

Address: Four Row, Penistone Road, Huddersfield, HD88XP

About the application

Application number: 2026/91494	
What is the application for?:	Outline application for erection of residential development, including associate
Address of the site or building:	Land off, Penistone Road, Birdsedge, Huddersfield, HD8 8XP
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	No
Dear Planning Officer, I wish to object in the strongest possible terms to planning application 2026/60/91494/E. This objection is made on planning grounds and is based upon conflict with national and local planning policy, together with the significant environmental, landscape and infrastructure impacts that this proposal would have on Birdsedge. 1. Inappropriate Development in the Green Belt The application site lies within designated Green Belt. The principal purpose of Green Belt policy is to prevent urban sprawl and safeguard the openness and permanence of the countryside. The construction of approximately 70 dwellings, estate roads, lighting, parking areas for 158 vehicles, drainage infrastructure and associated domestic development would fundamentally alter the open agricultural character of this land. This proposal is clearly inappropriate development within the Green Belt. Housing demand alone should not justify the permanent loss of protected Green Belt. Building on green belt significantly disrupts local ecosystems through habitat loss and the introduction of artificial light and noise. Brownfield sites must be used first.	

2. Loss of Agricultural Land

The land is currently used for hay production and sheep grazing.

This productive agricultural land contributes to the rural economy and the traditional farming landscape of Birdside.

Once developed, this land can never be returned to agricultural use.

At a time when food security and protection of rural landscapes are increasingly important, permanent development of this site is difficult to justify.

3. Harm to the Character of Birdside

Birdside is a small rural village surrounded by open countryside.

The existing fields provide an important visual break between built development and the wider landscape.

A housing estate of this scale would urbanise our small rural village and permanently change its rural identity.

4. Landscape and Visual Impact

The site forms part of the wider rural landscape around Birdside.

The proposed development would introduce:

- * two-storey housing and 2.5 storey housing.
- * estate roads
- * street lighting
- * parked vehicles
- * domestic fencing
- * gardens
- * hard surfacing

These features would have a significant adverse visual impact from surrounding public viewpoints and public footpaths.

The openness of the Green Belt would be permanently lost.

5. Biodiversity

The site supports significant wildlife including:

- * Barn owls
- * Buzzards
- * Brown hares
- * Roe deer
- * Bats
- * Swallows
- * Swifts
- * Hedgehogs
- * Curlews
- * Lapwings

These species rely upon the existing fields, hedgerows and mature trees.

The loss of feeding habitat, commuting routes and nesting areas is a major concern.

The proximity of the River Dearne further increases the ecological importance of the surrounding landscape.

6. Protected Trees

There are Tree Preservation Orders affecting trees associated with the site.

Construction activity close to protected trees risks root damage, soil compaction and long-term decline.

Existing mature trees form an important landscape feature and wildlife habitat which should be afforded significant weight.

7. Highway Safety

The proposed access onto the A629 raises significant concerns.

The A629 already carries heavy traffic travelling at relatively high speeds.

Adding traffic generated by approximately 70 homes will increase:

- * turning movements
- * congestion
- * accident risks

8. Unsustainable Location

National planning policy seeks development in sustainable locations.

Birdsedge has:

- * extremely limited public transport
- * buses only approximately every two hours at limited times. No buses at all on Sunday.
- * heavy dependence upon private cars

Future residents would inevitably rely on private vehicles for commuting, shopping, healthcare and education.

This conflicts with the objective of reducing carbon emissions and encouraging sustainable travel.

9. Pressure on Local Infrastructure

The application should fully demonstrate that local services can accommodate additional demand including:

- * GP services
- * primary schools
- * secondary schools
- * drainage
- * water supply
- * highways

Without clear evidence, there is a significant risk that existing residents will experience reduced service provision.

10. Flood Risk

The proximity of the River Dearne raises concerns regarding surface water runoff.

Replacing permeable agricultural land with roofs and roads increases runoff and can contribute to downstream flooding unless drainage systems perform effectively throughout the lifetime of the development.

Given increasing extreme weather events, this issue deserves careful scrutiny.

11. Cumulative Impact

Although each issue individually is significant, collectively they create substantial planning harm.

The proposal would result in:

- * permanent Green Belt loss
- * loss of agricultural land
- * landscape harm
- * ecological damage
- * increased traffic
- * unsustainable travel patterns
- * infrastructure pressure
- * permanent loss of openness

These impacts should be considered together rather than in isolation.

Conclusion

This proposal represents inappropriate development within the Green Belt and would permanently urbanise an important area of open countryside.

The development would undermine the rural character of Birdseye, result in the irreversible loss of agricultural land, threaten biodiversity, place additional pressure on local infrastructure and increase traffic on the A629.

For these reasons I respectfully request that Kirklees Council refuses planning permission.