

About the application

Application number: 2026/91627	
What is the application for?:	Erection of 22 dwellings (Use Class C3) associated development including access,
Address of the site or building:	Land at, Dunford Road, Hade Edge, Holmfirth, HD9 2RT
Postcode:	BD19 5LQ

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
I am writing to formally object to the development of 22 homes (application 2026/62/91627/W) & 17 homes application 2026/62/91628/W) homes in Hade Edge. While I understand the need for housing, this specific proposal represents an unsustainable over-development of a rural village that lacks the infrastructure to support it to which I strongly object for the following reasons: 1. Infrastructure and Utility Constraints There seems to be little or no thought to the overall infrastructure, not only in Hade Edge but Holmfirth and its surrounding areas. The current power network and subsequent water supply in Hade Edge is already operating at or near capacity, with residents frequently experiencing power cuts on a regular basis. Adding 39 high-demand households will place an unacceptable strain on an already fragile grid. Without significant, pre-commencement upgrades to the utility infrastructure, this development poses a risk to the reliability of service for existing residents. 2. Highways Safety and Traffic Volume and Public services The local road network is ill-equipped for a significant increase in vehicle movements. Road Condition: Many existing roads are in a state of disrepair; the added heavy machinery during construction and the subsequent daily traffic from 30+ households will accelerate this deterioration. Congestion: The village's narrow access points already struggle with current traffic volumes. This development will exacerbate bottlenecks and increase the risk to pedestrian safety. The existing public transport infrastructure is entirely inadequate and fails to offer a viable alternative to car travel for residents. Consequently, the vast majority of new households will have no choice but to rely heavily on private vehicles. Public transport in Hade Edge is remarkably poor; unlike neighboring villages, we lack a regular bus service. Journeys must be meticulously planned because afternoon	

a regular bus service. Journeys must be meticulously planned because afternoon buses to Hade Edge are highly irregular. Even for a reasonably fit individual, climbing the steep hill on Dunford Road after getting off the 310 bus at the Cross Lane Rugby Ground is a severe challenge in driving rain and the harsh Hade Edge wind. Therefore, I strongly dispute the conclusions of the Jones Homes Transport Report.

3. Impact on Village Character and Aesthetics

The unique identity of Hade Edge is deeply rooted in its open, rural character. The density and design of the proposed housing fail to align with the local vernacular, resulting in an "urban sprawl" style of development. This would lead to a substantial erosion of the village's aesthetic identity and distinct "sense of place," directly contradicting local planning policies concerning design quality.

4. Environmental and Biodiversity Impact

The proposed project threatens to destroy vital green spaces that function as natural habitats. This raises significant concerns regarding a net decline in local biodiversity and adverse effects on drainage systems.

Kirklees contains numerous brownfield areas, including abandoned and derelict structures. With the support of grants, these sites could be repurposed for housing, creating local construction jobs as a sustainable alternative to greenfield development. Once these natural spaces are developed, they cannot be recovered; encroaching developments are rapidly diminishing our countryside and wildlife. Hade Edge is home to various bat and bird species that risk population depletion, a trend already observed following the previous development. Consequently, I strongly urge the Council to turn down this application for the sake of both Hade Edge and Holmfirth.