DC Admin

From:
Sent: 01 March 2026 18:41
To: DC Admin
Subject: Objection to planning application 2026/90211/E

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Planning Application: 2026/62/90211/E Site: Application Site A – Latham Lane Objector:
Date: 02/03/2026

Reason for Objection

I wish to object to the Latham Lane element (Application Site A) of planning application 2026/62/90211/E. This section of Latham Lane is a dead-end semi-rural lane and is wholly unsuitable for construction traffic or permanent development access.

My detailed grounds for objection are outlined below.

1. Unsuitability of Latham Lane for Construction and Access Traffic

This section of Latham Lane is a dead-end semi-rural lane serving residential properties, equestrian properties, and community users. Any works or development access at Site A would risk blocking the only route in and out.

The lane is far too narrow for vehicles to safely pass construction machinery, deliveries, or site-related traffic, and emergency vehicles would have no other route if access became obstructed.

2. Evidence from Previous Development at No. 77 Latham Lane

The recent development at 77 Latham Lane demonstrated beyond any doubt that the lane cannot cope with construction activity. During that project:

- The lane was frequently blocked for 20–30 minutes at a time while HGVs and delivery vehicles unloaded.
- Residents were often unable to enter or exit the lane.
- Large vehicles made the road effectively impassable due to the lack of passing space.
- Contractor parking further narrowed the lane, making safe navigation extremely difficult.

These issues occurred during the construction of a single dwelling, which already had an established access point.

In contrast, Application Site A requires creating a completely new access in a more constrained location. This will involve:

- Digging up the road for utilities, drainage, and service connections
- Substantially more contractor traffic
- Increased parking pressures from site workers
- Heavier machinery and deliveries over a longer period

- Simultaneous construction of multiple dwellings

Any need to open the road or trench for services will cause complete obstruction, as the lane has no spare width and no alternative route.

During the recent works at 77 Latham Lane, I personally struggled to pass safely when towing my 8ft wide caravan, as the narrowed carriageway left no margin for error and risked damage to my vehicle and caravan. On occasions I needed to request vehicles belonging to construction workers be moved to allow my egress and ingress. My daughter had similar incidents with her horse trailer and frequently felt in danger when negotiating the lane past a variety of construction vehicles when riding out. Other residents and road users experienced similar issues with larger vehicles and horses. If the lane struggled this severely for one dwelling, it cannot conceivably cope with the demands of constructing and servicing multiple new homes requiring new access and major groundworks.

3. Impact on Users of Latham Lane

Latham Lane is a well-used, multi-purpose route, relied upon daily by a wide range of vulnerable users — all of whom would be forced to pass the proposed access point.

No Pavements

There are no pavements anywhere along the lane, meaning all pedestrians must walk directly on the carriageway.

Regular Pedestrian Use

The lane is heavily used by walkers, dog walkers, families, and older residents.

BBG Academy Pupils

Groups of pupils frequently walk on or alongside the lane during school commute times.

Little Latham Farmers Nursery

Staff and very young children from the nursery regularly use the lane for walking, regularly citied with pull along train style carts.

Fan Woods Scout Groups

Scout groups from Fan Woods use the lane.

Public Footpath Connection

A public footpath from Oxford Road connects directly onto one of the more challenging, less safe parts of the lane near the Drub Lane junction.

Bridleway Access & Equestrian Risks

A bridleway at the end of the lane brings daily equestrian traffic onto Latham Lane. Horses and riders have no refuge space and rely on the calm, semi-rural character of the lane.

The British Horse Society (BHS) advises that construction traffic should not be routed along single-track lanes forming bridleway approaches, as horses are classified as highly vulnerable road users. It would be appropriate for the Council to seek BHS input on the risks associated with routing construction vehicles along this lane.

Given its width and layout, Latham Lane is highly unlikely to safely accommodate both riders and construction traffic.

4. Mandatory Consideration of Impact on Existing Residents

The Council must fully consider the significant and predictable harm this proposal would cause. Residents cannot reasonably be expected to accept:

- Daily disruption

- Blocked access
- Unsafe manoeuvring conditions
- Increased accident risk for the sake of five additional homes.

This proposal is disproportionate and harmful. Kirklees Council must take into account:

- The proven obstruction during the No. 77 development
- The single-access nature of the lane
- The absence of alternative routes
- The high number of vulnerable users
- The semi-rural character
- The amplified disruption from multiple dwellings vs. one

This lane is not capable of functioning as a development access point under any circumstances.

5. Drub Lane Junction and Through-Traffic Concerns

The junction between Latham Lane and Drub Lane is already difficult due to a blind bend and limited visibility.

Drub Lane is also used as a through-route between Whitehall Road and Gomersal, leading to steady traffic flow at times when visibility is already compromised.

Any obstruction caused by construction vehicles would:

- Block access to and from Latham Lane
- Leave approaching drivers with no advance warning of stationary traffic around the blind bend
- Cause traffic to back up in both directions along Drub Lane and adjoining section of Latham Lane.
- Create a severe safety hazard for drivers, pedestrians, and equestrians

Even a short obstruction — as little as 10 minutes — would have a serious impact.

Any stationary construction vehicle, delivery van, or road-opening work near the blind bend would force vehicles to slow abruptly or undertake unsafe manoeuvres. Drivers turning the corner would have little or no visibility of the obstruction, significantly increasing collision risks.

It is difficult to see how Highways could reasonably consider this arrangement safe, given the visibility constraints and complete lack of refuge space. The lane cannot tolerate even momentary obstruction without creating immediate and foreseeable danger.

6. Lack of Demonstrated Housing Need in the Gomersal Area

There is no clear evidence that additional housing in the area is required. The local market already shows a substantial supply of detached homes. Current data confirms there are 48 detached homes for sale across the BD19 postcode, indicating a high level of available stock locally.

Detached properties on West Lane in Gomersal - high-value and newly built homes - also remain actively marketed, demonstrating slow turnover and an oversupply of this housing type in the immediate area.

Crucially, there are also two detached homes currently for sale on Latham Lane itself that remain unsold.

This confirms that even within the lane proposed for development access, there is already similar, available housing which is not immediately selling, further undermining any suggestion that additional housing accessed from Latham Lane is required.

7. Loss of Semi-Rural Character and Amenity

Latham Lane's quiet, semi-rural character is valued for walking, riding, and outdoor enjoyment. Introducing development access here would permanently undermine this character and reduce local amenity.

Conclusion

For all the reasons listed — including access limitations, proven obstruction history, significant safety risks to vulnerable road users, the lane's physical unsuitability, lack of housing need, and loss of semi-rural character — I strongly object to the Latham Lane access element (Application Site A) of planning application 2026/62/90211/E.

This section of Latham Lane cannot safely or reasonably support development access under any circumstances.

Finally, I wish to raise a concern regarding the accessibility of the planning application itself. This proposal should surely have been listed and searchable as two separate applications, reflecting the two distinct access points — one from Oxford Road and one from Latham Lane. When reviewing the application, I was unable to locate the Latham Lane element using searches for Latham Lane; it only appeared when searching under Oxford Road. As a result, many residents who would naturally search for "Latham Lane" may not find the application at all. This presentation risks reducing awareness and engagement from those most affected and gives the impression of a process that is not fully transparent. For a development with such significant local impact, clarity and ease of public access to information are essential.

Yours faithfully,

A very concerned resident of Latham lane