

## About the application

Application number: 2025/92968	
What is the application for?:	Outline application for erection of residential development
Address of the site or building:	29, Huddersfield Road, Mirfield, WF14 8AE
Postcode:	WF14 8AE

## User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
<p>I wish to register my objection to the above planning application on the following grounds:</p> <ul style="list-style-type: none"><li>• Highways and access issues<ul style="list-style-type: none"><li>o The submitted report refers only to access issues but conveniently ignores egress. The A644 is a busy and extremely congested highway catering for public transport, heavy goods vehicles, lighter trade vehicles, private cars and cyclists. For significant periods of the week – Monday to Saturday – traffic proceeding to Mirfield centre is at a virtual standstill, nose to tail, with site lines for traffic egressing onto the A644 to proceed towards Dewsbury, poor to none existent. At present there is at best two private cars accessing/egressing to/from Water Hall. Increase that exponentially and the risk of a collision is also increased exponentially.</li><li>o It is stated within the report documents that for most days covered by the traffic survey, average vehicle speed fell within the 0-30 mph range. Reality is more like 0-3 mph given the volume of traffic going west being nose to tail in a long queue.</li><li>o Some of the foregoing aspects will be further worsened by the development of Moorlands Cricket Club clubhouse.</li><li>o The morning/evening school run with on-road parking along the boundary of the Mirfield showground and beyond, compounds the problems faced by residents of property in the immediate vicinity of the proposed site development.</li><li>o Hurst Lane, an unadopted Lane which is no longer a through road, under the management of the Lane managers, who are responsible for maintenance, is already under stress from none resident vehicles using the Lane as a car park and local proposed developments are likely to worsen that situation.</li></ul></li><li>• Flood risk assessment<ul style="list-style-type: none"><li>o Part of the proposed site related to the planning application is designated a flood plain for a good reason. Blithely, as the relevant report suggests, it is unlikely to flood which suggests the applicant knows better than the Environment Agency! The report refers to historic episodes of flooding, but conveniently ignores the fact that there has been one occasion when the flooding from the Calder extended into the centre of Lowlands Road, and the canal footpath along Lowlands Road was itself under water. To suggest the canal is always a buffer is nothing more than hypothetical. Climate</li></ul></li></ul>	

To suggest the canal is always a buffer is nothing more than hypothetical. Climate change and extreme weather events will prove that is the case.

Item 10 under the report [residual risk and emergency planning] refers to emergency egress which suggests the applicant is cognisant of a potential flooding problem.

Item 12 [flood risk summary] states surface water as being low and ground water/sewage, negligible. Incorrect on both counts. Persistent rain makes the land in question, waterlogged. In addition, as Hurst Lane slopes to the canal in, wet weather water runs down the Lane as a mini stream, pooling in the area immediately before Gill bridge and drains into the flood plain area. Furthermore, the sweet water from Nos. 5 & 7 drains into the area of land in question.

The land bordering the canal is 'washland' with all the implications that term suggests. The proposed development of the flood plain area is likely to mean dwellings erected are raised, which would negatively impact Nos. 3, 5, & 7 Hurst Lane

- Ecology & Biodiversity

Another deliberately slanted narrative to produce an erroneous picture.

The flood plain area supports extensive wildlife which will be negatively impacted.

Furthermore, being the only undeveloped piece of land close to Mirfield centre, it provides a pleasing aspect for the numerous canal path walkers which have increased considerably following the improvements made by Network rail and Canal & Rivercraft, an amenity which will be lost if the land is developed.

- Residential impact on existing residences and infrastructure resources

- o For residences in the immediate vicinity there would be considerable disturbance and noise should the application be approved and the land subsequently sold to a developer.

- o There will be a negative impact on the privacy of those residences.

- o The strain on the Mirfield infrastructure – roads, schools, doctors – already at breaking point will become intolerable

The reports submitted in support of the application are slanted to create a false narrative and are erroneous in many respects. The application should be refused.