



Application 2025/91370

Gynn Lane and the immediate area has important historical significance and the Lane itself can be traced back several hundreds of years. It is of a steep nature and narrows considerably as it ascends, making it severely restricted to 21st century traffic, as witnessed daily by local residents.

Despite the roadway's limitations, many users treat it as a suburban road or as a short cut to avoid the adjacent Station Road and Northgate. This results in several close calls with vehicles, too large to be accommodated. The growth of delivery vans since Covid has brought about a large increase in the volume of traffic operating with time constraints. A traffic survey which was undertaken a few years ago during a half term week must be disregarded, being considerable out of date.

Currently, school drop off and pick ups add critically to the congestion during the day as 20-30 parked vehicles of modern dimensions are unsuitable for these routes.

Pavements on the former Grove Mill site at Gynn Lane have already been narrowed following the erection of newer houses, reducing the roadway to single lane during these busy times at what was once its widest part.

Any suggestion that the old track from Gynn Lane to Honley railway station should be upgraded and lit is abhorrent as the impact of immediately adjacent homes of its use as a rat-run cannot be overestimated.

With several blind bends and poor sight lines adding to the risks near the proposed access to the site, the proposal must be rejected on Highways hazards alone.

The proposal requires the loss of up to 20 trees which are protected. 'Protected' should mean protected and not able to be removed and replaced with new immature trees.

The wildlife of the area is important, with many animals such as fox, deer

Birdlife is distinctive, the trees providing homes for a great variety of species.

Examples include nesting rooks and other corvids, woodpeckers, owls and passerines such as goldfinches and bullfinches.

The potential loss of any one of these is reason alone to refuse the application.

The fields concerned in the proposal were known as the Hanging Lands as they sit above the water course of the Ludhill Dyke, which is fed from just west of Farnley Tyas resulting in a fast flow in heavy rain.

The mixed economy of the 18th and 19th centuries over the middle and lower coal seams has brought about an unknown network of adits and shafts, all of which have been or are at risk of flooding. This happens annually at the surface and can badly affect houses on Gynn Lane and on the playing fields at the junction with the New Mill Road (A616).

The heritage of the whole area will be greatly diminished by the addition of 50 houses, upward of 150 cars impacting on weavers' cottages, stone walls from the 18th century and old woodlands.

The proposal to build 50 houses off Gynn Lane Honley should be rejected.