Address: 59, Flash Lane, Mirfield, wf14 0PU

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

STRONG OBJECTION – PLANNING APPLICATION 2025/93355
Land off Woodward Court, Mirfield – 75 dwellings
I wish to strongly object to the amended proposals for 75 dwellings.
My principal concern is highway and pedestrian safety. This is not simply concern about additional traffic. Kirklees' own historic highway evidence identifies severely restricted visibility at the Hepworth Lane/Wellhouse Lane junction, unsatisfactory visibility at the Flash Lane junction, inadequate footway provision and vehicle queuing/footway overrunning. These are existing, documented highway constraints.
I am particularly concerned about:
Hepworth Lane / Flash Lane junction
Hepworth Lane / Wellhouse Lane junction
Wellhouse Lane / Woodward Court junction
the surrounding section of Wellhouse Lane
Proposed new access onto Hepworth Lane
I am extremely concerned about the physical width and operation of the proposed access arrangements.
The road is not wide enough to comfortably accommodate two vehicles passing one another at the same time, particularly a vehicle entering while another is exiting. This raises the possibility of vehicles having to wait, stop or manoeuvre within an already constrained area.
There is also a serious visibility concern when vehicles exit the proposed new access onto Hepworth Lane. Looking to the left from the proposed exit, there appears to be a significant blind spot/restricted view of vehicles approaching along Hepworth Lane. A driver leaving the development may therefore have limited opportunity to see an approaching vehicle before entering the road.
I ask the Highway Authority to assess this proposed exit in real-world conditions, including whether two vehicles can safely pass, the available carriageway width, the visibility available to drivers exiting the development, stopping sight distances and the speed and approach of traffic on Hepworth Lane. This should be demonstrated on site rather than relying solely on theoretical plans.
The additional one-way egress onto Hepworth Lane therefore does not resolve the

The additional one-way egress onto Hepworth Lane therefore does not resolve the fundamental highway constraints. It potentially introduces another conflict point on a narrow road where there are already documented problems with visibility and limited road space.

Flash Lane, St Mary's Walk and Church Lane

I live directly opposite the St Mary's Walk junction and have personally witnessed significant traffic and repeated minor vehicle collisions/bumps there. I ask the Council to examine the formal collision record and existing conditions before allowing further traffic onto the network.

I also have concerns about Flash Lane and Church Lane. I have recently witnessed a vehicle overturning on Church Lane. I am not suggesting this was caused by the proposed development, but it demonstrates why existing road conditions, bends and visibility need proper consideration.

Pedestrian safety

The surrounding roads are used by pedestrians, children and families, including people travelling to and from the nearby school.

The combination of narrow roads, restricted visibility, inadequate pedestrian provision, additional traffic and construction vehicles creates a significant cumulative safety concern.

The assessment should consider how people will actually move safely through this area, not simply whether the predicted number of vehicles can technically be accommodated.

Construction traffic

The construction phase could create an additional highway problem. Large delivery vehicles and construction traffic would be using roads which are already constrained.

I ask that a robust Construction Traffic Management Plan is required, addressing vehicle routing, delivery times, pedestrian safety, road cleanliness and the avoidance of obstruction on Hepworth Lane, Flash Lane, Wellhouse Lane and surrounding roads.

Drainage, trees and ecology

I also object on the basis of the potential cumulative impact on surface-water drainage, mature trees, hedgerows and established wildlife habitat.

The site contains established vegetation which provides ecological connectivity and habitat. New planting cannot immediately replace the ecological and landscape value of mature vegetation.

The Council should rigorously assess the ecological baseline, proposed Biodiversity Net Gain, drainage proposals and the impact of lighting on wildlife, and ensure that existing mature habitat is retained wherever possible.

Cumulative impact

My overriding concern is the cumulative impact of this development.

The existing highway constraints at Hepworth Lane, Flash Lane and Wellhouse Lane, together with the conditions around St Mary's Walk and Church Lane, should be considered alongside pedestrian safety, construction traffic, drainage, mature vegetation and ecology.

These matters should not be assessed separately when the development will affect the same local network and environment.

For these reasons, I strongly object to planning application 2025/93355. I ask Kirklees Council to refuse the application unless the significant highway, pedestrian safety, drainage, ecological, landscape and cumulative-impact concerns are properly and demonstrably resolved.

Yours faithfully,