

The proposed development site is within designated greenbelt. The National Planning Policy Framework states that most development continues to be considered inappropriate and several applications in this area have been refused over recent years. The site is also adjacent to an area of protected moorland within the boundaries of the Peak District National Park, an Area of Outstanding Natural Beauty, an important habitat for many red listed (conservation level 5) bird species, including Lapwings and Curlews.

The applicant's Ecological Impact Statement indicates that the UKHab survey was undertaken outside of the recognised plant growing and nesting season. Several plant species would not have been visible or actively growing at this time. However the plants recorded are known to provide ideal breeding and foraging habitat for the ground nesting birds that we see in large numbers throughout the spring and summer months. The site also serves as hunting grounds for several species of owl, including barn owls. Bats can also be seen throughout the year.

The site is a very quiet, isolated agricultural area that is not physically attached to any village. This is not an edge-of-village location. There are no amenities here.

The plan comprises 4 family homes. The applicant has not successfully argued that there is a need for family homes in an area with no amenities or infrastructure. There is no street lighting at all, and no footpaths. None of the dwellings will be affordable, low cost, contravening Kirklees Council's housing development objectives.

The Council's Sustainable Transport document states that approval for development should only be given where there is good access to public transport, to support a move away from single car journeys. This area has no public transport links. We are not located on any bus routes, those routes near us having been withdrawn. There are no nearby amenities here. There are no schools within walking distance, and the nearest doctor's surgery, dentist, supermarkets and high school are all located in Holmfirth which is over three miles away. The high school is always oversubscribed, with the next nearest high schools being over six miles away. The closest train stations would be located in Brockholes and Denby Dale, both being circa five miles away. Car use in such an isolated area is essential. We believe that the application, if approved, would be in contravention of the Council's own Sustainable Transport policy.

Law Slack Road is a narrow, single track country lane which is currently in a state of deterioration. The current speed limit is 60mph, which is generally considered inappropriate for residential areas, and there is no street lighting. The lane is used daily by hikers, runners, cyclists and horse riders, as well as being in regular use by the farming community. Tractors, quad bikes, pick up trucks etc use the lane daily. The lane is also used often to move livestock from field to field. If approval is given, it would lead to an extra 8+ vehicles daily using a country lane that was never intended for higher volumes of traffic.

The site sits at an elevation of 370m above sea level in an area that is renowned for its inclement weather. Gales/severe gales are frequent. Snow and ice in Autumn/Winter can see us cut off for several days at a time as we are not on any gritting routes.

Snowfall here is more frequent and heavier than the surrounding areas. Climate change has also seen heavy rainfall become common. Rain and snow melt frequently lead to huge volumes of water running off the fields either side of the road leading to flooding and pooling in areas. The entrance to the site is one of those areas, with water running past the entrance and forming a pool. If this freezes, which it frequently does, it is extremely hazardous to anyone entering and exiting the site.

The narrow width of the lane means that cars are unable to pass each other. Extra traffic from the site will exacerbate this problem, and construction traffic could cause a very real obstruction for other road users.

The narrow width of the road and close staggering between the entrance to the proposed development site and the driveway of our property and the driveway of Lawbrook Farm, will make entering and exiting the site extremely difficult for construction traffic. The lane is unsuitable for large HGV's/plant machinery. Larger HGV's have to 'straddle' the road, driving over verges and collapsing the drainage ditches.

We acknowledge the proposal to only carry out construction work outside of nesting periods. This plus the frequency of severe inclement weather in the location, will lead to a very prolonged build. We feel strongly that such a long construction period will be hugely disruptive and have a large negative impact on the bird species that rely on the land for foraging, breeding and nesting. Residents quality of life, will also be severely affected and will make daily life very difficult for the farming community. Prolonged use of construction traffic on a rural lane already in some disrepair will inevitably cause more damage to the road surface, verges and ditches, and an increased danger to other daily road users, such as hikers, cyclists and horse riders.

Although the site has an electricity supply, it has no mains sewage access or wastewater removal services and is not connected to mains gas. The residential water supply in this location is pumped up from a village in the valley below us (Hepworth) to the top of our road which sits at an elevation of 410m. There is some concern from residents at the highest elevation regarding water supply as they are already experiencing issues with low water pressure.

The proposed development would be better suited to an edge-of-village location, where there is an established community with associated amenities and infrastructure and better public transport links.