

About the application

Application number: 2026/92769	
What is the application for?:	Erection of 67 dwellings, associated works including engineering works, landscap
Address of the site or building:	East of, Hunsworth Lane, East Bierley, BD4 6RL
Postcode:	LS11 8LZ

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
I ask Kirklees Council to refuse this application. 1. The principle of development and protection of the countryside The Council must first establish the precise planning status of this site, including whether it lies within the designated Green Belt, whether it is allocated for housing in the adopted Local Plan, and what environmental or landscape designations apply. The Government's current NPPF, published on 29 September 2026, reiterates that Green Belt policy exists to prevent urban sprawl by keeping land permanently open. Its stated purposes include preventing the merging of neighbouring towns, safeguarding the countryside from encroachment and encouraging urban regeneration. The Framework also sets out the circumstances in which Green Belt boundaries may be altered and the evidence required to justify such changes. 2. Urban sprawl, landscape character and the setting of East Bierley The Council should carefully assess the effect of the complete development on the character of the surrounding area, including views into and across the site, the transition between the existing settlement and open land, and the cumulative impact of development in the wider area. The relevant provisions of the Kirklees Local Plan include: Policy LP2 – Place shaping, concerning the creation of appropriate places. Policy LP24 – Design, concerning the quality and appropriateness of development. Policy LP32 – Landscape, concerning the protection and management of landscape character. Where the development would cause unacceptable landscape harm or conflict with the	

where the development would cause unacceptable landscape harm or conflict with the applicable policies, permission should be refused.

3. Highway capacity, road safety and traffic generation

The impact must be assessed against the actual conditions on Hunsworth Lane and the surrounding road network, rather than relying solely on general traffic-generation estimates.

The relevant Kirklees Local Plan policies include:

Policy LP20 – Sustainable travel.

Policy LP21 – Highways and access.

Policy LP22 – Parking.

Policy LP51 – Protection and improvement of local air quality.

The Government's NPPF, Chapter 15, particularly policies TR3, TR4 and TR6, requires development to be located and designed to support sustainable travel, provide safe and appropriate access, and assess the effects of significant traffic generation. The national framework states that development should be refused where it would have a severe adverse impact on the transport network or an unacceptable impact on highway safety.

4. Flood risk, surface water drainage and the cumulative impact on surrounding properties

The proposal includes drainage infrastructure and engineering works. These are important elements of the development and must be assessed in detail before permission is granted.

Increasing the area of impermeable surfaces through the construction of houses, roads, driveways and parking areas can change the rate and volume of surface-water runoff. Poorly designed or inadequately maintained drainage systems can increase flood risk, transfer water onto neighbouring land and place pressure on existing drainage infrastructure.

The relevant Kirklees Local Plan policies include LP27 – Flood risk and LP28 – Drainage. The Government's NPPF also requires flood risk to be managed with regard to climate change, the safety of development over its lifetime and the avoidance of increased flood risk elsewhere.

5. Biodiversity, trees, hedgerows and ecological connectivity

Open land can support wildlife, established hedgerows, trees, nesting birds, bats and other protected or priority species. It can also form part of a wider ecological network connecting habitats across the surrounding landscape.

The relevant Kirklees Local Plan policies include LP30 – Trees and LP33 – Biodiversity and geodiversity. The Government's current NPPF, Chapter 19, particularly policy N2, requires development proposals to consider habitat quality, landscape character, existing natural features and opportunities to strengthen ecological networks. It also states that significant biodiversity harm should be avoided, mitigated or, as a last resort, compensated for; where significant harm cannot be resolved through those measures, development should be refused.

6. The effect on local infrastructure and community facilities

The proposed development would introduce additional households into the area and could increase demand for services and facilities, including schools, healthcare, public transport, recreation, utilities and local roads.

The Council should establish whether there is sufficient capacity in local schools and healthcare provision, whether additional recreational and open-space provision is necessary, and whether the existing transport and utility networks can accommodate the development.

7. Housing need, the location of development and the use of land

Kirklees should consider the proposal in the context of its adopted Local Plan strategy, its housing allocations, the suitability of alternative sites and the contribution the proposal would make to identified housing needs.

The Council should also examine the proposed housing mix, affordability, density, provision of accessible homes and any required affordable housing contribution. These matters should be assessed against the applicable development plan policies, including Policy LP11 – Affordable housing and housing mix.

8. The need for a transparent and evidence-based decision

Kirklees Council should determine this application in accordance with its adopted Development Plan.

The Council should therefore identify the relevant policies, assess the submitted evidence and explain how any conflict with those policies has been addressed. Where there are unresolved technical objections from the Highways Authority, Lead Local Flood Authority, environmental consultees or other relevant bodies, these should be resolved before permission is granted.