

DC Admin

From:
Sent: 16 April 2026 18:35
To: DC Admin
Subject: Objection to Planning Application 2025/60/9375/E

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Objection from:

To: **Kirklees Planning Application number: 2025/60/93572/E**

The proposed area is not identified as a potential development site in the local adopted development plan but is designated Green Belt.

There would be a significant adverse impact due to the size of the development in relation to the village, fundamentally changing the character of village for the worse.

The fundamental infrastructure in the local area such as road systems, local services, utilities etc. is not adequate to support the existing level of demand, let alone the additional demand put on it by a development of this size in the area.

- An additional estimated 250-300 people from a development will add further load to an already overstretched public services supply in the local villages, making it even more challenging for existing residents to get appointments.
- Existing water and sewerage systems are already at capacity as evident by the number of problems and failures of the systems

Increased traffic related accidents and Incidents due to increased local traffic volumes caused by:

- Poor and very limited access to public services for the 250-300 additional people such as schools, Drs and dentists, food shopping etc. within walking distance or via the limited local public transport services, resulting in many more car journeys in and around the village, hardly consistent with a sustainability ethos.
- Local services are already oversubscribed necessitating local resident to travel to towns/villages outside of the immediate area to access said services.
- There being little local employment, it will be necessary for potential residents to travel to their place of employment, which will primarily be by car.
- This increased traffic load, in addition to the approved quarry vehicle traffic, will inevitably be using the same local roads which are not wide enough to accommodate the current volumes, would further add to existing volume of traffic using local roads, most of which pass through junctions with the Penistone Road which are already known to be high accident locations (black-spots) such as the Sovereign junction, the junction of Carr Road /Penistone Road and Carr Lane/Penistone Road.

- Carr Hill Road and Carr Lane are increasingly being used as informal by-passes to avoid the queues on the A635 at the Sovereign Junction which develop for hundreds of meters, in particular at the beginning and end of the working day. This traffic regularly exceeds the speed limits to try and beat the delays caused by the tail-back on the A635 at the Sovereign, which creates a highly hazardous section for pedestrians /dog walkers at the top end of Carr Hill Road where there is no pavement. However, as more folk try and use the rat-runs, similar length tail backs are now developing at the top of Carr Hill Road at peak times. This creates frustration for drivers who then take higher risks to exit onto, or cross, the Penistone Road, contributing to the increasing frequency of accidents. particular at the beginning and end of the working day. Carr Hill Road has no formal footpath for the mid -section and no path at all at the top end.
- Local roads between the villages were never expected to accommodate the size of vehicle or volume of traffic that is already using them to access local services in neighbouring villages. The anticipated additional traffic on these due to the need to access the not so local services, will further add to incidents and accidents on these narrow and poor condition roads
- There is no official parking area (and nowhere to put one of a suitable size) in the village so increased utilisation of the limited facilities (School, Post Office/shop) would further add to the haphazard parking on the road close to the junction of Cumberworth Lane and the Barnsley Road (A635) particularly at school start and end times due the prevalence of parents delivering their child to school by car.

Additional local traffic volumes introduced by a development of this size in this location will only add to the accident /incident potential on local roads.

Proximity to local woods and the adverse impact on biodiversity:

- The local woodlands have a high level of biodiversity which has been maintained by the limited proximity of populated buildings and low usage as a recreational area. The addition of 123 households right on the boundary will inevitably have a detrimental effect by both proximity of housing,(the associated noise, and people activity) and there being significantly increased recreational usage and the associated adverse effect, right the way up through the woods on the proposed boundary all the way up to the areas of ancient woodland.
- (See comments below on surface water run-off)

Utilities & Services:

- Further demand of 123 dwellings added to the already overstretched water supply and sewerage systems will add further strain and can be expected to result in even greater frequency of failures.
- Surface water run-off from the development will be directed through Stephen wood to the Dearne, although how is not clear. Disturbances of this nature will undoubtedly disturb the whole ecosystem which has evolved of hundreds of years to be pretty much in balance.