

Address: 1, Woodward Court, Mirfield, Wf140py

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
<p>I am a resident of Woodward Court and wish to object to the proposed planning application. Based on daily experience of the surrounding roads, I believe the scheme would create serious and unavoidable impacts on highway safety, traffic congestion and construction access. The Coal Authority has already raised concerns, and the transport implications alone make this site unsuitable for development.</p> <p>1. Highway Safety – Existing Conditions Are Already Unsafe The roads serving this area — Woodward Court, Wellhouse Lane, Flash Lane, Greenside Road, Shillbank Lane and Hepworth Lane — are narrow, winding and heavily constrained by on street parking, poor visibility and inconsistent footways. These constraints already create unsafe conditions. Double parking on Woodward Court and Wellhouse Lane frequently reduces the carriageway to a single lane, causing regular gridlock. Drivers routinely mount the pavement to escape stand offs, even when schoolchildren are walking there. This is a daily, predictable occurrence. Although the road widths may appear adequate on paper, as referenced in Bellway Homes' transport assessment (December 2025), persistent parking makes two way traffic impossible for long stretches. Vehicles are forced into single file movement, which is the root cause of the gridlock, dangerous manoeuvres and pavement mounting that residents witness every day. Traffic between Woodward Court and Jenny Lane is already at levels that cannot safely accommodate additional vehicles. Many near misses go unreported, meaning the true level of risk is far higher than official data suggests.</p> <p>2. Traffic Impact – The Network Cannot Absorb Additional Vehicles Congestion is already severe at peak times. Traffic regularly backs up along Greenside Road, Flash Lane and the connecting routes, with long queues and frequent delays while drivers wait for oncoming vehicles to clear narrow sections. Parking pressure is extreme. Many streets rely entirely on on street parking, reducing the usable carriageway to a single lane and creating daily stand offs. Pavement mounting to escape blockages has become routine.</p>	

mounting to escape blockages has become routine.

Importantly, parking issues are not limited to school run times. Parking becomes equally problematic during:

- Cricket club events
 - Football and other sports on the Gilder Hall playing fields
 - Church events
 - Additional school activities, including when the school allows football on its pitches
- These take place on weekday evenings and throughout both weekend days. In these situations, it is not the volume of moving traffic but the sheer amount of parking that causes obstruction and danger. Any increase in traffic from the proposed development would intensify these pressures.

It is also concerning that the traffic surveys supporting this application do not appear to account for the additional housing already approved under 2019/60/92378/E. That development will add further vehicles to an already overstretched network. Any assessment that excludes known, approved future traffic cannot be considered robust. The applicant suggests that an exit onto Hepworth Lane will reduce traffic on Wellhouse Lane. This does not reflect real world driver behaviour. Many residents and visitors will continue to use Jenny Lane, Wellhouse Lane and Woodward Court as a quicker route, increasing traffic through the most constrained and hazardous parts of the network.

3. Construction Traffic – Roads Are Physically Unsuitable

Even if long term traffic impacts were manageable (they are not), construction access presents a fundamental problem. The roads around Woodward Court are physically incapable of safely accommodating construction vehicles, delivery lorries or heavy plant.

Due to persistent on street parking and the narrow geometry of the roads, only standard sized vans could realistically access the site for most of the build period.

Anything larger faces severe constraints:

- A vehicle the size of a coach would only have a realistic chance of accessing the area between approximately 10am and 2pm, when school related traffic is at its lowest.
- Anything larger than a coach would not realistically be able to make its way down Wellhouse Lane at all, given the width restrictions, parking patterns and tight geometry.

Furthermore, Hepworth Lane and the southern entrance of Wellhouse Lane must not be used for construction traffic of any kind. Both routes are too narrow, too constrained by parking and too heavily used by pedestrians — including schoolchildren — to safely accommodate construction vehicles. Allowing construction traffic on these roads would create unacceptable risks and severe disruption.

These constraints are inherent to the layout and width of the streets. No construction management plan can overcome the basic fact that the network is physically unsuitable for construction access.

4. Conclusion

The proposed development would cause significant harm to highway safety, traffic flow and pedestrian wellbeing. The surrounding road network is already hazardous, congested and operating beyond safe capacity. Construction access is unworkable.

The cumulative impact of existing conditions, approved developments and regular local events makes further development inappropriate.

For these reasons — and in light of the Coal Authority's existing objections — I

respectfully request that the application 2025/62/93355/E be refused.