

Kirklees Council Planning Department
Civic Centre 3
Market Street
Huddersfield
HD1 1WG

1 June 2026

Application Number	2025/93572
CA Reference	K1025
Proposal	Outline application with all matters reserved, bar vehicle access into the site, for erection of up to 123 dwellings with associated works including open space, landscaping, drainage infrastructure
Location	Land South of Barnsley Road, Upper Cumberworth, Huddersfield, HD8 8NN
Allocated Site	N/A

To whom it may concern,

Thank you for consulting with the West Yorkshire Combined Authority on the above application.

[The West Yorkshire Plan](#) delineates the following five missions that underpin the work we do to improve lives and communities across our region:

- An inclusive economy with well paid jobs,
- Great places and healthy communities,
- A strong transport system,
- Making lives greener, and
- A region where everyone can flourish.

The Combined Authority collaborates with the public, private, and charity sectors to support the delivery of strategic developments across West Yorkshire that contribute to accomplishing these missions by 2040.

Transport accounts for 37% of our region's carbon emissions, of which 97% derives from road traffic. To meet our ambitious environmental targets of net zero by 2038 and improved air quality, new development must create places that allow for and encourage modal shift to the more active and sustainable modes of transport than the private car.

These regional ambitions are reflected in Kirklees Local Plan policies:

- LP19: Strategic Transport Infrastructure

- o “Achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail, and public transport”
- LP20: Sustainable Travel
 - o “New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car”
- LP21: Highways and Access
 - o “Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users”

CIHT's *Transport in Urban Developments* advises that development proposals should be within a straight-line distance of 300 metres to a bus stop – which equates to a maximum real walking distance of approximately 400 metres. All of this site is within this requirement, with the following stops being accessible within a 300-metre straight-line distance: Turpin Hill (20825), Barnsley Road/Cumberworth Road (20826), Cumberworth School (20827), Barnsley Road (20828), and Cumberworth School (23780). This has been illustrated below:



Whilst there are several services available from these stops, many of them operate only on certain days of the week at extremely limited frequencies. With service 90 offering four return weekday journeys between Holmfirth and Barnsley and one such journey on Saturdays, service 91 offering four return journeys between Holmfirth and Penistone on Thursdays and Saturdays, and service 99 offering three return journeys between Denby Dale and Barnsley on Saturdays.

The two main regular services accessible are the D2, which operates between Huddersfield and Denby Dale at a frequency of approximately every two hours from Monday to Saturday

daytimes, and the X1, which operates between Wakefield and Holmfirth at an hourly frequency apart from evenings and Sundays when it reduces to two-hourly.

Therefore, despite the number of individual services accessible from stops near the site, their frequency results in a limited weekday daytime offering and an extremely limited evening and Sunday offering. It is therefore unlikely that public transport would be sufficiently attractive to encourage modal shift from private cars when travelling to and from this site.

In order to provide a half-hourly frequency, the developer would need to subsidise two additional vehicles for the D2 (which interworks with the D3) or three additional vehicles for the X1. This would translate into a bus service contribution of either £500,000.00 or £750,000.00 per year respectively, typically for a period of either five or ten years.

The same is true of the site's rail offering – with Denby Dale railway station, the closest to the site, being a walking distance of approximately 1.8 kilometres from the site access, a walk which involves steep gradients and poorly-lit roads with limited pedestrian facilities.

If the council were minded to approve this development, we would request that the following bus stops are upgraded in order to provide better waiting facilities for passengers, and that a new stop is provided opposite Turpin Hill (20825):

Barnsley Road Cumberworth Road (45020826)	Bus stop shelter	£20,000
	Shelter RTI display	£12,000
Cumberworth School (45020827)	Bus stop shelter	£20,000
	Shelter RTI display	£12,000
Barnsley Road (45020828)	Shelter RTI display	£12,000
New Bus Stop (450XXXXX)	Bus stop pole	£854.50

Despite the limited public transport offer, we would also request that funding is sought from the developer through the Section 106 agreement for the Residential MCard (RMC) scheme to provide discounted bus tickets to residents. This would help in encouraging the use of what public transport there is at the site.

Given that the site is not within reasonable walking distance of a rail station, the most suitable ticket option is the Countywide Bus Only – offered at the discounted price of £511.50 each. This equates to £62,914.50 for the whole development at the usual allocation of one per household. However, if insufficient funding is provided, they will be given on a first-come, first-served basis.

Finally, the Combined Authority wants all homes to be as accessible and inclusive as possible. Our ten [dementia-ready housing criteria](#) can be applied to all homes at nil or minimal cost and help people have a better quality of life. We would encourage developers to make these small design changes to help our housing stock accommodate the growing number of people living with dementia so that they can stay in their own homes for longer.

I trust that these comments will be useful in your appraisal of this application. Please do not hesitate to contact us if you wish to discuss these comments further.

Yours sincerely,

Spatial Planning and Strategic Sites Team

West Yorkshire Combined Authority

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