

Address: 2A, Back Thornhill Road, Huddersfield, HD3 4uw

About the application

Application number: 2026/59/92523/E	
What is the application for?:	Permission in principle for erection of one dwelling
Address of the site or building:	land off, Ing Head Lane, Thurstonland, Huddersfield, HD4 6XG
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	No

Please note that my objection is as Executor for the late owner and neighbour of the in respect of which the application site is hard up to the rear of Inghead. It should be noted that as an adjacent owner no details of this application have been posted

Nevertheless The application site is located within the Green Belt, a biodiversity opportunity area and a Mineral Safeguarding Zone.

Trees are noted to be located within the wider site, although none are understood to be subject of Preservation Orders. But I am aware that trees have already been removed as a precursor to this application and that the scheme proposed will result in the loss of further trees and hedgerows, and the impact on biodiversity

The scheme will likely result in direct overlooking of neighboring properties of which i am the executor and will result in an overall feeling of a loss of privacy loss of light and amenity to the neighbouring properties. In that regard, the development will overbear the neighboring sites and result in harm to the wider site context

Additional concerns relate to the highway impact of this development to the site and the suitability of Ing Head Lane to accommodate additional development and a further dwelling, given the highway alignment, reduced highway width and lack of passing places is also a clear concern.

The subject of this Permission falls foul of the provisions of the Relevant Development Plan, and there are no material considerations which would outweigh the policy presumption against the scheme. When one weighs the material considerations including the harm on the character of the local area, impact on neighbour amenity, impact on the openness and visual amenity of the Green Belt, issues on highway safety, and the resultant harm on social, ecological and environmental considerations, the material considerations further weigh heavily in favour of refusal.