Address: 7, Woodward Court, Mirfield, WF14 0PY

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

Following further research I wish to add to the objections submitted earlier. These comments are additional to previous comments, not in replacement.

Severe Incompatibility of Site Layout with Existing Residential Amenity (Policy LP24 & LP21)

The proposed car park is clearly designed primarily for school drop off.

This is confirmed in the GG119 ROAD SAFETY AUDIT RESPONSE REPORT. ..... see extract from this report below, where footpath improvement is suggested to give a clear route from the drop off car park to the school:

2.2.1 Problem
Location: Woodward Court extension – footpath to / from small car park.
Summary: Footpath surface is a possible slip and trip hazard.
Detail: A 13-space car park is proposed on the northwest side of Woodward Court. It is likely that
parents and children will use the existing public footpath between the car park and the schools. The
footpath surface is a possible slip and trip problem and there is a potential minor injury hazard
associated with the overgrowing vegetation.

Regarding the positioning of the school drop off car park and the electricity sub station

Severe Incompatibility of Site Layout with Existing Residential Amenity (Policy LP24 & LP21)

Specifically, I object to the positioning of the proposed utility electricity substation and

Specifically, I object to the positioning of the proposed utility electricity substation and the adjacent communal school drop-off car park directly against a residential property boundary (7 Woodward Court). While I understand the council's desire to alleviate school traffic on local Mirfield roads, the decision to group these two high-impact utilities together directly flush with an established private garden boundary represents an unacceptable failure of design under Kirklees Local Plan Policy LP24.
We go from overlooking green fields to looking directly at an electricity sub station, and a carpark

1.Severe Amenity and Environmental Impact (Policy LP24)

A school pick-up/drop-off zone introduces intense, concentrated peaks of noise pollution (slamming doors, shouting, shouting over traffic) and hazardous air pollution from idling vehicles right at my fence line and back door. This is a severe invasion of privacy and directly deprives me of the quiet enjoyment of my amenity space. The garden will be a no go zone during school pick up times. Parents who currently park on Woodward Court often leave engines idling/running for up to 45 minutes. Putting a school drop off car park within 1 metre of the side of a residential property and its back door and garden is not acceptable. The hazardous air pollution is a health issue. It will be directed straight into my garden, and directly into my back door.

The electricity sub station can be accessed 24 hours a day by heavy vehicles, and potentially noisy maintainance and repair work. Again this deprives me of the current amenity of quiet use of my house and garden that I currently enjoy

I am concerned that low level humming will also be a nuisance, and will impact on my current amenity. At its closest point the Electricity substation is 1 metre from my garden. Using the plans provided I calculate that the electricity sub station will be around 7 metres from the rear of my property - far too close. This is unnecessary and the sub station was previously planned to be apart from both new and existing residential properties.

2. Incompatible Utility Layering (Cumulative Harm)

To layer a high-turnover school drop off car park, with an associated upgraded footpath directly behind my property, and directly next to a 24/7 humming electrical substation kiosk creates an intensely industrialised 'service yard' impact on an existing residential boundary. It is an unmitigated cumulative nuisance.

Furthermore, introducing high-volume pedestrian child activity directly adjacent to a high-voltage substation perimeter fence represents an unnecessary site safety risk.

3. Feasible Internal Relocation

As this is a massive master-planned scheme of 75 units, the developer (Bellway) has complete design flexibility. They do not need to place these detrimental communal

elements against existing residential boundaries.

The sub station was located apart from both new and existing residential properties on the earlier plan Both the car park and the Electricity Substation should be relocated internally, deeper within the masterplan or flanked entirely by the new build access roads and internal green buffers, protecting existing boundary holders. By relocating the car park, the developers can overcome the poor sightlines mentioned in the Road Safety audit, and the tight turn into the car park. The car park, if located more as part of the development, can then become more of an amenity for the wider housing estate, rather than specifically for school drop off.

I urge Kirklees Council to refuse this specific layout and demand that the applicant submits a revised layout plan relocating the communal car park and substation internally, away from all established residential boundaries.