20/06/2024

Objection to Planning Application Ref: 2024/62/91242/E

I am writing to you as a resident from the hamlet of Stocksmoor in order to raise my objection to planning application *2024/62/91242/E* submitted by Newett Homes. I do not feel this is a sustainable development and therefore want to request that the application be refused permission due to its adverse effects. My objections are as follows:

Proposed development size and location:

The size of the development is extensive and is adjacent to the Ancient Woodland, a home to the various wildlife there including badgers, deer, barn owls and bats; all of which are protected species.

I strongly believe that nature and the environment need our protection and the development of these homes would have a huge impact on the environment. Ancient woodland should be considered our most precious and should not be endangered for the purpose of housing development. The proposed development does not 'need' to be built in such a precious and irreplaceable location.

If disrupted from their homes, the wildlife in the area will be hugely affected by the immediate and subsequent consequences of such a development. They will be impacted forever by the ecological impact that development has. They will also be victims of the increase in traffic which is inevitable with housing development and the human activity related to this.

The House of Lords report 'Making the Most of England's Land' states that protecting habitats is essential for the recovery of our biodiversity and also reports that Defra and Natural England had informed them that they have legally binding biodiversity targets for England. They highlight the importance of a natural capital approach and ensuring natural resources are not exploited. I feel that the disrespect being shown to nature by developing so closely to an Ancient Woodland goes against the principles that the government and others state. We should not be taking such risks with the environment and exposing the Ancient woodland and protected species that live there.

How will it function:

Stocksmoor is fortunate to have a small train station which operates on the Huddersfield to Sheffield line. However, the trains are unreliable and an expensive way for people to commute. Likewise, the bus service is poor and is not a practical means of travelling to work. The local shops require access either on foot, cycle or car and most people who will inevitably most like drive to the local shop and GP surgery in Sheply from this location. Most individuals will be using their cars to travel to work and the hamlet of Stocksmoor cannot facilitate the generated increase in traffic. Added to this there is the additional volume of traffic such as deliveries and other services.

Of great concern to me is the road on which the proposed development is situated. Not only is this close to a blind bend, but Shepley Road is a single lane road which passes through the Ancient woods and has dry stone walls on both sides for the majority of this route. It enables users to go to the co-op, the GP surgery in Shepley and access the A629. The road is narrow, windy and hilly with the occasional passing point along the top. It is a road frequented by cyclists, walkers and horse riders. This is absolutely not a road which can facilitate an increase of traffic as anyone who frequents it will agree.

This is supported by the Kirklees Council Pre application Enquiry response, Highways Officers acknowledged these challenges and reported that this development would lead to a 'significant level of additional traffic' and that it 'does not appear possible to deliver any significant improvements to the road to address the existing deficiencies'.

The Kirklees Local Plan stipulates and subsequently appears to ignore it's own policy regarding the following especially:

Sustainable travel
New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.
Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

Policy LP21
Highways and access
Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.
New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.
Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.
All proposals shall:
a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
b. where needed, provide new infrastructure or improvements on or off site to ensure safe

access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
e. ***take into account the features of surrounding roads and footpaths and provide adequate layout*** *and visibility to allow the development to be accessed safely;*
f. ***take into account access for emergency, service*** *and refuse collection vehicles*

Summary

the council will expect site layouts to:
facilitate connectivity and accessibility to existing public transport modes, cycling and walking
routes; facilitate connectivity and accessibility to proposed public transport modes, cycling and walking routes, where appropriate; minimise conflict between vehicular traffic, pedestrians and cyclists and ensure that development can accommodate service vehicles; provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes;
provide opportunities for electric vehicle charging infrastructure.

Relationship on Surroundings:

The hamlet of Stocksmoor is part of the greenbelt and developing upon a greenbelt inevitably impacts on the wildlife and nature of the immediate and surrounding area.

This will have a huge impact on the community and environment of Stocksmoor, Shepley, Thunderbridge and Thurstonland; all of which will be adversely affected by and increase in the volume of traffic, not only from this development, but other developments in the area.

Summary:

To date, this is a summary of some of the issues:

SUMMARY OF OBJECTION
1. Inappropriate development (excessive density that is not in keeping with that of neighbouring development), contrary to Policies LP7 and LP24 of the Development Plan;
2. Would be severely detrimental to highway safety contrary to Policy LP21 of the Development Plan;
3. The site should be retained as safeguarded land for the reasons identified above, and the proposal is contrary to Policy LP6 of the Development Plan and contrary to paragraphs 47 and 142 of the NPP. An approval of the application under the proviso of the tilted balance ahead of the LP2 is Unsound, contrary to paragraph 35 (b). There are other reasonable alternatives, on brownfield sites, in more sustainable locations with a reduced environmental impact.
4. The negative impacts to the Green Belt and ancient woodland and its openness would result in negative impacts which would not be outweighed by any possible benefits that might result from a contribution to housing need. Contrary to paragraph 180(a) and (b) of the NPPF in respect of avoiding significant harm to biodiversity.
5. Stocksmoor is not a sustainable location and the proposals fail to meet Objective 3,4,10,12,14 and 16 of the Post Adoption Local Plan Sustainability Appraisal, which ought to be reviewed and reality tested as part of the LP2 process.
6. The development has negligible economic impact.
7. There has been inadequate consultation prior to the to the submission of the planning

application and prior to this on LP1 which is contrary to Paragraph 16 (a) and (c) of the NPPF.
8. A reliance on changes to behaviours is not a sound basis for resolution of design and road safety problems

I wholeheartedly do no believe it is necessary or appropriate to develop in this are and I urge for it to be rejected.

Yours sincerely,