Address: 52, WELLHOUSE LANE, MIRFIELD, WF14 0PN

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

I am a resident of Wellhouse Lane, living directly at the junction with Hepworth Lane. I wish to object to the proposed development on the grounds of highway safety, traffic impact, poor visibility at key junctions, and the unsuitability of the surrounding road network for construction access. These concerns are based on daily, firsthand experience of the conditions on these roads.

1. Highway Safety and Existing Road Constraints
Wellhouse Lane and the surrounding roads are narrow, heavily parked on, and function as singlelane routes for long stretches. Despite this, they carry a significant volume of traffic throughout the day. As someone who lives at the junction, I regularly witness gridlock directly outside my home, often several times a day.
When two vehicles meet, there is rarely enough space for both to pass. This results in standoffs, long reversing manoeuvres, and frequent instances of vehicles mounting the pavement to get around each other. This behaviour is now routine, even when pedestrians — including children — are using the pavements. The road layout and parking patterns make this unavoidable.
These conditions already present a clear safety risk. Any increase in traffic would intensify these problems and further compromise the safety of pedestrians and road users.

2. Traffic Impact on Wellhouse Lane and Surrounding Routes
Travelling down Wellhouse Lane towards Shillbank Road is already difficult due to the narrow width and constant onstreet parking. Meeting oncoming traffic is a daily challenge, and drivers often have no choice but to reverse considerable distances or squeeze past with minimal clearance.
The developer suggests that an exit onto Hepworth Lane will reduce traffic on Wellhouse Lane. However, this does not reflect how drivers behave in practice. Many will continue to use Wellhouse Lane, Jenny Lane and Woodward Court as a quicker route. These roads are already operating beyond safe capacity, and additional traffic will worsen congestion, increase delays, and heighten the risk of collisions.
Traffic issues are not limited to school times. Weekend sports traffic from the cricket

Traffic issues are not limited to school times. Weekend sports traffic from the cricket club and Gilder Hall regularly causes congestion, unsafe parking, and reduced visibility. These events bring in large numbers of vehicles, creating conditions similar to weekday peak times. The road network is therefore under pressure seven days a week.

3. Junction Visibility and NearMiss Incidents
The junction of Wellhouse Lane and Hepworth Lane is particularly hazardous. From my home, I regularly observe nearmisses involving vehicles emerging from Hepworth Lane.
Visibility is extremely poor:
• Drivers exiting Hepworth Lane cannot clearly see traffic travelling up Wellhouse Lane.
• Parked vehicles obstruct the view of traffic travelling down Wellhouse Lane.
As a result, drivers often have to edge out blindly into the road. Many nearmisses occur but are never formally reported, meaning official collision data does not reflect the true level of risk at this junction.
Increasing traffic through this junction would significantly raise the likelihood of accidents.

4. Unsuitability of Wellhouse Lane and Hepworth Lane for Construction Access
Even before the development is completed, the construction phase would create serious safety and access issues. Construction traffic cannot be safely routed up either Wellhouse Lane or Hepworth Lane.
Both roads are:
• Too narrow for large vehicles
• Heavily parked on
• Frequently gridlocked
• Used by pedestrians, including children walking to school and sports activities
Allowing construction vehicles to use these roads would create unacceptable risks and further disrupt an already strained network. No construction management plan can overcome the physical limitations of these roads.

5. Summary and Grounds for Objection
Based on daily experience as a resident at the junction, the following planningrelevant concerns justify refusal:
• Highway safety risks due to narrow roads, pavementmounting, and daily gridlock
• Increased traffic impact on roads already operating beyond safe capacity
• Poor visibility at the Hepworth Lane junction, leading to regular nearmisses
• Weekend sports traffic adding to congestion and safety issues
• Roads unsuitable for construction access, creating further hazards
The local road network is already under significant strain and cannot safely accommodate additional traffic or construction vehicles. For these reasons, I strongly object to the proposed development.