Address: 10, Grove Street, Mirfield, WF14 0QY

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?	No

Planning Objection: Proposed Development of 75 Dwellings – Traffic, Safety, and Risk to Children

I strongly object to the planning application for 75 new dwellings on the grounds that the development will generate substantial additional vehicle movements on roads that are already unsafe and over-capacity, posing a heightened and unacceptable risk to children, school users, and other vulnerable pedestrians.

The National Travel Survey (NTS) 2024 confirms that car travel remains the predominant mode of transport in England: car trips accounted for 59% of all trips and 76% of distance travelled, and around 83% of people used a private car at least once a week. This reflects enduring reliance on cars for everyday journeys, including commuting, shopping, and school transport.

Local transport modelling of this proposal suggests that even conservative trip estimates for 75 new homes would result in hundreds of additional vehicle movements per day, most via car rather than sustainable alternatives, given limited public transport in this area. Applying NTS trip averages (for example, 357 driver trips per person per year) to a typical household forecast reinforces that traffic volume will increase significantly beyond current levels.

At present, the immediate road network suffers from severe congestion and unsafe conditions, including:

Narrow, single-file streets with frequent obstruction by parked vehicles;

Drivers mounting pavements or kerbs to pass oncoming traffic;

Regular traffic slowdowns and unpredictable manoeuvres during school peak times.

These everyday issues are well known to residents and occur without any effective

These everyday issues are well known to residents and occur without any effective mitigation having been implemented.

My most serious concern is the danger posed to children accessing schools close to the development footprint. Crossley Fields Primary School sits on one of the roads onto which a proposed estate exit would feed directly. Despite regular heavy footfall by children and parents at the beginning and end of school days, vehicles routinely mount pavements and encroach into pedestrian space due to the existing narrow carriageway and congestion. Adding an estate access here would significantly increase conflict points between cars and children, creating a clear and unacceptable risk of harm.

NTS data also show that a substantial percentage of school journeys by younger children (aged 5 to 10) are still made by car (43%), indicating that parents are already driving children to school. Adding hundreds of additional daily car trips will exacerbate this risk.

The second estate exit onto Hepworth Lane and Flash Lane will compound congestion around Castle Hall Secondary School, where morning and afternoon peaks already see dangerous overtaking, blocked visibility and stressed drivers. These conditions create a setting ripe for crashes, near misses, and every-day intimidation of pedestrians.

Because this area’s infrastructure is already overstretched, adding 75 additional households without funded, deliverable highway safety improvements will demonstrably worsen traffic flow and compromise safety. This would be contrary to the National Planning Policy Framework’s requirement for safe and suitable access and for protecting the safety of vulnerable road users.

I respectfully request that this application be refused unless a comprehensive, evidence-based highway safety plan is submitted, including significant junction improvements, traffic calming, and dedicated segregated walking routes to schools.