About the application

Application number: 2025/93355	
What is the application for?:	Erection of 75 residential dwellings with associated landscaping, open space, hi
Address of the site or building:	Land off, Woodward Court, Mirfield, WF14 0PY
Postcode:	LS15 8ZB

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes

Existing Network

The Traffic Assessment seeks to justify the development by painting an erroneous picture of a very lightly used local road network barely impacted by the additional traffic created. Section 2 describes the local road network but either underplays the impact of parked vehicles or incorrectly describes the available capacity. The following reflects the reality:

Wellhouse Lane:
Woodward Court to Jenny Lane – impacted by parked cars with very poor visibility at the bend immediate above the school.
Woodward Court to Hepworth Lane – impacted by parked cars with a limited length where two-way traffic is possible.
Hepworth Lane to Flash Lane – effectively single lane with passing places at the Cricket Club and Grove Street. No raised footways meaning the footway operates as an extension of the carriageway.

Hepworth Lane:
Flash Lane to Hepworth Close – mostly single lane with a passing place at Hepworth Drive. No footways. Note that the report describes this section as operating as a two way highway which is clearly incorrect and material to the justification of the benefits of the southern exit from the development.
Hepworth Close to Wellhouse Lane – partly single lane one way with very poor sightlines onto Wellhouse Lane. No footways.

Flash Lane:
Wellhouse Lane to Hepworth Lane – impacted by parked cars and effectively operating as a single lane with passing places.
The high number of what are in effect single lane carriageways with passing places means the local network is often grid locked at peak school times which leads to unsafe driving in the immediate vicinity of pedestrians who are negotiating either non-existent of non-compliant footways.

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Mitigations
Despite the previous application being refused on the traffic impact grounds, the Assessment dismisses this conclusion but does describe additional mitigations:

Southern exit onto Hepworth Lane.
The Assessment suggests that the estate road will attract traffic away from Wellhouse Lane. This would force traffic onto the eastern end of Hepworth Lane which is of insufficient width for two way traffic and has no footways. This would appear to be a fundamentally unsafe proposal.

The estate road itself will attract cars at school drop off time which inevitably will mean a row of parked cars down one side. The road is not engineered for through traffic and this will cause further vehicle and pedestrian conflict.

Yellow lines South of Woodward Court – West Side of Wellhouse Lane.
It is difficult to understand how this will be of benefit as it is resident's parked cars on the east side of Wellhouse Lane which impact on sight lines.

Summary
The previous development was refused on the grounds that it would lead to additional traffic on an already constrained highway network. The proposed additional mitigations do not materially change the fundamental issue that the development will worsen the existing situation where at peak school times vehicular and pedestrian traffic is in direct conflict as it negotiates roads which are single lane without footpaths. This situation will surely result in a serious accident should the development be granted planning permission and therefore it should be refused.