About the application

Application number: 2025/91370	
What is the application for?:	Demolition of existing dwelling and erection of 50 dwellings with associated acc
Address of the site or building:	Land at, Gynn Lane, Honley, Holmfirth, HD9 6LF
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes

2025/62/91370/W
Gynn Lane Planning Application
As a resident of the Holme Valley, with family living in Honley, I am concerned about the number of new developments in many of the villages in the area. Nearly every village is under threat, spreading into previous greenbelt, with little or no increase in services needed to support a rise in population. Using grazing land for housing seems a poor use of resources, even if that land is deemed to be of poor quality. Kirklees have targets for new housing set by the government, but we have to make sure that any new developments are planned carefully.
Anyone with a knowledge of Gynn Lane will appreciate that the revised proposed access to the site would still be difficult and, despite the extensive studies and reports that have been produced to the contrary, is not suitable. Many of my points are in regard to pedestrian access, and although the construction of a footpath to Marsh Platt Lane would be a bonus, this does not make pedestrian access to the station or school any easier. Some of the many points are given below.
• Some of the diagrams contradict, particularly in regard to pavement width at the proposed new site access. On the visibility splay diagram, the wider pavement is to the west, but on other diagrams and in the description, it is to the east.
• Much is made of a sustainable travel plan, but there are many flaws. For pedestrian route 1, the footpath from Gynn Lane to Station Road is narrowed considerably in summer by stinging nettles and other vegetation. For pedestrian route 2 to the railway station, Station Lane is poorly surfaced and poorly lit.
• Although there are good crossings on the pedestrian route to Honley village, the pavement on Station Road connecting the crossing on the A616 to the that on the A6024 is barely wide enough for a double pushchair or wheelchair. It woud be about a 15minute walk rom the development to Honley village, and most would use cars for this journey.
• The visibility splays are for travelling within the speed limit. Although Gynn Lane usually has little traffic except at peak times, it is common to see individuals travelling far in excess of the average speed stated.
• There are plans for dropped pavements for pedestrians to cross Gynn Lane from the propsed new development. For those taking walking route 1, cars travelling down from the railway tunnel would not have a clear view. For walking route 2 to the railway station, drivers from either direction would not have a clear view of these pedestrians.
• I would expect 50 houses to own about 100 cars, most of which would use the new access to Gynn Lane daily. Many would use it several times a day. Although work has been done at the Gynn Lane junction with the A616, it is still difficult to turn right at that junction at peak times. The alternative exit from Gynn Lane using Hall Ing Lane and Hall Ing Road is not suitable for more traffic as it is narrow with a particularly difficult bend.
• The retaining walls and boundary fencing required for the development, may well be unattractive, will not be in keeping with the surrounding area, and would need maintenance in the future.
• Destroying trees with a TPO and replacing them with trees elsewhere is no consolation for losing mature trees.
• Many of the houses are wholly or partially rendered. This is not in keeping with many houses in the area, particularly with those houses on the same side of Gynn Lane.
I urge you to reject this application