Address: Primrose Barn, 272-274, Crossley Lane, Mirfield, WF14 0NR

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

Address: 272-272 Crossley Lane, Mirfield, LS14 0NR
I write to submit my formal objection to planning application 2025/93355 for the erection of 75 residential dwellings on land off Woodward Court and Hepworth Lane, Mirfield. I object in the strongest terms as the proposal conflicts with Kirklees Local Plan policies and would create unacceptable impacts on highway safety, residential amenity, local infrastructure, and the character and sustainability of the area.
Highways and Access (Policy LP21)
Policy LP21 requires development to provide safe, suitable access for all users, avoid adding to existing highway safety problems, and prevent severe residual impacts on the network. This scheme fails on all counts.
Woodward Court is a narrow cul de sac already subject to daily congestion from Crossley Fields J&I School. Residents routinely experience blocked pavements, restricted driveway access, and hazardous manoeuvres at school drop off and pick up times. Adding traffic from 75 additional homes would significantly worsen conditions and increase risks for residents and children walking to school.
The proposed “exit only” arrangement onto Hepworth Lane is equally unsafe. Hepworth Lane is extremely narrow, lacks pavements, and has limited visibility; vehicles and pedestrians cannot pass comfortably or safely. An exit only restriction is unenforceable and likely to be ignored, as evidenced by the routinely ignored one way section from Hepworth Lane to Wellhouse Lane. Previous applications were refused on highway grounds for lower densities. No improvements have been made to the road network since those decisions, yet this application increases the density from 61 to 75 dwellings, intensifying known problems.
Crucially, the roads surrounding the site are formally designated “Lanes”; narrow rural roads with pinch points, sections barely wide enough for a single vehicle, and extensive stretches with no pavements. This network is wholly unsuitable for substantial additional traffic and clearly indicates that major infrastructure works would be required before any development. No such works are proposed or secured.
Infrastructure Capacity and Sustainability
Local infrastructure is already at breaking point. Access to GP and primary care is severely constrained, and community amenities are under significant pressure. The application offers no credible mitigation for the demand that 75 homes would generate. Development cannot be considered sustainable where essential services are overstretched and no deliverable measures address this deficit.
Loss of Valued Green Space and Local Character
The site serves as a valued green buffer between residential areas and nearby schools, contributing to the character and amenity of this part of Mirfield. It has been the subject of multiple refusals over several decades on sound planning grounds. Re submitting similar schemes does not alter its fundamental unsuitability for development at this scale.
Evidence Base vs Lived Reality
The applicant’s transport assessment fails to reflect residents’ lived experience of daily gridlock, pavement obstruction, unsafe parking, and high pedestrian footfall- particularly schoolchildren. The reality contradicts the assumptions presented, and the proposal would materially worsen conditions for pedestrians, road users, and emergency access.