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

It is requested that the points raised below and in all other objections are fully considered when making a decision on the proposed development of 50 new homes off Gynn Lane.

Gynn Lane at the location of the new development access is proposed is circa 6.5m wide with one narrow (1.4m wide) footpath running east/west on the opposite side of the road to the development site.

Gynn Lane has several horizontal bends (some of which are blind bends) and mixed with the narrow nature of the lane often requires motor vehicles to give way to oncoming traffic.

The lane experiences a huge influx of additional motor vehicle traffic at school pick up and drop off times for parents wanting to avoid Station Road/New Mill Road junction – this needs to be observed by Kirklees.

Sustainability

• The development is presented as a sustainable scheme due to “links” to buses, trains and cycle opportunities,
• The nearest bus stop for access to Huddersfield on an hourly basis is on New Mill Road, circa 520m from the junction of the development site with Gynn Lane. This bus stop is a single flag type bus stop with no shelter from the elements and therefore not attractive to commuters.
• Similar heading to Holmfirth the buses are hourly on New Mill Road and again there is no sheltered provision for the users of this stop.
• The bus stop mentioned 180m away can only refer to the 911 stop at the station – this is a local circular bus serviced very infrequently as noted in Via Solutions report. It should be recognised that this bus stop is only 180m if accessed via Station Lane which can only be described as a dirt track and considered unsafe/unsuitable outside day light hours.
• The K4, K5 and K7 buses referenced within Broadgrove report are predominantly

• The K4, K5 and K7 buses referenced within Broadgroves report are predominantly school bus services, and therefore have limited use for a development within walking distance to a school (a school with limited capacity).
• Honley Train Station accommodates 1 train per hour in either direction due to its single track. It is often the case the trains are cancelled along the Penistone line due to weather, land slips or fatalities.
• It should be recognised that walking or cycling to Honley train station especially through winter months or during inclement weather using either Station Lane or the snicket between house number 31A and 33 Gynn Lane is not safe or practical.
• Honley Station platform also requires access via 27 number steep steps with not step free access to the single platform.
• Station Lane is an un made, unlit track littered with deep potholes and therefore puddles following rain which cannot be seen during dark winter mornings and evenings or night-time.
• Due to its unlit and remote nature this track could be consider unsafe from a personal safety and security perspective
• Due to the uneven nature of Station Lane it is not suitable for push chairs or wheel chair users, and could cause able users to trip/fall, nor would it be suitable for commuter type bicycles (road bikes, foldable bikes, etc….)
• The snicket is a longer route to the station having to exit the development site, head east to the newly proposed crossing then to head back west past the development access to the snicket along the single footpath that is at its widest 1.4m.
• The snicket itself is narrow and again unlit and does not align as a route that can be considered safe and sustainable.
• As described above Gynn Lane is narrow and windy with a single footpath for the majority of its length down to New Mill Road and no footpath heading further east/south up Hall Ing.
• Cycling up Hall Ing is very challenging due to its steepness and does not lend itself to commuter travelling.
• Via Solutions report references lightly trafficked routes adjacent to the site suitable for cycling, however as described above Station Lane is far from suitable for cycling and Marsh Platts is only 100m in length, and therefore question what benefit or relevance that has.
• It is noted in Via Solutions report that a Vets and Dominos are within walking distance from the new development – it is unclear why these are included in destinations for walking, other than to try and add justification to their report. Walking with poorly pets and cold pizzas would not be attractive to the residents of this development.
• Both reports by Via and Broadgrove appear to lack substance and can only be described as “wish washy”, leading to the assumption this site really doesn’t have the characteristics for sustainability.
• The proposals on Gynn Lane cannot be considered sustainable due to the ‘real distance’ from public transport which is loosely discussed in Via Solutions Transport document.
• Footpaths aren’t wide enough and cycle routes are none existent,

Drainage and Flooding

The existing combined sewer within Gynn Lane already has insufficient capacity which is demonstrated through regular flooding to the residents at the bottom of Gynn Lane.

Ludhill Dyke is also at capacity which has previously been recognised and an overflow drainage feature introduced adjacent to the substation and Neily Playing Fields. This however only discharges additional water in to the existing combined sewer and increases the risk of flooding further, recognising this contains foul sewerage.

It is recognised there is an intention to store water on site however:

1. This is only for surface water and it is still intended to discharge in to Ludhill Dyke which is already at or over capacity
2. Cannot store foul water which will have a free discharge in to the at/overcapacity combined sewer
3. The additional impermeable areas will create surface water run off on to Gynn Lane