

10 Dobroyd, Shepley
Huddersfield
HD8 8AU

11 December 2025

Kirklees Council
Planning and Development Service
PO Box 1720
Huddersfield
HD1 9EL

Dear Sir,

Outline application, with all matters reserved, for residential development with associated open space, landscaping, drainage infrastructure, acoustic mitigation, and associated works. Land at, Eastfield, Shepley, Huddersfield, HD8 8HB

Reference 2025/92776

I write to object to the above planning application as I live in Shepley and consider this to be an unsuitable development in this location. My objection is based on two grounds; firstly that this is not a sustainable location; and secondly that the access via Eastfield, Lea Drive and The Knowle is totally unsuitable for the amount of vehicle traffic that would be generated.

There is no dispute that more homes are required, but there are many locations which are significantly more sustainable than this site. The Application Supporting Statement makes a case that this is a sustainable location, close to bus routes and a train station. This may be true, but the demographic which chooses to live in Shepley tends not to use public transport. This is in part because of the distance to population centres and the time it takes to travel to them, and the infrequency of the services.

The majority of the population of Shepley does not use public transport and chooses to use private cars because of the convenience and the fact that two car families are the norm. That's why our public transport system provides such a poor service. Even if the service were to be improved, they still would not be used.

The application chooses to emphasise the sustainability of the location centred on its closeness to bus routes and train services. There is no attempt to look at the services themselves and the use made of them.

By definition, sustainable locations should be found in locations where there are frequent public transport services that people can use; thus discouraging additional car travel. This type of area is more usually found within or immediately adjacent to existing urban areas, and not in a location 8 miles away from the centre of Huddersfield.

Shepley residents have ready access to Leeds, Sheffield, Wakefield and Barnsley, and even Manchester; but by car and not by public transport!

Recent development in Shepley has been in the form of infill, adjacent to the A629 and there were few objections. However, residents in this development are likely to use their cars to travel, but they have do have direct access onto the A629 without having to travel along narrow estate roads..

I would contend that this location does not meet the definition of sustainable development set out in the NPPF.

People buying houses on this development are likely to be no different to the rest of the population of the Village. 110 houses are likely to generate 220 car trips on a frequent basis, with the greatest frequency in the morning and afternoon peaks. These trips will take place along narrow estate roads that were built to accommodate the number of houses actually constructed. They were not built to accommodate a future with 110 additional houses.

Turning to the immediate road network, Lea Drive is very steep at its junction with the A629 but may just meet design guide geometry requirements. I would like to see this justified. However, The Knowle does not meet any appropriate standards, and any intensification of use would be very concerning.

I would question how Lea Drive and Abbey Road South have been assessed, including the presence of on street parking. However, the Knowle appears totally inappropriate to use as access.

The proposal would increase traffic using Lea Drive to enter Abbey Road South and the Transport Assessment doesn't appear to assess this junction. The oneway proposal would require a Traffic Regulation Order (TRO) and this is a separate legal process to planning.

The success of a TRO cannot be relied upon for planning purposes as it involves consultations with emergency services, local councillors and local residents, where there is opportunity to formally object to the TRO. Objections would require resolution and given the potential for objection from local residents, there must be a significant chance that success of a TRO would be in jeopardy.

Yours sincerely

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