

About the application

Application number: 2025/93572	
What is the application for?:	Outline application with all matters reserved, bar vehicle access into the site,
Address of the site or building:	Land South of, Barnsley Road, Upper Cumberworth, Huddersfield, HD8 8NN
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
<p>I submit this objection in the strongest possible terms. This proposal poses serious, foreseeable, and entirely avoidable risks to road safety on Barnsley Road (A635), at the Sovereign Junction, and across the wider Upper Cumberworth community. It is also directly incompatible with Kirklees Council's adopted safety commitments, national planning policy, and the West Yorkshire Vision Zero objectives.</p> <p>The evidence is clear: this is an unsafe location for a major development, and the access arrangement alone is reason for refusal.</p> <p>THE PROPOSED VEHICLE ACCESS ONTO A HIGH SPEED A ROAD IS INHERENTLY UNSAFE</p> <p>The only element fixed in this outline application is vehicular access. This means it must be scrutinised to the highest possible standard now.</p> <p>Barnsley Road (A635) is:</p> <ul style="list-style-type: none">• A fast-moving, high traffic arterial route• Locally recognised for speeding and restricted forward visibility• Already accommodating significant HGV flows, as documented in neighbour representations <p>The developer's plans include some limited road layout features intended to manage turning movements, but no amount of minor layout engineering can sufficiently mitigate the fundamental danger posed by placing a new estate access directly onto such a road.</p> <p>With up to 123 dwellings, the access would generate hundreds of turning movements per day, increasing the risk of collisions especially where slower vehicles must decelerate or wait to turn.</p> <p>This is directly contrary to the NPPF requirement that developments must provide 'safe and suitable access for all users', which this proposal cannot achieve.</p>	

THE PROXIMITY AND INTERACTION WITH THE SOVEREIGN JUNCTION HEIGHTENS RISK

It is important that the council considers the Sovereign junction, a location already regarded by residents as dangerous due to:

- High speed approaches
- Difficult right turn manoeuvres
- Limited visibility
- A history of crashes and near misses and congestion at peak times

Increased traffic to and from the proposed development will interact with movements through this junction, increasing complexity, conflict points, and the potential for multi vehicle collisions.

Approving a new large scale access point so close to an already problematic junction would be beyond naïve from a road safety perspective – it will increase road danger and likelihood of crashes occurring.

THE SCALE OF DEVELOPMENT IS DISPROPORTIONATE AND EXACERBATES ROAD SAFETY RISKS

Neighbour representations confirm that the proposal represents an increase of over 33% in the number of dwellings in Upper Cumberworth.

Such disproportionate growth guarantees:

- Substantial increases in car dependency
- High daily trip generation
- Queuing and congestion at the site access
- Overloading of an already fragile rural road network

Neighbour comments also highlight that Upper Cumberworth has only 663 residents and is not identified for major growth in strategic planning documents.

Road safety cannot be divorced from development scale, and in this case the scale directly aggravates every underlying hazard.

PEDESTRIAN AND CYCLIST SAFETY CANNOT BE ACHIEVED IN THIS LOCATION

The development area and surrounding environment have:

- No continuous or protected footways
- Limited safe pedestrian crossing points
- No cycling infrastructure
- Narrow rural verges and high vehicle speeds

Introducing hundreds of residents, including children, without safe walking, cycling, and limited crossing infrastructure is a predictable and unacceptable hazard.

This directly contradicts planning policy requiring new developments to facilitate safe, sustainable and active travel.

CUMULATIVE ROAD SAFETY IMPACTS HAVE BEEN DISREGARDED

Local representations submitted to this application refer to:

- Overloaded rural roads
- Heavy HGV traffic
- Significant drainage and infrastructure problems affecting road conditions and safety

The NPPF requires cumulative impacts to be considered.

Barnsley Road is already under strain and adding 123 homes pushes it far beyond safe operating limits.

THE PROPOSAL COMPLETELY CONTRADICTS KIRKLEES COUNCIL'S VISION ZERO COMMITMENTS

Kirklees Council is a partner in the West Yorkshire Vision Zero Partnership, which commits the region to eliminating all road deaths and serious injuries by 2040.

Vision Zero requires that new developments:

- Reduce road danger exposure
- Do not introduce new collision risks
- Prioritise the safety of vulnerable road users
- Deliver demonstrable improvements to road safety outcomes

The Safe System approach underpinning Vision Zero states that roads must be designed such that human error does not result in fatal or life changing injuries, meaning planners and designers share responsibility for avoiding high risk layouts.

Approving a large housing estate with an access point onto an A road near a hazardous junction and with limited safe pedestrian or cycling routes would be in direct conflict with Vision Zero principles.

You cannot credibly commit to Vision Zero while approving developments that materially increase collision risk.

THE APPLICATION IS CLEARLY NON COMPLIANT WITH POLICY

Based on the above, the proposal fails to meet:

- NPPF requirements (safe and suitable access: preventing severe highway impacts)
- Local transport and safety policy
- Kirklees Council's Vision Zero obligations
- Fundamental principles of sustainable development

CONCLUSION

The risks posed by this development to road users, pedestrians, and the wider community are severe, foreseeable, and avoidable. The combination of:

- An unsafe access point
- The dangers posed by the Sovereign Junction
- Excessive development scale

- Absence of safe pedestrian or cycling infrastructure
- Cumulative existing pressure
- Direct contradiction with Vision Zero commitments

means that the proposed development represents an unacceptable and unjustifiable danger to the public.