoor. This issue of accessibility may have prevented many from submitting their comments on this significant development proposal.

The Flood Risk Assessment (ID 1044705) underscores potential issues with drainage system blockages that could lead to flooding. While the assessment acknowledges the need for a suitable maintenance regime and the appointment of a management company, details on these crucial aspects remain unclear. It is essential to clarify how these plans will mitigate the risk of flooding and manage surface water runoff affecting the natural water course post-development.

According to Yorkshire Water, the absence of a nearby public sewer capable of accommodating surface water discharge due to capacity limitations raises serious concerns. Foul water discharge into Shepley Road, south of the site, further complicates matters. Has the developer adequately addressed the legal requirements concerning what can and cannot be discharged into public sewers under Section 111 of the Water Industry Act 1991?

Given that Newett Homes has already secured approval for building over 60 dwellings (2022/NMA/94050/W), one must question whether there are any viable opportunities for other developers at the Stocksmoor site. The concentration of developments under a single developer raises concerns about diversity and competition in the local housing market.

The Transport Assessment (ID 1039982) outlines plans for the construction of 50 dwellings, including specifications for affordable housing. However, the criteria used to determine affordability, especially considering the predominantly part-time contracts of the local workforce, remain ambiguous. It is crucial to establish clear and equitable affordability measures that align with the community's socio-economic profile.

The AMA Traffic Report (Section 5.3.3) suggests that only 3.8% of traffic would utilize Shepley Road via Stones Wood, a figure I (and the community) dispute based on the necessary travel routes to nearby essential amenities such as Shepley's doctors, pharmacy, and shops. This discrepancy calls into question the adequacy of the traffic assessment methodology and its alignment with local traffic patterns and needs. **(See Appendix E for examples)**

Additionally, the report overlooks significant obstacles along alternative routes as recommended as the alternative to Stones Wood, such as narrow bridges and steep hills on Dam Hill, which pose safety risks and increase travel times to Shepley First School and other amenities. The AMA Transport Report's failure to account for these critical local conditions undermines its reliability for informing planning decisions.

Moreover, the AMA Transport Report (Section 3.2) highlights the limited capacity of local bus and train services, with only 3 bicycle spaces available on trains to Huddersfield. This inadequacy severely limits sustainable travel options proposed by the development. It raises significant doubts about the feasibility of encouraging non-car modes of transport, especially given the challenging topography and infrastructure constraints in Stocksmoor.

In conclusion, the planning application should be rigorously reviewed and potentially rejected due to the lack of accurate contextualization in traffic assessments and the failure to address critical infrastructure and accessibility concerns in Stocksmoor. The community's concerns regarding sewer capacity, affordable housing criteria, and traffic implications must be addressed comprehensively to ensure sustainable and equitable development in the area.

The evidence from the Highways consultation needs to be recalculated to reflect the specific nature of the context of Stocksmoor and Stones Wood. Using references to nationally held trends and traffic data and applying them to this context shows a lack of accuracy. Therefore, the evidence here backs up the numerous other objections made by other residents stating how detrimental more traffic would be to the safety of road users in this area.

Thank you for taking the time to read my report, I am not a professional in these fields but as I have lived in the area my entire life I believe my thoughts and concerns should be appreciated as to provide more contextual accuracy to the proposed plans.

Appendix A

According to Transport Assessment [id 1039982] “DEVELOPMENT PROPOSAL AND SITE LAYOUT 4.1.1

“The proposals comprise the development of 50 dwellings. The proposed accommodation schedule is set out below: 6 x 1-bed dwellings, of which 2 are affordable; 10 x 2-bed dwellings, of which 4 are affordable; 23 x 3-bed dwellings, of which 4 is affordable; 6 x 4-bed dwellings; and 5 x 5-bed dwellings.”

How have they defined that properties of 2 and 3 bed dwellings are affordable? **LP1 3.6** The Kirklees Planning Strategy states that most of the workforce in the Area of Kirklees are part time. Particularly for first time buyers, how are can they afford a 2- or 3-bedroom house on this development?

Issue 4 How can new jobs and homes be made available to all in need of them?

- 3.6** Kirklees residents have differing skills and incomes⁽⁷⁾, the local labour market is characterised by part time jobs. These jobs are filled with mainly females on lower incomes, but also a predominantly low waged and lower skilled workforce. A difference in median gross household income of around

Appendix B

Table 5-2 Trip Distribution Summary

Route Choice	Trip Distribution (%)
Shepley Road / Stone Wood Lane	3.8%
Fulstone Road	3.1%
Birks Lane / Station Road	82.6%
Stocksmoor Road	10.5%

I believe this figure to be miscalculated and doesn't factor the specifics of the village but instead uses national data and averages to make an assumption.

One of the most critical elements to this proposal is the question about which way traffic will go to access the closest amenities as Stocksmoor is unable to provide much for the 50 dwellings.

5.3.3 of the AMA Traffic Report suggests It is stated that only 3.8% of traffic would traverse through Shepley Road and via Stone Wood.

I believe this to be a miscalculation as this only factors in commuting and working but doesn't factor in the need to travel via Stone Wood Lane to get to the nearest amenities such as Shepley Doctors Surgery, Pharmacy, Food and Convenience stores of Shepley Coop and Sovereign Petrol Station and also Shepley Dental service on Marsh Lane. All of which are some of the closest amenities to Stocksmoor residents. There are two popular pubs in Shepley such as the Farmers Boy and the Black Bull.

How does the TRICS trip rate database consider the specifics and contextual significance of the area? How have the suggestions of people "working from home" been applied to this development when the tenants haven't even moved in. What evidence is there to suggest that people will work from home?

Even if it was true, what evidence is there to suggest that residents would take the longer route to get to the amenities in Shepley as opposed to the most direct route via Stones Wood Lane?

None of the data in Appendix E of the AMA Trips Generation data is from West Yorkshire, the data used is extracted from other areas in the country. How do we know that the traffic and trip generation data of other areas of the country is directly applicable to small agricultural villages in West Yorkshire. The local careers and jobs of people in the area will differ. This goes against the policies set out in LP5 of the KLP.

Appendix C

I conducted a local survey on the Stocksmoor Green Protectors group and received the following answers. It was found that the majority of Stocksmoor residents 57% access Shepley as their local source for amenities.

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I am collecting some primary source evidence for my objection. I need people to answer this poll please.

As a resident of Stocksmoor, where do you and your family typically go to access the following amenities:

- 1 - Doctors GP?
- 2 - Food & Convenience Store
- 3 - Dentist
- 4 - Primary School for your children.
- 5 - Local Pub

Typically I drive to Shepley to access the Doctor's GP, The Coop, Shepley Dentist, Sovereign Garage and Shepley First School and pubs.. 57% >



Typically I drive to Shelley for the Coop, Schools and other amenities such as the local pubs (Flying Ferret & Rising Sun). 13% >



I access amenities from a variety of different surrounding areas. 18% >



Typically I drive to Kirkburton for the Doctor's GP, The Coop, Kirkburton Dentist, and Kirkburton Middle School. 12% >



Appendix D

What factors are in place to ensure there is no bias within the consultation responses? How can we be assured that all consultants have submitted neutral and none-biased reports? Is there any evidence to prove it?

6.1.2 “A Residential Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use, specifically encouraging future residents to travel by non-car modes.”

If people are looking to commute by bike to work and assuming this is Huddersfield. This would be highly unlikely as the main routes into Huddersfield are dangerous and busy main roadways with limited and broken cycle paths. The distances to the main centre of Huddersfield are around 8 miles (one way and 16 miles round trip) from Stocksmoor. Would you commute for 16 miles every day on a bike to get to work? People would choose to drive adding to the congestion and points mentioned above and therefore does not apply to sustainability criteria.

The AMA Traffic Report states “Guidance suggests that the preferred maximum cycle distance in which people are willing to cycle is 5.0km.” It is therefore unlikely that people will sustainably travel (via bike) into Huddersfield the main economic area.

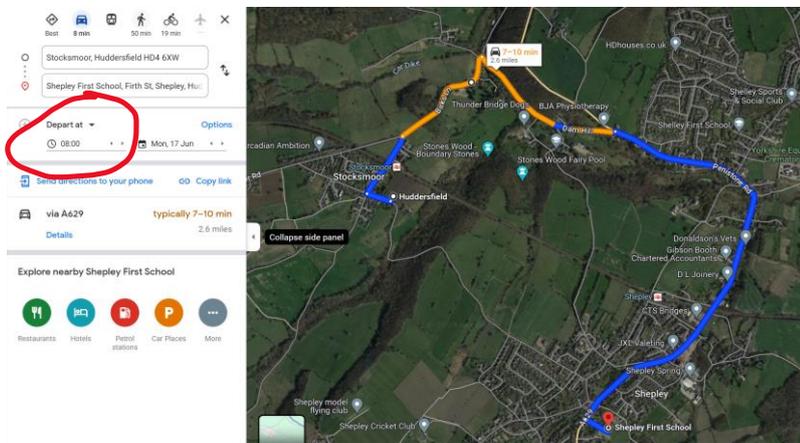
Stocksmoor has lots of hills. Have the plans considered E-bike access at the development as most people (if not trained cyclists will struggle with the steep hills that allow access into and out of the community of Stocksmoor.



The blue annotations show the terrain and how steep it can be to access the village via bike or by foot. I believe this is a key factor in indicating a lack of sustainability as residents will opt to use a car instead.

Appendix E

The AMA Traffic Report states 5.3.6 “Whilst the most direct route to the primary school in Shepley is via Stone Wood Lane, the alternative route via Penistone Road / Abbey Road **is just 2 to 3 minutes longer** in journey time and does not typically suffer from peak hour congestion.”

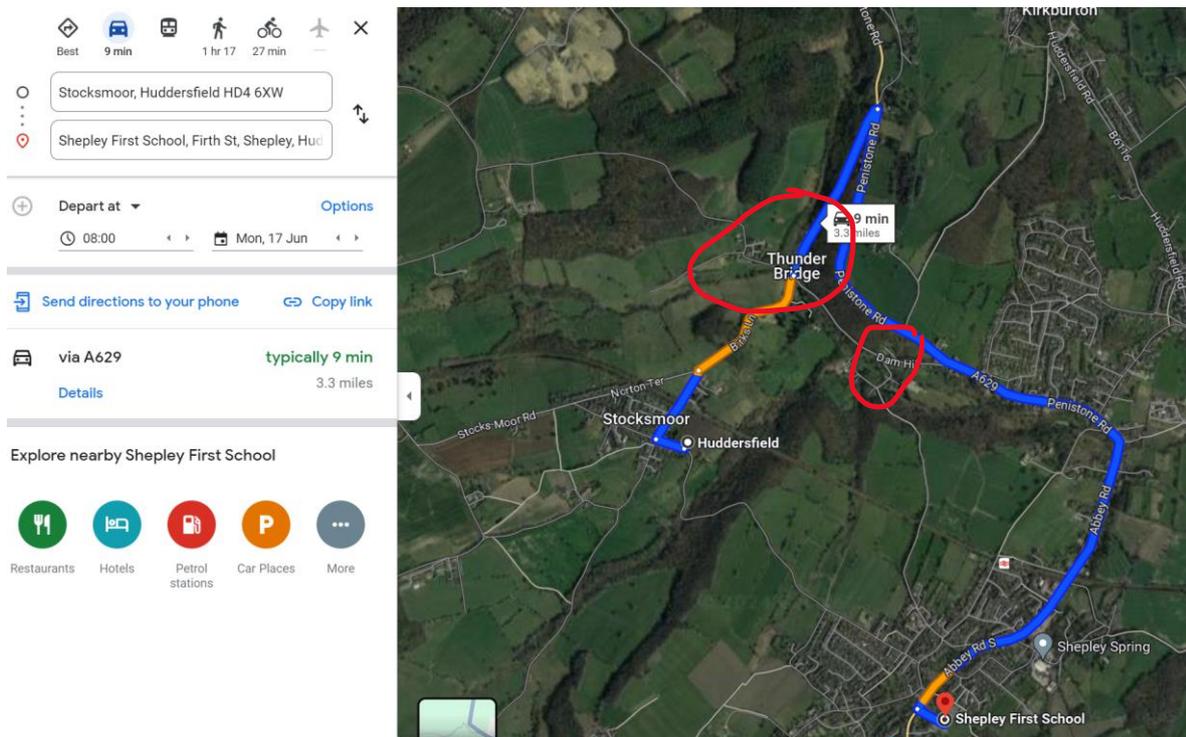


A quick Google Maps search reveals that at peak hours the journey to Shepley First School via Penistone Rd/ Birks Ln can be up **to 10 minutes**. This is shown by selecting the “depart at” time as 8:00am.

Additionally, the AMA Transport Report has not factored in the route in which residents of the new builds would have to take in order to safely access Penistone

Road (if bypassing the quickest and most direct route through Stones Wood).

Thunder Bridge has a variety of obstacles including hair pin bends, blind corners, and a narrow bridge. See examples of these below.



Circled in red are the proposed alternative direction for traffic to go, to avoid Stones Wood. This route is where the supposed 82.6% of traffic will go, however I disagree based on the following reasons.

Based off the following choke points and obstacles present on the supposed 82.6% route, I believe people will grow tired of driving this way every day to access Shepley amenities.

Obstacle 1

Narrow Bridge in Thunder Bridge. Often when road works happen here it causes a lot of disruption. This is a hazard in winter when it can also be very icy. This poses a threat to cyclists and horse riders that traverse this road to get to Stocksmoor and the open country.



Obstacle 2

Dam Hill: This is the way the residents would have to come to supposedly have the shortest journey to Shepley School. Via Dam Hill – or as I like to call it “Damned Hill”. Cars line the narrow street and already is at full capacity. **Against the policy of LP2.**

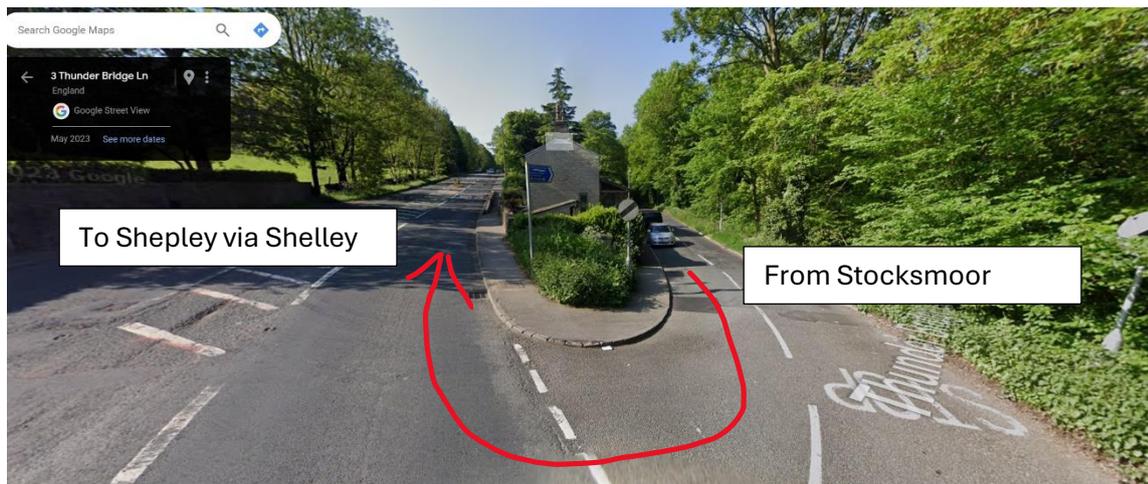


Obstacle 3

This image below shows the second hairpin bend (at the top of Dam Hill) residents would have to take a turn left to go into Huddersfield or turn right to access the main road towards Shepley. This assumes they go the way that the AMA Traffic Report recommends.



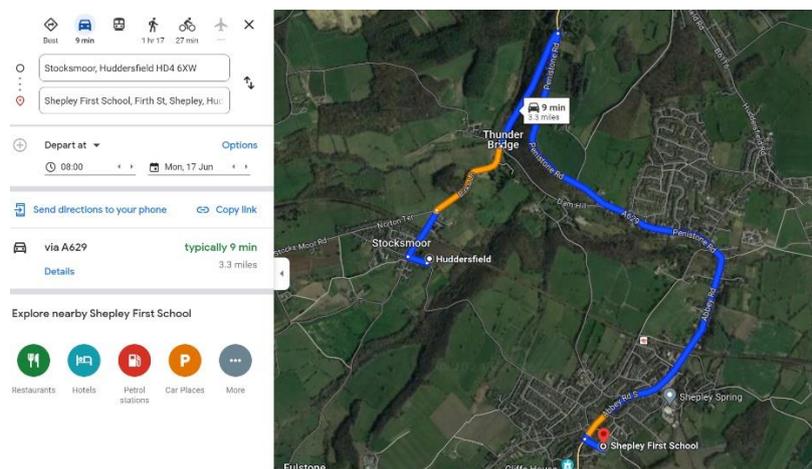
Obstacle 4



To avoid the route through Dam Hill the new residents of Stocksmoor would have to go in the opposite direction to get to Penistone Road. This passes by an active and popular pub and restaurant called The Wood Man In, which often has many parked cars on the side. The road however is safer to travel this way than the proposed route via Dam Hill but in going this way it equates to more time to the journey thereby increasing the likelihood residents will opt for the shorter Stones Wood Route instead. This would then mean the report is nullified.

This bend is also another blind hairpin turn; drivers end up waiting for oncoming traffic (all the commuters going to Huddersfield) in the opposite direction.

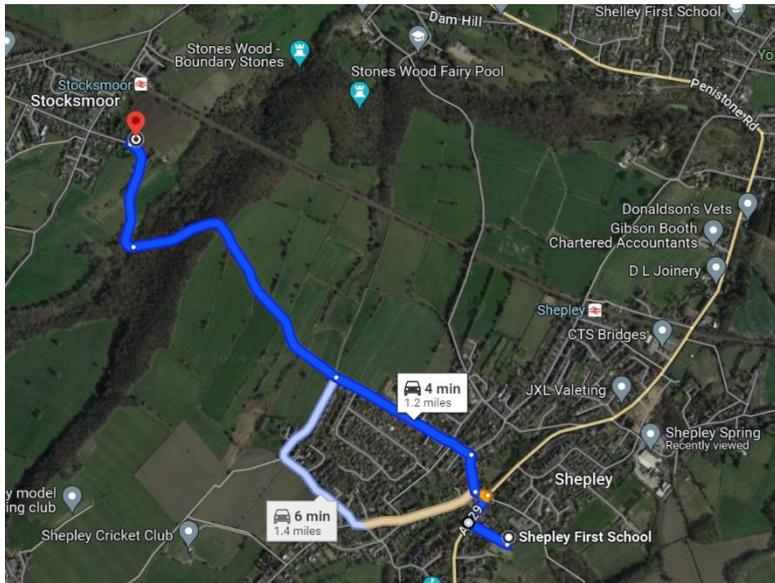
With the route which is shown below it would increase the travel time to Shepley First School to 9 minutes or more.



This would double the commuting time with the obstacles meaning that eventually the figure of only 3.8% of people looking to take the more direct and quickest route (via Stones Wood) needs to be recalculated. The transport network figures maybe a national standard to determine the flow of traffic, but it does not consider the contextual circumstances of the area. Unless you know the area well, you will not be aware of these road obstacles unless you have experienced them first hand. Stones Wood – The Quickest / Shortest Route

Appendix F

Would you want to go the long way or the short way?



The AMA Traffic Report (5.3.6) states “a vehicle travelling in the opposite direction - would result in significant delays”. It is stated that “significant delays” are caused when encountering a vehicle in the opposite direction. However, there is no evidence to suggest the amount of time it causes. It would still be quicker to go via Stones Wood (despite running into an oncoming vehicle) than to go the extra nearly 2 miles via a commute to School and 4 more extra miles and an additional 10 minutes for a school trip to do this 2 x per day, when going the way of the 82.6% figure.

Parents live busy lives and would not want to make life more difficult than it must be for themselves and their kids looking to access the amenities in Shepley.

The AMA Traffic Report states (3.2) “1.5km to the east of the site is Shepley which has a wide range of amenities including Shepley pharmacy, Co-operative Food, Shepley First School, a sports club, a pub and Shepley Library.”

Appendix G

Choosing Between Bus or Car – Myth of sustainability.

Regarding the use of the bus services, The AMA Transport Assessment states (3.2 Public Transport) “The service number is 341 and it is operated by South Pennine Community Transport.”

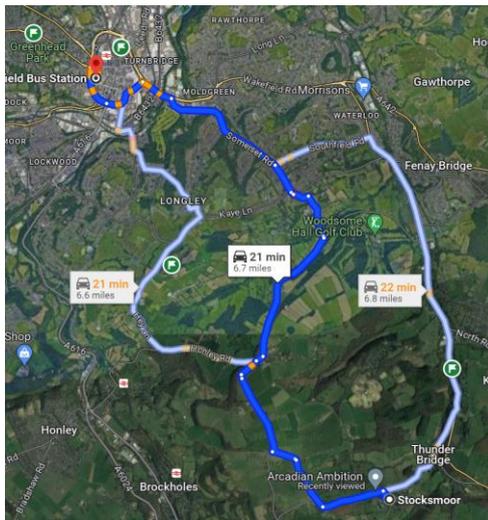
Service 341 Stocksmoor - Farnley Tyas - Huddersfield

Monday to Saturday

	0640	0750	0931	1131	1406	1606	1806	2006
Stocksmoor Rail Station	0640	0750	0931	1131	1406	1606	1806	2006
Thurstonland	0643	0753	0934	1134	1409	1609	1809	2009
Farnley Tyas	0650	0801	0942	1142	1417	1617	1817	2017
Almondbury	0659	0811	0952	1152	1427	1627	1827	2027
Huddersfield Bus Station	0710	0825	1005	1205	1440	1640	1840	2040

	0715	0855	1055	1330	1530	1730	1930
Huddersfield Bus Station	0715	0855	1055	1330	1530	1730	1930
Almondbury	0726	0908	1108	1343	1543	1743	1943
Farnley Tyas	0736	0918	1118	1353	1553	1753	1953
Thurstonland	0743	0925	1125	1400	1600	1800	2000
Stocksmoor Rail Station	0747	0929	1129	1404	1604	1804	2004

The bus timetable shows that taking the 341 bus into Huddersfield from Stocksmoor would take a duration of 35 minutes. However, could be longer when factoring in traffic. Travelling via car will take just 21 minutes and is 14 minutes quicker. If people had cars, why would they take the bus when they can drive?



Choosing Between Train, Bike or Car – Myth of sustainability

3.2 “The rail station provides hourly services to Sheffield (via Shepley) and Huddersfield. Ticket machines and 3 bicycle spaces are available.” **Only 3 bicycle spaces are available on the trains going to Huddersfield from Stocksmoor.** This is another reason people will opt to drive as there isn’t sufficient provisions for people to travel sustainably via this method.