

**Sent:** 31 March 2026 13:21  
**To:** DC Admin  
**Subject:** 2025/93572 - Objection

**In addition to my original objection**

**Please keep my email and name as confidential**

**Subject: Objection to Planning Application 2025/93572 – Barnsley Road, Upper Cumberworth, Kirklees (Sustainability Grounds)**

I write to formally object to planning application 2025/93572 on land at Barnsley Road, Upper Cumberworth. This objection is made solely on the grounds that the proposed development is not sustainable.

The application suggests the site is sustainable due to its proximity to Denby Dale railway station. However, this assertion is misleading. The station is located over one mile from the site, which exceeds comfortable walking distance for many residents, particularly families, the elderly, or those with mobility constraints. Furthermore, the station is served by only one train per hour, significantly limiting its practicality for daily commuting or regular use.

In reality, the vast majority of everyday journeys from this location would be car-dependent. Typical household travel patterns demonstrate this clearly:

- **School journeys** are predominantly undertaken by car or on foot, not by rail.
- **Shopping trips** require car use, as there are no large supermarkets within close proximity. The nearest stores are:
  - Aldi, Holmfirth – approximately 4.7 miles
  - Tesco, Penistone – approximately 5.1 miles
  - Morrisons, Huddersfield – approximately 5.9 miles

- **Work-related travel** is also largely car-based, as most employment locations are situated on out-of-town business parks or near motorway networks, which are not accessible by rail from this site in a practical manner.

Bus services in the area are also limited and unreliable, and do not adequately support the essential journeys outlined above. As such, future residents would be heavily reliant on private vehicles.

This level of car dependency is fundamentally at odds with the principles of sustainable development set out in the National Planning Policy Framework (NPPF), which seeks to actively reduce reliance on private vehicles and promote sustainable transport choices.

Furthermore, the proposal conflicts with key policies within the Kirklees Local Plan, including:

- **Policy S1 (Presumption in Favour of Sustainable Development)** – the development does not represent a sustainable location due to its reliance on private car travel.
- **Policy T1 (Sustainable Transport)** – the site is not well served by frequent or realistic public transport options and does not provide genuine opportunities to reduce car use.
- **Policy D2 (Placemaking)** – the proposal fails to respond appropriately to the rural character and context of Upper Cumberworth.
- **Green Belt policies** – the development would undermine the fundamental purpose of the Green Belt in preventing sprawl and maintaining separation between settlements.

In addition, the proposal raises significant concerns in relation to climate change. Increased reliance on private vehicles will inevitably lead to higher carbon emissions, directly conflicting with national and local commitments to reduce greenhouse gas emissions and transition to more sustainable patterns of living. Approving development in locations that necessitate car dependency is inconsistent with these objectives and undermines wider climate goals.

Upper Cumberworth is a traditional rural village with a strong agricultural and historic character. Development in this location would erode its identity as a distinct, isolated settlement. The site lies within designated Green Belt, which serves an important purpose in preventing urban sprawl and maintaining separation between settlements. In particular, this land forms part of an approximate 2km green corridor between Upper Cumberworth and Birdsedge, which would be significantly compromised by development.

Additionally, the site is of ecological and environmental importance. The presence of ancient woodland, green space, and its proximity to the historic Dearne Way highlights its value both as a natural habitat and as a heritage asset. At a time when ecological protection and biodiversity enhancement are critical strategic priorities, the loss of such land cannot be justified.

In conclusion, the proposed development fails to meet the fundamental principles of sustainability. It would result in increased car dependency, harm to the Green Belt, increased carbon emissions, loss of ecological value, and erosion of the rural character of Upper Cumberworth.

For these reasons, I respectfully request that this application be refused.