

## About the application

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| Application number: 2025/91333   |  |
| What is the application for?:    | Application for permission in principle for erection of detached dwellings (mini |
| Address of the site or building: | Land off, Gate Head, Marsden, Huddersfield, HD7 6JR                              |
| Postcode:                        |  |

## User comments

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|--|------------------------------|
| Type of comment: An objection  |                              |
| Do you wish your comments to be published on the website anonymously?  | <input type="checkbox"/> Yes |
| <p>I am writing to strongly object to the current planning application for the construction of five new dwellings at the top section of Gate Head in Marsden.</p> <p>While I understand the need to address housing demand, this proposal is unsuitable for this location and raises several serious concerns related to highway safety, infrastructure capacity, and the preservation of a historically sensitive area.</p> <p>1. Inadequate Access and Road Safety<br/>Gate Head is a historic, narrow, single-track road with limited passing points, making it poorly suited to handle increased traffic. The hill used for access is quite steep, and the proposed development point will be a steep descent. I have measured the width of available access during a weekday daytime, (when you would assume that road will have less resident vehicles and be utilised by heavy good delivery vehicles) and found that the access is 280cm, which is narrower than an ambulance excluding wing mirrors. The proposed development would likely add 10–15 additional vehicles daily to this stretch of road that already struggles with:</p> <p>Congestion and limited visibility due to its steep incline and winding layout.</p> <p>Lack of pedestrian infrastructure (e.g., no pavements) despite the presence of families, small children, and professional childminders in the area.</p> <p>Increased risk of accidents, especially during winter months when the road is prone to ice and snow.</p> <p>The increase in traffic during both the construction phase and ongoing occupation presents a significant hazard to existing residents, particularly vulnerable road users. The lack of visibility is a particular concern with government mandates for the withdrawal of ICE vehicles, leading to quieter vehicles quickly ascending and then descending the brow that will form the access point, largely completely unseen, into a single track with no pavement.</p> |                              |

Considering the height of a vehicle is somewhat less than 2m, this would be removed from view as close as 47 Gate Head, and even taller vehicles would be unseen by 43 Gate Head as this is a 3m drop.

## 2. Unsuitable for Heavy and Construction Vehicles

The road is already showing signs of wear from occasional wagons and heavier vehicles. The strain of regular construction traffic, delivery lorries, and utility servicing for five new properties will likely accelerate this deterioration and may render the road impassable at times.

Additionally, there is a lack of suitable turning space at the top of Gate Head, creating potential safety risks from reversing vehicles and blocked access for residents and emergency services. Whilst there is mention of a courtyard for turning, due to the previously mentioned access, I think it is unlikely to be used regularly by delivery vans, who would in turn block all access.

## 3. Impact on Local Amenity and Character

Gate Head is a quiet, residential area with historic character. The proposed development is out of keeping with the surrounding environment and would significantly alter the character and tranquillity of the street. The houses I imagine will infringe on the privacy of houses at the top of Gate Head, and on Gate Head Bank. Furthermore, the proposed houses are clearly not going to be classed as affordable, offering limited benefit to the wider community and failing to meet identified local housing needs.

## 4. Cumulative Impact

While a single dwelling may be marginally manageable, the scale of five properties introduces a cumulative impact that should not be underestimated. This includes:

Increased noise and disruption.

Greater demand on limited parking and turning space.

Significant strain on an already unsuitable and overburdened road network.

## Conclusion

The proposed development would pose unacceptable risks to highway and pedestrian safety, diminish local amenity, and put pressure on a narrow, deteriorating historic road that is not built to support this level of development. I therefore urge Kirklees Council to refuse this application.