

About the application

Application number: 2019/91370	
What is the application for?:	Outline application for erection of residential development
Address of the site or building:	land adjacent to, 39, Far End Lane, Honley, Holmfirth, HD9 6NS
Postcode:	

User comments

Type of comment: An objection

Argument for the refusal of planning permission to develop land adjacent to 39 Far End Lane. (Application # 2019/91370.)

Background information:

The route from Banks, Far End Lane, Southgate, is used as a short-cut to and from the Woodhead Road into Honley village and beyond. Whilst legally, this road has a 30mph limit, this is regularly and persistently abused. The short stretch of road outside the proposed development site, approx. 100 metres, is bounded by two blind bends. One bend at the junction with Field End Lane, the other with Banks. Between these bends, the road narrows considerably from approx. 10 metres at Field End Lane to 6 metres at Banks. These facts are important as they establishes the premise that the road outside the proposed development site is potentially dangerous.

The following therefore need to be considered:

A. Considerations During Construction.

Any deliveries by larger site traffic would be straightforward but leaving the site afterwards is quite another matter. For larger site traffic, leaving the site via Banks would not be feasible. This only leaves the options of lorries having to attempt a 3 point turn on the road outside the site (again not feasible) or reversing back towards Field End Lane in order to turn around. Given the road conditions, heavy traffic reversing toward a blind bend has the potentially to be extremely dangerous. In addition, the parking of contractors' vehicles on the road outside the site will only exacerbate the above. This is without mentioning the inconvenience it would cause to residents attempting to access their properties safely on or about Field End Lane.

B. Considerations After Construction.

The proposed entrances to these developments may not be problematic in terms of ingress, but egress is a completely different matter, particularly as there is no pavement outside the property. Lowering the boundary wall to 1 metre and widening the pavement opposite are simply window-dressing and only superficially addresses the safety problem associated with egress. Whatever spin the developers put on it, there is simply no escaping the fact that egress from this site is likely to create a danger for any traffic using this stretch of road.

Given the above, I have been forced to conclude that this planning application, due to its location between two blind bends and the associated dangers, would represent a hazard to road users and that planning permission should be refused.