

About the application

Application number: 2026/92047	
What is the application for?:	Erection of 10 dwellings with access from Netherley Drive and associated works i
Address of the site or building:	land off, Netherley Drive, Marsden, Huddersfield, HD7 6HL
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
I am writing to object to planning application 2026/62/92047/W ("Erection of 10 dwellings with access from Netherley Drive and associated works including engineering operations and landscaping"). I have several serious concerns regarding the suitability and impact of this development. 1. Increased traffic and danger at the Netherley Drive/Mount Road junction The proposal would significantly increase traffic at an already dangerous junction. Visibility when exiting Netherley Drive onto Mount Road is severely impaired by vehicles that are routinely parked and double-parked on both sides of the road. Cars regularly travel quickly along this section, and there have been previous accidents. A neighbour's car was once written off when a van travelling down Mount Road swerved because a vehicle was emerging from Netherley Drive without being able to see safely. The proposed development could generate an additional 20–30 vehicles, substantially increasing this existing risk. I have also identified serious concerns with drawing 0002 on page 27 of the Transport Assessment Statement [ID 1152334]. The green visibility area from the proposed development onto Netherley Drive does not appear to take account of any parked vehicles, despite vehicles being routinely parked in this area, particularly when turning right from the proposed estate. More seriously, the visibility assessment at the Netherley Drive/Mount Road junction appears to show no parked vehicles whatsoever. This is not representative of the actual conditions. Vehicles are routinely parked on both sides of the road, including directly opposite the junction. The diagram therefore appears to substantially overstate the available road width and visibility. The proposed pavement widening would also reduce the effective width of Mount Road, yet the drawing shows no vehicles parked opposite the junction. In reality, parked vehicles already reduce the available road width by more than a cycle width	

parked vehicles already reduce the usable road width by more than a car's width. Double parking continues a considerable distance down the hill, effectively reducing this section to a single carriageway for approximately 150 metres.

This section also contains a gentle bend that further restricts visibility. Double-decker buses travelling up Mount Road are regularly obstructed by vehicles travelling down the hill because drivers cannot see approaching traffic around the bend. This could be verified with Stagecoach Manchester/Bee Network. There are also numerous ginnels providing access to the rear of terraced properties, with visibility further obstructed by parked vehicles. The junction is also routinely used as an unofficial turning point.

In my view, the Transport Assessment fails to adequately represent these existing conditions and therefore does not provide a sufficiently comprehensive assessment of the additional traffic and safety risks created by the development.

2. Additional pressure on an already overstretched sewerage system

The development would add significant additional demand to old existing waste-water infrastructure. During periods of heavy rainfall, properties in the area have experienced cellar flooding caused by backing-up drainage. Increasing the load on this ageing system could increase the frequency and severity of such flooding, particularly when rainfall exceeds the capacity of the existing network.

3. Loss of valuable open space

The development would result in the permanent loss of open green space providing important ecological, environmental and social benefits. Such land acts as a natural sponge for stormwater, absorbs carbon dioxide, supports wildlife, contributes to local environmental resilience, and promotes good mental health.

It also provides valuable scenic open space and opportunities for residents to experience nature and escape dense development, particularly given the site's proximity to the protected Peak District National Park. Once developed, these benefits cannot readily be restored. The short-term provision of housing should therefore be considered against the permanent loss of this natural infrastructure.

4. Loss of wildlife habitat

The fields provide habitat and foraging areas for a diverse range of wildlife, including bats, frogs, moles, voles, hedgehogs, foxes, and numerous bird species, including owls. The surrounding area also supports important birdlife associated with the Marsden Moor Estate.

Development would fragment and reduce this habitat, potentially increasing wildlife mortality from traffic, reducing available food sources and degrading local biodiversity. These impacts are particularly concerning where existing open land provides continuity between habitats.

5. Disruption of natural drainage and springs

The affected fields contain natural springs and established drainage routes. Developing and paving over this land risks disrupting natural watercourses and forcing groundwater and surface water to find alternative, unpredictable routes.

There is already significant runoff from these fields during heavy rainfall, with water flowing between the terraced houses and across pavements onto Mount Road. Further disturbance of the land could increase this problem.

Replacing permeable ground with buildings, foundations and other impermeable surfaces would reduce natural infiltration and increase rapid surface-water runoff. This could exacerbate localised flooding, erosion and pressure on the existing sewerage system, which is already of concern.

Conclusion

For these reasons, I consider the site unsuitable for the proposed development. The combination of existing highway and visibility hazards, inadequate consideration of real-world parking conditions, pressure on ageing drainage infrastructure, loss of open space and wildlife habitat, and disruption of established natural drainage and springs represents an unacceptable cumulative impact. I therefore respectfully request that planning application 2026/62/92047/W be refused.