



I object to this application to build on productive arable land in the green belt which land cannot be classified as lower quality 'grey land.' The land is not identified for development in the Kirklees Local Plan('KLP'). NPPF 153 requires substantial weight to be given to any harm to the green belt including harm to its openness. Very special circumstances are required to justify granting permission in green belt and the applicant has failed to provide adequate reasons. KLP 19 states 'the green belt and network of open spaces within and around towns and villages of Kirklees make a significant contribution to the character and attractiveness of the district and peoples' quality of life.' The view of this most attractive area of land is enjoyed by many walking and riding along Park Lane both from Upper Cumberworth and Birds Edge as well as those travelling along Barnsley Road. The tranquillity of the adjoining ancient woodland is enjoyed by many, both local and from outside the immediate area.

Kirklees' Upper Cumberworth Conservation Area appraisal 4.3 notes the view of this Area, particularly the Church, from Birds Edge and High Flatts but this will be obscured should development be permitted.

This land supports wildlife and adjoins ancient woodland (Stephen Wood). A 50m 'buffer zone' is now recommended to protect such woodland. The woodland is home to the very rare Hairy or Northern wood ant. KLP LP30 requires such areas to be protected from development. KLP at 4.3 'Strategic Objectives' 6 mentions protecting and improving green infrastructure to support health and wellbeing and to support habitats allowing wildlife to flourish. Under its Environment Strategy 'Nurturing Nature' policy, Kirklees wishes to protect and expand existing natural habitats for wildlife to ensure that everyone can benefit from the natural environment.

NPPF 77 requires any large scale application to be supported by necessary infrastructure and facilities including a genuine choice of transport modes. Paragon Highways Transport Addendum no.2 id1074750 under planning reference 2023/91280 at 4.7 and 4.10 indicates congestion without this additional 120 vehicles per day at eg the A635 Holmfirth Road junction. There is little employment in the immediate vicinity and limited public transport so most residents will use private vehicles to access work, make school runs etc increasing congestion on local roads. The site cannot be described as an 'extremely sustainable location' to come within NPPF 110.

A projected increase, once the proposed development is completed, of over 30% in the number of houses in Upper Cumberworth would destroy the nature of the village and be completely out of proportion. Water, electricity and drainage systems are already under strain with frequent burst mains in the area.

Please do not permit the destruction of such an important visual crop producing amenity.