DC Admin

From:
Sent: 21 August 2026 11:51
To: DC Admin
Subject: Kirklees Planning Application 2025/93355, Land off Woodward Court, Mirfield.

Categories:

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Objection to Planning Application 2025/93355

I am writing to formally object to planning application 2025/93355 on the grounds of road safety concerns, specifically regarding the latest documentation submitted by the developer's highways consultants.

The new highways report relies heavily on desktop evaluations rather than the lived reality of local residents, school children, and the wider community. The proposals completely fail to address the fundamental issue, which still remains the **volume of traffic attempting to use these narrow local lanes.**

The traffic mitigation proposed for Wellhouse Lane and Woodward Court is largely cosmetic. Adding raised tables and speed humps does not resolve the existing congestion and bottlenecking caused by high traffic volumes… **speed is not the real issue**. Furthermore, the proposed Traffic Regulation Order for no parking on Woodward Court lacks any practical enforcement mechanism. The restrictions currently in place opposite Crossley Fields School are already routinely ignored, leaving school staff to manage dangerous encounters and often endure abuse from road users on a daily basis, something I have witnessed first hand over many years. Relying on drivers to adhere to restrictions during peak school hours is entirely unviable.

The proposed southern exit from the development onto Hepworth Lane is particularly hazardous. Allowing a right turn from this exit merely recycles traffic back toward Wellhouse Lane and Woodward Court. Drivers turning right onto Hepworth Lane to travel north up Wellhouse Lane will directly conflict with the heavy southbound flow during peak hours. As you are aware but seem to ignore, Hepworth Lane lacks continuous footpaths to the east, forcing pedestrians and school children directly into the carriageway. Also, on-street parking opposite the proposed exit will force vehicles turning right onto the wrong side of the road into oncoming eastbound traffic toward Shillbank and Flash Lane and cause conflict. Additionally, drivers exiting Hepworth Close already face severely restricted visibility to the left and are often forced to reverse to clear gridlock. These are the real lived realities that residents currently face on a daily basis, introducing an additional right turn will exacerbate these dangerous encounters.

Finally, I'd like to remind you that **Hepworth Lane was explicitly deemed "unsuitable for intensification"** in the Local Plan assessment. The physical constraints of this historically narrow lane have not changed.

I strongly urge you to do the right thing and refuse this application on road safety grounds alone.

Yours faithfully,