

## About the application

Application number: 2023/60/93539/E	
What is the application for?:	Outline application, including the considerations of access appearance, layout,
Address of the site or building:	Land adj, Ledgard Bridge Mill, Back Station Road, Mirfield, WF14 8NZ
Postcode:	

## User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
<p>The proposed flood evacuation walkway is completely and utterly unsuitable, dangerous and represents significant risks to safety and security. Residents will still need to get through flood water to reach the walkway as the flood water breaches the river and then flows across the carpark at considerable force and speed towards the existing narrow exit onto Back Station Road.</p> <p>The plans state that residents will be required to 'step on parapet and swing legs over the wall to effect escape'. This demonstrates the total and complete contempt the applicant has for the residents of the existing building. Residents who are elderly cannot possibly get off the walkway and onto Calder Road safely. No consideration has been given to residents who have young children and pushchairs. The walkway is also in breach of the Equality Act 2010 as people with a physical disability and/or wheelchair users cannot access the walkway and obviously cannot climb down from the wall.</p> <p>There is a very obvious reason why the applicant cannot provide a safe exit from the walkway via steps onto Calder Road, which is clearly because the pavement is too narrow to accommodate steps and there is no other safe and suitable point of exit as Back Station Road and Newgate will also be flooded with fast flowing and deep water which has on many occasions reached the height of a car roof.</p> <p>Should the new flats be built, there will be 201 flats across both buildings. The applicant has taken absolutely no account of the possible number of residents needed to be evacuated, which can be reasonably estimated as c300 people. High flood waters have often occurred overnight/early morning resulting in the majority of residents being at home and attempting to evacuate over the proposed walkway. This again demonstrates how little thought the applicant has given to the suitability and robustness of the walkway to safely evacuate all residents during high flood conditions. The assembly point where all residents will be expected to congregate is on a very narrow pathway on Calder Road, which is highly unsuitable for these purposes, especially as this may include small children and vulnerable residents.</p>	

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There is no safe escape route from Calder Road as the river breaches all surrounding roads i.e. Newgate, Back Station Road and Chadwick Fold, residents will therefore be trapped on Calder Road.

The river levels when at full flood have reached 5.40m above normal levels and are running extremely fast with debris such as trees and other large objects being projected downstream at significant speed and force. The actual effect of flooding on this site has been vastly and deliberately understated by the applicant. The water level under Ledgard Bridge during flooding exceeds the lowest level of the bridge, this causes significant backlog and blockages of debris until the current reaches such force that this is forcibly ejected downstream. The proposed evacuation bridge is only a few metres downstream from Ledgard Bridge, is significantly lower and being made of wood cannot possibly withstand the force of the water and more importantly the debris hitting it at speed.

The current access to the site is extremely narrow as is Back Station Road. This is highly unsuitable for big plant and heavy machinery; the site entrance cannot be widened due to the existing building and properties on either side. Similarly, Back Station Road cannot be widened on either side due to the railway wall and housing. Back Station Road and South Brook Gardens are heavily populated residential areas and parking on Back Station Road already restricts access for large vehicles. Large vehicles will therefore be forced to drive down the pavement in front of the properties to access Ledgard Wharf. The noise, vibration and mess that will be generated throughout the build period will be considerable for all local residents and completely unacceptable for the prolonged time needed to complete the proposed development.

The creation of a new access road to the additional car park from the scrub land at the junction with Newgate is dangerous due to Station Road being too narrow and the short distance between the new exit and Newgate presenting a high risk of accidents from traffic turning left from Newgate.

I would not be happy the car park coming up to my flat no 25 I have advanced COPD and the exhaust fumes will have a major impact on my health & constant headlights shining through lounge & bedroom windows,

Also it will have major impact on the local wildlife, I have seen kingfishers , badgers & foxes what sort of habitat will in be for them ?

Also it states there are no bats but this is a lie I have seen the presence of many bats at dusk in the summer, HAVE YOU HAD A BAT SURVEY ????

This is already a dangerous junction for Hopton primary school children and their parents needing to cross the road walking to and from school at peak traffic times which will only be exacerbated by the additional traffic from the residents of the additional 76 flats exiting the car park and turning right onto Newgate. There are a significant number of high school children who also walk to and from both local high schools using Newgate, Ledgard Bridge and Back Station