

DC Admin

From:
Sent: 01 September 2026 17:18
To: DC Admin
Subject: Fwd: Comments on planning application 2025/93355
Attachments: 2026.21.08 apk Highway Objections Addendum.docx; New Objection v6 incl. drainage_Aug 26.docx

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Good afternoon.

Please would you tell me if or when our submissions will be posted on the planning portal? (see below) I have not been able to locate them.

Kind regards,

Chairman Save Mirfield

----- Forwarded Message -----

Subject:Comments on planning application 2025/93355

Date:Sat, 22 Aug 2026 16:51:51 +0100

From:

To:DCAdmin <dc.admin@kirklees.gov.uk>

Please find two attachments from Save Mirfield, which comment on planning application 2025/93355

Kind regards,

SAVE MIRFIELD

**LAND EAST OF WOODWARD COURT, MIRFIELD
OBJECTIONS TO PROPOSED RESIDENTIAL DEVELOPMENT
BY BELLWAY HOMES ON HIGHWAY GROUNDS**

Kirklees Planning Application 2025/93355

ADDENDUM REPORT

August 2026 apk/2601/v1

Andrew Kirby – Independent Transport Planning Consultant

**LAND EAST OF WOODWARD COURT, MIRFIELD
OBJECTIONS TO PROPOSED RESIDENTIAL
DEVELOPMENT BY BELLWAY HOMES ON
HIGHWAY GROUNDS**

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1 INTRODUCTION

1.1 Introduction

1.1.1 Save Mirfield object to the planning application for a residential development of 75 dwellings on land east of Woodward Court, Mirfield by Bellway Homes (LPA Ref: 2025/93355) as the proposed development would have an unacceptable impact on road safety throughout the local area such that the planning application should be refused.

1.1.2 This report should be read in conjunction with previous objections to the planning application submitted by Save Mirfield and responds to issues arising from the Transport Assessment Addendum of July 2026 submitted by Bellway (the submitted Addendum).

1.1.3 The site has a long planning history, with applications for residential development submitted in 1998, 2014 and 2017, all determined as being unacceptable on highway grounds. The message is therefore clear that the site is not suitable for residential development for highway safety reasons.

1.1.4 The report to the Council's July 2015 Strategic Committee recommending refusal of the 2014 application provides a detailed appraisal of the development proposals. Highways Officers consider Woodward Court unsuitable for access and indicate that 'any measurable increase in traffic' on sections of Wellhouse Lane, including the section passing Crossley Fields School, or Hepworth Lane would be detrimental to highway safety and operation. The current proposals seek unsuccessfully to resolve these concerns such that the current application should also be refused on highway safety grounds.

1.2 Kirklees Local Plan

1.2.1 The Council's Local Plan, adopted in February 2019, allocates the site as 'Safeguarded Land'. This means that in accordance with Policy LP6 (Safeguarded Land) the site will be 'protected from development', with the allocation only changed through a review of the Local Plan. A formal review of the Local Plan is now ongoing, with a key task being to update land use allocations and achieve an appropriate level and distribution of housing land throughout Kirklees. Piecemeal approval of the current Bellway planning application for residential development would therefore be premature and contrary to Policy LP6.

1.2.2 The proposed development is also considered contrary to Local Plan Policy LP21 (Highways and Access) as the proposed development does not provide 'safe and suitable access', with access via Woodward Court unsatisfactory and 'a detrimental impact on highway safety and the local highway network' would arise, particularly on Wellhouse Lane, including the section passing Crossley Field junior and infants school and on Hepworth Lane.

1.2.3 The information provided in objections previously submitted by Save Mirfield and the further analysis provided in this report demonstrate that the proposed development would be contrary to Policies LP6 and LP21 of the adopted Local Plan. These submissions also confirm that the proposals would also give rise to an unacceptable impact on highway safety such that planning permission should now be refused on highway grounds.

1.3 Highway Matters

1.3.1 The main access to the development is proposed from Woodward Court which is subject to extensive on-street parking at the beginning and end of the school day associated with the nearby Crossley Fields junior and infants school. Surveys undertaken by Save Mirfield in January 2026 and by Bellway in April 2026 confirm a significant influx of traffic to the local area at the beginning and end of the school day with extensive on-street parking and drivers circulating to find a parking place. Woodward Court, Wellhouse Lane and other local roads become gridlocked creating a hazardous environment for parents and young children walking to and from the school.

1.3.2 The submitted Addendum now proposes various traffic management measures in response to the traffic and road safety objections put forward by Save Mirfield and others. The proposals for traffic calming measures on Wellhouse Lane and further parking restrictions on Woodward Court which are considered below, do not overcome the unacceptable road safety impacts arising from the proposed development. The submitted Addendum also puts forward revised proposals for egress onto Hepworth Lane, however the intensification of use of Hepworth Lane is also considered unacceptable on road safety grounds.

1.3.3 Subsequent sections of this report consider the following matters:

- Section two – considers the proposed traffic calming measures on Wellhouse Lane

- Section three – considers the proposed on-street parking restrictions on Woodward Court
- Section four – considers the proposed egress from the site on Hepworth Lane
- Section five – provides a conclusion to the report

2 PROPOSED TRAFFIC CALMING ON WELLHOUSE LANE

2.1.1 There can be no doubt that Wellhouse Lane experiences significant traffic congestion and pedestrian vehicle conflict at the beginning and end of the school day, with parents taking their children to the Crossley Fields junior and infants school in the morning and collecting them in the afternoon, as evidenced in the recent photographs below.

2.1.2 The Officer appraisal of the 2014 application for housing on the application site indicates that 'any measurable increase in traffic' at the locations listed below would be 'detrimental to safety and operation', findings that remain applicable today:

- Wellhouse Lane (north of Woodward Court) – conflicts between pedestrians, parked vehicles and vehicle flows at the beginning and end of the school day (photo 1 below)
- Wellhouse Lane (south of Woodward Court) – conflicts between pedestrians, parked vehicles and vehicular flows create a hazardous environment for children walking to and from the school (photo 2 below).
- Wellhouse Lane (south of Hepworth Lane) - The section between Hepworth Lane and Flash Lane is only 3.2 metres wide in places which is not wide enough for two-way traffic, with a single narrow footway only 1.0 metres wide in places (image 3 below).

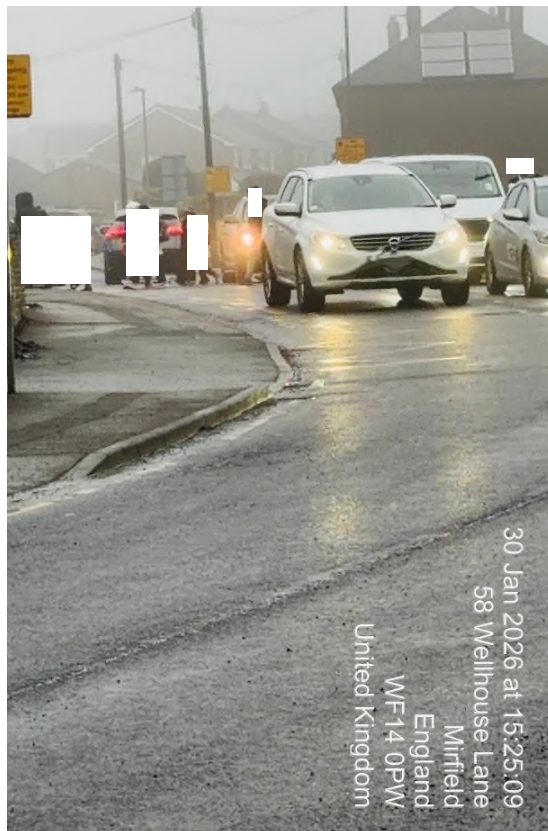


Photo 1. Wellhouse Lane North of Woodward Court Looking Towards Crossley Fields School



Photo 2. Wellhouse Lane South of Woodward Court Looking Towards Hepworth Lane



Image 3. Wellhouse Lane South of Hepworth Lane Looking Towards Flash Lane

2.1.3 From the submitted Addendum (figure 240), it is clear that the proposed development of 75 dwellings would give rise to a 'measurable' increase in traffic on the sections of Wellhouse Lane of concern to Highways Officers, with the report indicating:

- 58% of all generated traffic using Wellhouse Lane north of Woodward Court.
- 41.9% of generated traffic arriving at the site and 4.4% of departing traffic would use the section of Wellhouse Lane, south of Woodward Court
- 17.5% of generated traffic arriving at the site and 4.4% of departing traffic would use the section of Wellhouse Lane south of Hepworth Lane

2.1.4 Bellway propose four flat topped road humps on Wellhouse Lane, including one immediately adjacent to the pedestrian access to Crossley Fields school, and a table feature at the junction with Woodward Court. The objective of the traffic calming measures is to constrain the speed of northbound traffic on Wellhouse Lane to a level at which the existing sight line to the left for traffic turning from Woodward Court onto Wellhouse Lane is satisfactory.

2.1.5 Traffic calming schemes normally evolve through the action of a highway authority to address local traffic concerns. Scheme options would then be the subject of public consultation, only proceeding to implementation with public support. In the case of the current scheme there is no clamour for traffic calming on Wellhouse Lane, there has been no public consultation and the main objective of the scheme is to facilitate development rather than address local traffic issues.

2.1.6 As may be seen in photograph 1 above, there is already a plethora of traffic management measures on Wellhouse Lane adjacent to the school for road users and pedestrians to deal with. In addition to the on-street congestion and conflicts with vulnerable pedestrians, drivers are expected to deal with a full range of traffic signs, road markings and waiting restrictions, a school drop-off zone and school keep clear restrictions etc. The addition of road humps therefore is likely to be confusing and present road users with unnecessary additional road safety hazards.

2.1.7 The proposed road humps will also inconvenience local residents by restricting on-street parking and generating intrusive traffic noise as vehicles pass over them. For these reasons and the confusion to road users that would arise, the proposals for traffic calming on Wellhouse Lane should be rejected as undesirable and inappropriate.

3 PROPOSED ON-STREET PARKING RESTRICTIONS ON WOODWARD COURT

COURT

3.1.1 Extensive school related on-street parking is evident on Woodward Court at the beginning and end of the school day on Woodward Court resulting in severe traffic congestion as may be seen in the photograph below. For many parents, Woodward Court is the first-choice parking location as it's only a short walk from the school.

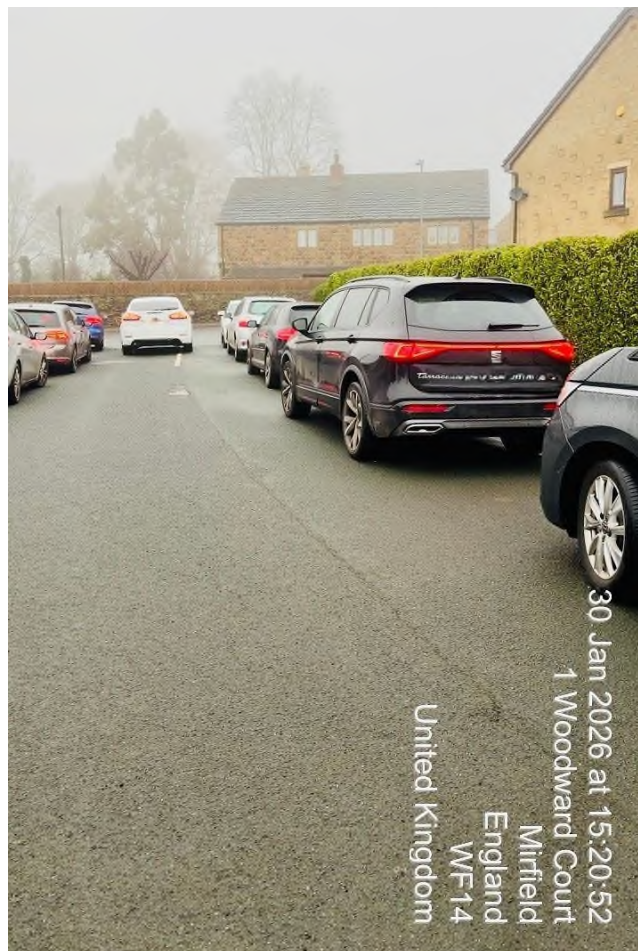


Photo 4. Parking on Woodward Court

3.1.2 The Officer appraisal of the 2014 application considers Woodward Court unsuitable for site access. From the submitted Addendum (figure 240) it is clear that the proposed development of 75 dwellings would give rise to a significant increase in traffic on Woodward Court, with all traffic arriving (100%) using Woodward Court and 62.5% of departing vehicles also using Woodward Court.

- 3.1.3 Bellway propose a Traffic Regulation Order to control on-street parking on Woodward Court, with parking on the southern side to be prohibited at the beginning and end of the school day and parking only permitted on the northern side during these periods. To make up for this loss of on-street parking potential, an area off Woodward Court is proposed to be laid out for school related parking. The submitted details indicate 13 parking spaces however these are too small and should be increased in size to a parent and child standard of 3.2 x 5.0m, in which case a total of 10 additional spaces could be provided in the area indicated.
- 3.1.4 The measures proposed are unlikely to change established parking habits with Woodward Court remaining the first-choice parking location for many. If an authorised parking space isn't available, they may choose to disregard the proposed yellow lines and perhaps park part on the footway. They may alternatively continue through the development onto Hepworth Lane (see paras below) and look for an alternative parking location. The proposed off-street parking spaces could also be used by local residents or people working at the school in which case they would not be available for use by parents, resulting in an increased number of vehicles circulating, looking for parking space and adding to existing traffic congestion.
- 3.1.5 The initial length of Woodward Court from Wellhouse Lane, provides a 6.0m carriageway, which even with parking only on the northern side would not be wide enough to allow two cars to pass a parked car. Medium sized cars are typically 1.8 to 1.9 metres, with wing mirrors adding an additional 0.1 to 0.2 metres to overall width. When passing a parked vehicle, drivers are recommended to leave clearance of 1.0 metres to allow for unexpected opening of a car door.
- 3.1.6 With wing mirrors of the parked vehicle fully folded-in, the vehicle parked precisely at the edge of carriageway and the parked vehicle 1.8 metres wide and allowance for 1.0 metres clearance between parked and moving vehicles, 3.2 metres of carriageway width for remain available on Woodward Court ($6.0 - 1.8 - 1.0 = 3.2$), which would clearly not be sufficient to allow two moving vehicles to pass.
- 3.1.7 Even with reduced clearances of 0.5 metres (between the parked vehicle and the nearside vehicle, between the nearside vehicle and the offside vehicle and between the offside vehicle and the farside kerb) an effective carriageway width of only 4.5 metres would remain to accommodate three vehicles, which clearly is not feasible ($6.0 - 0.5 - 0.5 - 0.5 = 4.5$). A 6.0 metre carriageway would therefore provide insufficient clearance for two to pass a parked vehicle, with drivers therefore having to give-way and wait to allow an oncoming vehicle to pass, even if there is full compliance with the proposed waiting restrictions.

3.1.8 The proposed TRO and additional off-street parking would therefore not solve the problem of severe on-street congestion evident at the beginning and end of the school day such that Woodward Court cannot be considered a safe and satisfactory access to the proposed development. As with the traffic calming measures referred to above, the TRO is proposed solely to facilitate the proposed development and has no regard to the interests of residents of Woodward Court who would be inconvenienced by the proposal, with some prohibited from parking on-street outside their home at certain times of day.

4 PROPOSED EGRESS TO HEPWORTH LANE

4.1.1 Hepworth Lane extends some 280 metres in a westerly direction from Wellhouse Lane to Shillbank Lane with Bellway proposing an egress from the development onto Hepworth Lane, approximately midway along this length. The western section of Hepworth Lane is one-way westbound, this section narrowing to provide a 3.0 metre carriageway with no footway (image 5 below).

4.1.2 As demonstrated in previous objections by Save Mirfield, visibility is severely substandard at the junction of Hepworth Lane and Wellhouse Lane, with drivers exiting Hepworth Lane having minimal perception of traffic approaching from the left.



Image 5. The One-Way Section of Hepworth Lane to the West of the Site Egress Looking towards Wellhouse Lane

4.1.3 The section of Hepworth Lane adjacent to the proposed egress and east to Shillbank Lane is of variable standard, with extensive on-street parking as numerous existing dwelling do not have off-street parking. As demonstrated in previous objections by Save Mirfield (and recognised in Appendix F of the submitted Addendum) on-street parking regularly takes place on Hepworth Lane directly opposite the proposed site egress, which prejudices safety and operation.

4.1.4 To the east of the proposed site egress Hepworth Lane is narrow with carriageway width limited to around 4.2 metres in places. With property boundary walls and fences at the edge of carriageway oncoming vehicles have difficulty in passing. There are also no footways on this section of Hepworth Lane, as may be seen in images 6 and 7, with resulting pedestrian vehicle conflict.



**Image 6. Hepworth Lane East of the Proposed Egress - Looking in a Westerly Direction
Towards the Egress**



Image 7. Hepworth Lane East of the Site Egress Looking Towards Shillbank Lane

- 4.1.5 Bellway propose to allow traffic to exit the development onto Hepworth Lane, with cyclists and pedestrians also allowed to enter the site at this point. The egress includes a 2.0 metre footway to each side to provide for pedestrian movement, site consistent with normal highway standards. To the west of the egress a new, A sub-standard 1.2 metre footway is proposed on the nearside of Hepworth Lane between the egress and Hepworth Close. To the east of the egress a short section of new 2.0 metre nearside footway is proposed from the egress to the eastern boundary of the site.
- 4.1.6 By proposing a 2.0 metre footway within the site, Bellway recognise this to be the appropriate standard for footway provision (consistent with table 1 of the adopted Kirklees Highway Design Guide and guidance provided in Manual for Streets). A 2.0 metre footway allows all categories of pedestrian user to pass, (including prams, pushchairs and wheelchairs) and is therefore recognised as the normal standard. At 1.2 metres, there would be insufficient width for a pedestrian to pass a pram, pushchair or wheelchair, such that the pedestrian would likely step into the road to pass.
- 4.1.7 Even with the proposed works described in the paragraph above, footway provision on Hepworth Lane would remain well below the normal standard such that the proposals which promote increased pedestrian activity on Hepworth Lane should be considered unacceptable on road safety grounds. It should also be noted that there is no footway on the one-way section of Hepworth Lane to the west of the egress and similarly to the east of the egress there is no footway provision site boundary through to Shillbank Lane confirming that increased pedestrian use of Hepworth Lane would be unacceptable from a road safety viewpoint.
- 4.1.8 With regard to vehicular traffic, the Officer appraisal of the 2014 application indicates that 'any measurable increase in traffic' on the one-way section of Hepworth Lane would be 'detrimental to safety and operation' due to 'conflicts between pedestrians and vehicles on this narrow section which lacks footways'. As demonstrated in the paragraphs above, the full length of Hepworth Lane should reasonably be considered similarly due to inadequate carriageway and footway provision and congestion arising from on-street parking.
- 4.1.9 From the submitted Addendum (figure 240) it is clear that the proposed development of 75 dwellings would give rise to a measurable increase in traffic on the one-way section of Hepworth Lane with 24.4% of generated traffic arriving at the site using this route. Furthermore, 24.4% of vehicle arrivals and 37.5% of departing vehicles would use the narrow section of Hepworth Lane to the east of the site egress.

4.1.10 Bellway assert that as well as being used by traffic generated by the proposed development, some existing traffic heading southbound on Wellhouse Lane would rat-run through the development and exit onto Hepworth Lane. This assertion is however rejected as the supporting analysis is unconvincing and not soundly based. For the reasons set out in the paragraphs above, Hepworth Lane is an unattractive route for non-local traffic and it is considered that drivers are unlikely to divert from their existing route via Wellhouse Lane.

4.1.11 The paragraphs above confirm that Hepworth Lane is unsuitable any measurable increase in vehicular traffic or pedestrian use due to the unacceptable impact on road safety. The Bellway proposals for Hepworth Lane are therefore fundamentally flawed and would give rise to an unacceptable impact on road safety.

5 CONCLUSION

5.1.1 The further information provided by Bellway in their Transport Assessment Addendum does not resolve the road safety concerns previously expressed by Save Mirfield and others. Woodward Court and Hepworth Lane are unsuitable for access and egress. The proposed development would also increase traffic over a wide area including Wellhouse Lane passing Crossley Fields school and the narrow section of Wellhouse Lane, south of Hepworth Lane, which is considered unacceptable on road safety grounds.

5.1.2 It is considered that the granting of planning permission would be contrary to Policy LP21 of the adopted Kirklees Local Plan (Highways and Access) and also contrary to Local Plan Policy LP6 (Safeguarded Land). The unacceptable impacts on highway safety arising from the proposed development also justify the refusal of planning permission, consistent with the National Planning Policy Framework (paragraph 116).

5.1.3 It is considered therefore that planning permission should be refused, with Reason for Refusal No2 of the 2017 application remaining applicable, (with minor updating) as follows:

- *The proposed development would lead to additional traffic impacts on an already constrained local highway network which, by virtue of the existing network of narrow roads and the close proximity of the proposal to the existing school (Crossley Fields Junior and Infant School), would result in an unsafe development which would fail to acceptably mitigate the degree of conflict between all users. The proposed development would lead to an unacceptable highway safety impact, contrary to paragraph 116 of the National Planning Policy Framework and policies LP6 and LP21 of the Kirklees Local Plan.*



Ref: Kirklees Planning Application 2025/93355, Land off Woodward Court, Mirfield.

Comments by Save Mirfield (SM) on the new documents added in July and August 2026.

Please note that the following statements should be read in conjunction with our previous objections submitted by SM and our Highways Consultant, Andrew Kirby

In our opinion, the **Optima Transport Assessment (TA), 2026** is not an Addendum to the TA dated 2025 but a mostly new TA. However, the latter is still live on the planning portal, so both are currently active and are bound to have some conflicting information. This is very confusing. A Safety Audit was included in the 2017 report, completed by Andrew Mosley. However, a Safety Audit is not included in the 2025 TA but is present in the 2026 TA report.

We believe that there should only be one Transport Assessment so that up-to-date recommendations are presented in one place.

Proposed Car Park on site:

A car park has been suggested before, but this 13-space version does not provide an adequate or sensible improvement to reduce street parking. There has been no consultation and there is no indication of who will be responsible for its operation and maintenance. It was mooted at a previous application but was considered unworkable.

Firstly, it is not going to be exclusive but will be able to be used by anyone including the existing residents in Wellhouse Lane or Woodward Court who need spaces for visitors when the TRO outside their homes is in force. It could also be that people on the new development may feel at times that they need an extra parking space. If we assume that at the peak school times vehicles entering Woodward Court will pass through into the new carpark and if the carpark is full, they will either try to turn round, probably with excessive turning manoeuvres in the vicinity of pedestrians and head back down Woodward Court towards Wellhouse Lane or they will try and find parking on the estate. If they take the first option, they are likely to find no spaces in Woodward Court and will have to continue into Wellhouse Lane. The ensuing chaos is predictable as is the traffic

conflict with new residents trying to exit. If they are unable to leave, they too will turn round and go to the Hepworth Lane exit. The aim of most drivers is to find a space to park as close as possible to the school.

The car park should be designed now and the responsibility for it agreed rather than it being conditioned.

We are surprised to note that the current Woodward Court, a Type B Highway, which cannot comfortably accommodate the existing conditions let alone the proposed development, is judged able to accommodate 22 vehicles. By removing 13 to the carpark, it is suggested that this will solve the problem. The carriageway will still be restricted by the cars, some parking partly on the footway (pavement), which they do already, to allow for other cars and vehicles to pass. Surprisingly this was not noticed. The enforcement of existing parking restrictions is already sporadic and may be increased for a while, but experience shows that obeying parking restrictions is very unlikely.

Very large vehicles will be needed on the site whilst it is being developed. These will provide another serious hazard where small, unpredictable children are likely to be. Increasing numbers of home deliveries are likely too.

Local residents have noticed that some of the people parking come up to an hour early and sit reading a book, so it is wrong to say that the tendency is to “short stay”.

Summers Drive

Ref: Para 2.1.16. It is difficult to see how a development of 160 dwellings is considered an appropriately located /sized housing site from which bespoke vehicular trip rates can be determined and subsequently applied to the applicant’s proposals? This is more than double the size of the Balderstone Fields development, has access to a main road (A62 Huddersfield Road) and is not adjacent to a primary school. How have the demographics been compared? Does this mean that if this development goes ahead the plan is to increase the number of dwellings in the Balderstone Fields area to around the same number? Is this current application intended to be part of a phased plan?

Hepworth Lane.

We are incredulous that Hepworth Lane could be thought suitable for another exit and we are shocked that the Highways Team at Kirklees can even consider this idea.

We are disappointed that the Highways department refused to engage with us at all when it was having discussions with the applicant’s representatives.

This is a narrow lane with a serious pinch point near the proposed exit from the estate.

The narrow footway on the northern side of Hepworth (1.2m) is not much use to parents with buggies or the disabled. It will still require pedestrians to step into the lane if passing others. It may be safer to walk in the road than to risk falling into it.

This is a lane with only a footway on its southern side from the bottom of Hepworth close. There is no footway apart from that and none through the very narrow section leading to the junction with Wellhouse Lane.

Entering Hepworth Lane from the north via Flash Lane is difficult because the curve makes it almost impossible for vehicles to remain fully on their side of the road. Residents report frequent head-to-head encounters, requiring vehicles leaving Hepworth Lane to reverse some distance or vehicles entering it to carry out a difficult and dangerous reversing manoeuvre into Flash Lane. Neither situation is safe or acceptable, and additional traffic would make such incidents more frequent.

An accident occurred not too long ago in Hepworth Lane involving an 11-year-old child who was knocked off his bike by a car. He went to hospital in an ambulance and was kept in overnight for observation. This is registered as a minor incident. This was anything but minor for him and his parents who must have been traumatised by the event. This and other incidents are indicative of the dangers already at play in Hepworth Lane. A resident has just told us about a case when he was walking up the narrow part on the way to Wellhouse Lane and a car clipped him with its wing mirror. They said they were blinded by the sun and didn't see him.

It is easy to see why Hepworth Lane was considered "unsuitable for intensification" in the Local Plan assessment.

Estate through Road, the "rat run".

The through route or proposed "rat run" through the estate does not yet exist but a very unscientific experiment compared two routes, labelled blue and green. This is a weak argument that the blue route is somehow indicative of the road through the proposed estate. This is a bit of a stretch in our opinion.

(ref TA 2026, para 2.125) shown on image 2.1, page 8

- The "blue" route **Route 1** - from Greenside Road (at the junction with North Place), travelling southbound onto Dunbottle Lane at the mini-roundabout. Turn left onto Flash Lane, continue until reaching the junction with Balderstone Hall Lane and
- **Route 2** (shown in green)- From Greenside Road (at the junction with North Place) travelling southbound turn left onto Jenny Lane, then right onto Wellhouse Lane. Continue on Wellhouse Lane for its full length (passing Woodward Court where timing point required, Turn left at the junction with Flash Lane. Continue on Flash Lane until reaching Balderstone Hall Lane junction.

Para 2.1.27 concludes that the blue route is quicker than the green route, which will exit onto Hepworth Lane. Therefore, it will not attract additional non-local traffic onto that route. Local people that know that at certain times of the day Flash Lane itself is very congested and parking on its north side means that traffic travelling down the lane to Shillbank Lane often have to give way more than once.

These observations really underline the fact that it is local people with lived experience of the narrow lanes and traffic that understand the reality. They refute the idea that traffic realising the opportunity to go through the estate and cut off a big portion of Flash Lane, would not use it.

Traffic calming

There has been no public consultation on the road calming measures proposed. The applicant does not seem to want to engage with the public since they didn't consult over the added exit onto Hepworth Lane either.

The proposed raised table at the Woodward Court - Wellhouse Lane junction, together with road humps to the north and south of Woodward Court, could reduce vehicle speeds. However, speeds have already fallen since the previous application, mainly because these roads are congested. **Traffic-calming measures will not ease congestion.** Although congestion is most severe near the school, the latest TA fails to account for other very busy periods linked to football training, cricket activities at the southern end of Wellhouse Lane, and church activities farther north.

Road humps are difficult to navigate on horse- back, and Wellhouse Lane is a favourite route for several horse riders of which there are many locally with two livery stables nearby.

Concerns have been raised about the use of the road humps as crossing points, especially where there are children. According to research by The National Institute of Health, children struggle significantly to cope with vehicle acceleration and deceleration. It can be confusing for small children who have visual and cognitive systems that are not mature enough to process changing speeds. Underdeveloped cognitive skills will have impact on pedestrian safety. Road humps are shown to be successful at slowing vehicles down but in this area so close to a junior school the problem is more complex and may require special training. The problem is that it is hard for children to judge the arrival time of the vehicle when it slows before a hump and then accelerates again afterwards.

Drainage designs for the tabletop and road humps should be prepared so that ice free roads can be ensured. It should not be conditioned.

We note that extra lighting will be probably required to make sure that the speed humps are seen, especially by motor cyclists. Since there has been no Public Consultation

about the traffic calming measures there has been no opportunity for residents to give their opinions. Strong lighting, particularly modern LED lights can be disruptive to sleep and cause health problems in people such as blood pressure problems and even diabetes. It is also unwanted for Ecological reasons, affecting nocturnal creatures such as owls and bats.

TA 2026, Conclusion

Residents and Save Mirfield consider road capacity, not vehicle speed, the principal concern. The surrounding lanes reflect the area's rural origins and already struggle with modern traffic levels, which may rise further as home deliveries increase and more people return to commuting as permanent home working declines.

There are issues with the traffic calming proposals, which are there to primarily benefit the applicant but may have serious consequences, adding to the danger for children and causing inconvenience and noise. Whatever is done to assist the development will not make the junction of Woodward Court and Wellhouse lane acceptable. The visibility is still going to be poor, parked cars will still cause problems, and the children and others will still be at risk.

Hepworth Lane is a very serious accident waiting to happen. We strongly object to the proposal to have an exit from the development. The residents are upset and worried about it and nothing in the proposal makes it better.

We concur with the Inspector who at the Local Plan, Safeguarded the site because of the poor visibility splay at Woodward Court and the assessment of Hepworth Lane as "unsuitable for intensification". Nothing has changed in the infrastructure since then. The roads are the same dimensions as before. A resident called the plans "putting a plaster on a serious injury".

We believe that for these reasons the application should be refused.

The following pages give a history of drainage design.

It will be clear from the conclusions drawn that further investigations are needed because a full investigation of the geology of the site has not been carried out and there is still concern about the risk of flooding in the southern part of the site, particularly at Hepworth Lane.

History of Drainage Design

The drainage design for the site has a long and complicated history which has involved The Lead Local Flood Authority (LLFA) Eastwood Consulting Engineers, Envireau and Lithos.

Following the issue of the original ground investigation report by Lithos (1668/E) in Dec 2017, a design using soakaways was to be employed. However, Lithos changed their recommendation (ref 1668/F) so as not to use soakaway drains due to the risk of ground movement due to water percolating into former mine workings.

The LLFA for Kirklees also stated concerns due to the possibility of changes to ground permeability due to grouting required for coal mine remediation.

For this application Yorkshire Water also stated that the public sewer has not the capacity for foul or surface water. This resulted in a period where there was no drainage design for the scheme.

To move the design works forward, the LLFA suggested that the developer should continue to work on two options. One option was for discharge of surface water into soakaways and secondly to discharge water to the existing infrastructure.

Yorkshire Water advised that the development should have two separate systems for foul and surface water on site and that a combined surface water and foul could be used off site.

The LLFA suggested that The Coal Authority should give an opinion as to the suitability of drainage by infiltration for this site. The Coal Authority did not give an opinion but did withdraw their objection.

The LLFA suggested that a competent person should be employed to assess the risks from flooding and Envireau were employed to review existing reports and correspondence. No further investigations have been carried out. **No rotary cored boreholes have been completed to establish the geology of the site.**

Based on a review of documents, Envireau made the following statements:

- There is no relationship between infiltration and former mine shaft locations.
- Soakaways can be used.
- Coal seams are too deep to influence ground stability
- Infiltration basin was to be employed for surface water drainage
- The risk of groundwater re-emergence in the southern part of the site is low

Conclusion

The history of the design of the drainage system and the flood risk assessment is confusing and followed a protracted process.

The report concluded that the “effectiveness of the proposed soakaways will not be affected by the presence of shallow mine workings at the site, which are considerably deeper than the proposed soakaways”.

The report stated that there are no coal workings in the southern part of the site in the area of the infiltration basin. However, the boundary condition in the south has only been subject to limited investigation.

There is still concern about the risk of flooding in the southern part of the site, particularly at Hepworth Lane. Further investigation, including groundwater monitoring should be carried out.

References:

- Lithos. Geoenvironmental Appraisal. Land at Balderstone Hall, Mirfield For Bellway Homes Ltd - Yorkshire Report no: Date: 1668/1E December 2017. Lithos. (Ref: 1668/1F, 5670/013/SRJ and 5670/B).
- Envireau.....Woodward Court, Mirfield – Technical Letter regarding Minewater Reemergence July 2026. Figure 1 & 2 not present in this report
- Eastwood Consulting Engineers. 7 July 2026. Technical Note – Response to Lead Local Flood Authority comments Land off Woodward Court, Mirfield. (following receipt of consultee comments from the Lead Local Flood Authority dated 22nd March 2026 and 17th April 2026.)

Final Conclusions.

The highways situation in the vicinity of the site in question has been recognised for many years as seriously congested and unable to absorb even more traffic. This current application is for more homes than were previously rejected in 2017/2018. There has been no improvement in the infrastructure of the roads since then and when the Local Plan was adopted in 2019 it was designated “Safeguarded land “for the very reasons that still apply.

In addition, there are still serious reservations about drainage and further investigations are needed.

We strongly believe that a decision should be made to refuse this application as soon as possible.