

DC Admin

From:
Sent: 29 October 2024 15:03
To: DC Admin
Subject: 2023/92966 - Demolition of existing dwelling and erection of 97 dwellings including formation - Land to the rear of, 271, Cliffe Lane, Gomersal, Cleckheaton, BD19 4SB

Good afternoon,

Please find below our objections to the above referenced planning application.

My details are:

Stilton Cottage,
1 Ferrand Lane,
BD19 4DA

Regards

We object to this planning application based on the following points.

(1) Planned Dwellings Increase

Many of the consultation responses are based on 87 dwellings, not the increased 97. An additional 10 dwellings are a significant increase and will have a more significant impact on the local area. Further consultation should be taken with local residents and all other local authorities of whom responses have been collated from so far.

(2) This application will continue the trend of eroding the character of the local area.

The application requires the removal of trees that are under TPO (Tree Preservation Order). TPO applications have been granted to local residents in the past, though the context of these applications should be considered. These are single family homes of which individual tree's have been considered dangerous to life or buildings, mostly considering a low numbers of trees, not the wholesale removal of mature tress to allow for a large development site.

As outlined in the Crime Prevention Report (per the consultation responses) it is advised that any trees must have their branches 2m from the ground and that any public spaces be lit. This has further impact on the character of the area and will have significant impact on wildlife with additional light pollution and reduction of existing mature habitat.

Gomersal has already started to lose its character as a village topped by green space owing to previously approved large development sites. The proposed development will solidify its status as a commuter town and not a place with green spaces which is essential to health and wellbeing of

residents, particularly children. Gomersal village is served by the Little Latham Farmers Day Nursery which looks after 96 children on a weekly basis. It is our belief that the current program delivered by the nursery would be negatively impacted by both a lengthy construction process, contributing to noise and air pollution; and the long term negative effects of a reduced access to outdoor green spaces.

In the UK, asthma affects about 1.1 million children, or roughly 1 in 11, making it one of the most common long-term conditions in children. Notably, the UK has some of the highest rates of child asthma hospital admissions and emergency care utilization in Europe, especially pronounced in lower-income areas. Many children with asthma experience frequent symptoms and attacks, yet only a minority have a personalized asthma action plan, which has been shown to improve health outcomes significantly. The UK National Health Service (NHS) has launched targeted programs to improve asthma care and management for children as part of the Long-Term Plan, focusing on preventive care and reducing disparities in treatment access.

Regarding green spaces, studies increasingly suggest that access to greenery can positively impact child respiratory health, potentially lowering asthma rates and severity. Green spaces reduce air pollution and stress, both of which are contributors to asthma exacerbations. For instance, children living near parks or in neighbourhoods with more vegetation are often exposed to cleaner air, promoting overall respiratory health and potentially reducing asthma prevalence. Furthermore, green spaces encourage physical activity, which can strengthen lung function and improve immunity.

(3) Pedestrian access to Ferrand Lane

The plan contains pedestrian access to Ferrand Lane. Ferrand lane is an unlit, unadopted road without pavement. Given the lane is unadopted, an increased footfall onto the lane increases the burden of costs associated with the upkeep of the road which is currently fronted by just 5 residents. Further, this poses a significant safety risk as the lane is also sided by hedges making the corners blind. The lane is subject to commercial traffic by way of heavy goods vehicles and other traffic generated by the Scout's activity centre. This access proposition poses significant risk to pedestrians.

The planned site access is directly next to an existing public footpath which leads to the lane. Increased accessibility will be detrimental to the nature of the lane.

(4) Nuisance Behaviour, Crime Prevention, and Destruction of Property on Ferrand Lane

Further pedestrian access to Ferrand Lane will increase nuisance behaviour on Ferrand Lane. JUST YESTERDAY (Monday 28th October 2024) a group of teens have destroyed a sitting bench in the Church grounds. More so, teens smoke cannabis on the lane, undoubtedly due to the lane's occluded nature.

(5) Already Insufficient Local Amenities

There is already an insufficient number of local amenities within walking distance in this area. An increase in 97 families will make the issue significantly worse. As previously mentioned, this will resign Gomersal to be a commuter town. An influx of residents will exacerbate the pressure which local services are already working under.

(6) Existing traffic infrastructure

The roads in the local area are not suitable to support this level of increased use. There is already an existing lack of traffic calming measures on Latham Lane, Drub Lane, and Cliffe Lane. These lanes all lead towards the M62 access and are used as rat runs. This results in drivers driving well beyond the speed limit and is dangerous. This problem will be worsened.

The amount of traffic pollution combined with a reduction in numbers of trees to offset the carbon emissions will cause a reduction in clean air to residents. It will also significantly increase noise pollution to the existing residents.

The impact of increased traffic levels on public health are as follows:

Air Pollution: Vehicles emit harmful pollutants such as nitrogen dioxide (NO₂) and particulate matter (PM10 and PM2.5), which contribute to respiratory and cardiovascular diseases. Long-term exposure to these pollutants is linked to conditions like asthma, chronic obstructive pulmonary disease (COPD), heart disease, and even premature death. Studies have shown that NO₂ exposure alone contributes to about 40,000 deaths annually in the UK, impacting urban areas the hardest. .

Noise Pollution: Traffic noise is another health threat. Chronic exposure to traffic noise increases stress levels and disrupts sleep, both of which are linked to heart disease, stroke, and mental health disorders. A report by Public Health England highlighted that noise from traffic contributes to increased blood pressure, stress, and sleep disturbances, impacting the quality of life, particularly in urban environments [NHS England](#).

Physical Safety and Mental Health: Traffic congestion increases the risk of accidents and limits safe spaces for walking or cycling, discouraging physical activity. Sedentary lifestyles, combined with exposure to pollution, worsen public health outcomes. Additionally, long commutes and traffic jams contribute to mental stress, anxiety, and lower overall well-being.

Health Inequality: Traffic-related health impacts disproportionately affect low-income communities, which are often located near busy roads and lack green spaces that help mitigate pollution effects. This leads to health inequities, with vulnerable populations experiencing a higher burden of traffic-related diseases.

(7) Site Access

As consultation responses suggest, the planned site access has been designed based on the wrong type of (a smaller) refuse collection vehicle that what the council uses. This should be re-assessed and corrected. The information provided, and other comments, seem to suggest that the plan's access are unsuitable and dangerous for larger vehicles. This will further cause excessive congestion to Cliffe Lane and disturb residents and road users alike.

(8) Local Schools

BBG Academy already reduced its catchment area in 2022. Children that are already in Gomersal and Birstall must travel out of the area for school. Adding an additional 97 dwellings, with a rate of an average 2.2 children per household (as is the target market for such properties) will place additional pressure on the local schools. As described in the consultation responses, the local schools cannot guarantee that the funding they will receive will practically allow them to increase their capacity.