Broadgrove
PLANNING & DEVELOPMENT LTD

STATEMENT OF COMMUNITY INVOLVEMENT

Land south of Gynn Lane, Honley, Holmfirth, HD9 6LF

Vivly Living Ltd

171/004: Honley – Vivly Living Limited
July 2025

CONTENTS

1. Introduction

2. Policy Context

3. Community Consultation

4. Consultation Feedback

5. Conclusion

Appendix 1 – Consultation Webpage

Appendix 2 – Consultation Reponses

1. INTRODUCTION

1.1. This Statement of Community Involvement (SCI) has been prepared by Broadgrove Planning and Development Ltd ('Broadgrove') on behalf of Vivly Living Ltd ('the Applicant'). This document forms part of a full planning application, which seeks permission for the demolition of existing dwelling and erection of 50no. homes with associated access, infrastructure, and other works to facilitate the development at Land south of Gynn Lane, Honley, Holmfirth, HD9 6LF ('the site').

1.2. The proposal will see a new 50 home development with associated access, which involves the reconfiguration of the existing access over Ludhill Dike as well as associated parking, landscaping and public open space. The proposal looks to retain existing trees and green space as much as possible. A new footpath link will be provided through the site to Pennine View for pedestrian and cycle use. The 50 new residential dwellings will comprise a mix of 2-, 3-, 4- and 5-bed properties with an emphasis on high quality and environmentally focused designs.

1.3. The application site is located on land currently designated for Housing Allocation, to the northeast of the main settlement, Honley, a large village to the south of Huddersfield. The Holme Valley Parish, of which Honley is situated in, has a population of around 27,500, with approximately 11,900 households.

1.4. This statement sets out the consultation that has been undertaken by the Applicant prior to the submission of the planning application, demonstrating that the local community have been informed of the proposals and their involvement has informed the evolution of the proposed development.

1.5. This statement is structured as follows:

- Chapter 2, Policy Context – provides a brief overview of national and local policy requirements in relation to consultation.
- Chapter 3, Community Consultation – provides details of the consultation undertaken and summarises the responses received.
- Chapter 4, Consultation Feedback – responds to key points raised through the public consultation process.
- Chapter 5, Conclusion – brings together the key points raised throughout the consultation process to demonstrate the compliance of the application with statutory and local requirements.

2. POLICY CONTEXT

2.1. This chapter considers the relevant national and local guidance with regards to community consultation, before outlining the scope of consultation that was undertaken prior to the submission of the planning application.

National Policy

Localism Act (2011)

2.2. The Localism Act received Royal Assent in November 2011, and has since be revised with the most recent changes in April 2024. The Bill intended to achieve a substantial and lasting shift in power away from central government and towards local communities.

2.3. Part 6, Chapter 4 of the Act introduced the requirement for any person proposing to make an application for planning permission, where the proposed development is a of a description specified in a development order, to carry out public consultation regarding the proposed application.

2.4. Continuing, Chapter 4 states that the proposed application should be publicised in '*such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.*' These people should then be consulted about the proposed development.

2.5. Furthermore, the Act places a duty on the person making an application to have regard to any responses to the consultation that the person has received. This will then determine whether the application to be made is submitted with the same terms as the initially proposed application.

2.6. In addition to local stakeholders, regard should also be had to the advice given by the relevant local planning authority about local good practice.

National Planning Policy Framework (2024)

2.7. In December 2024, the Ministry of Housing, Communities and Local Government (MHCLG) published the revised National Planning Policy Framework (NPPF). The NPPF provides additional requirements for engagement with consultees.

2.8. As outlined in paragraph 40, the potential for early stakeholder engagement to improve the efficiency and effectiveness of the planning application system, for all parties, is realised. This is enabled by good quality pre-application discussions, that allow for better coordination between public and private resources and improved outcomes for the community.

2.9. This is a recurring theme throughout Chapter 4 of the NPPF with regard to "pre-application engagement and front-loading". It is evident that, even when not required by law, local authorities, local communities and relevant stakeholders should be consulted as early in the planning application process as is possible. This allows for any potential issues to be identified and subsequently resolved, ensuring applicants do not experience any unnecessary delays and costs.

Local Planning Policy

Kirklees Statement of Community Involvement (2024)

2.10. Kirklees Cabinet adopted the Statement of Community Involvement (SCI) on 12th March 2024, setting out how and when the Council will engage and undertake consultation on planning policy documents and how the community can become involved. National policy requires local planning authorities to review their Statements of Community Involvement every 5 years to ensure effective community involvement at all stages of the planning process.

2.11. The document emphasizes the importance of tailoring consultation to the nature and scope of the issue at hand. While general publicity is used to engage the wider community, more focused and specific engagement may be necessary when certain individuals or groups are directly affected. This could include targeted outreach such as focus groups or working with local networks to ensure those most impacted are adequately informed and involved.

2.12. The Council encourages early and proactive engagement during the preparation of planning policy documents, including through informal discussions and interactive workshops where resources allow. Councillors play a key role in supporting this process by facilitating communication between the public and planning officers. Engagement at early stages helps identify community aspirations and concerns, contributing to more informed and effective plan-making.

Scope of Consultation

2.13. The following consultation has been undertaken prior to the submission of this planning application:

- Launched a formal public consultation webpage and invited comments from members of the public (https://www.vivlyliving.com/campaigns/Gynn-Lane-Honley)

3. COMMUNITY CONSULTATION

Formal Public Consultation Webpage – 20th June 2025 – 14th July 2025

3.1. Formal public consultation should be conducted at a time when the plans, documents and supporting information are suitably advanced and robust, so that it is evident that the proposals have been well considered.

3.2. However, the proposals should still be flexible at this stage, so that members of the public still have chance to inform the development process.

3.3. For the ease of accessibility and use, the formal public consultation webpage was launched on the 20th June 2025 and ran until the 14th July 2025.

3.4. During this stage, residents and stakeholders were shown the designs of the proposed development alongside the benefits the project and developer would bring to the area. They then had the opportunity to discuss the plans and any concerns with members of the project team via email. Screenshots of the website are provided at **Appendix 1**.

3.5. The consultation webpage was advertised across a variety of local social media pages throughout the website's activity dates, including by local Councillors.

3.6. Circa 167 unique users have visited the website since it was launched. Any written responses have been received and considered as part of this Statement of Community Involvement and appropriately addressed throughout the course of the applciaiton.

3.7. The public consultation received from the Kirklees Council Planning Application page on the Council website also ran between the 20th June 2025 and the 14th June 2025. The responses received from both methods are set out in detail within Chapter 4 of this report.

4. CONSULTATION FEEDBACK

4.1. The written responses received throughout the course of the application have been provided in full in Appendix 2.

4.2. The responses received from the Kirklees Council Planning Application consultation page throughout the consultation period totalled to 2 in support, 5 general comments, and 78 objections. The comments received have been summarised in the table below:

- **Traffic and Highway Safety**: A dominant concern among objections relates to the safety and suitability of Gynn Lane for increased traffic. The proposed access point is apparently near blind bends, lacks continuous pavements, and experiences congestion due to school traffic and existing vehicle volumes. Multiple respondents describe the potential for accidents and traffic hazards, particularly during peak hours.
- **Flooding and Ground Stability**: Many residents raised objections about flood risks and unstable ground conditions, citing historic mine workings, adits, and previous ground investigation activities that allegedly resulted in localised flooding. There is particular concern over surface water runoff from the new development increasing flood risk downstream and impacting existing properties.
- **Ecological and Environmental Impact**: The development would supposedly result in the loss of mature trees and part of a protected woodland, which residents say provides habitat for bats, owls, deer, and a declining rookery. The council's ecology team confirmed a biodiversity net gain (BNG) deficit and require further surveys and mitigation via conditions.
- **Local Infrastructure and Capacity**: Objections highlight apparent strain on Honley's existing infrastructure, including oversubscribed schools, GPs, dentists, and concerns over utilities such as sewage systems, broadband, and water supply. Residents argue the area cannot sustainably support the additional population.
- **Impact on Local Character and Heritage**: Residents object to the scale and density of the development, suggesting it is supposedly incompatible with Honley's rural character and would negatively impact listed buildings and historical features such as the weavers' cottages and dry-stone walls.
- **Procedural Transparency and Site Suitability**: Some objections question the re-

submission of a previously withdrawn application with limited changes. Others doubt the site's fundamental suitability due to topography, heritage sensitivity, and growing development pressures.

4.3. The consultation feedback will be considered been considered throughout the course of the applciaiton in discussions with the local authority and the applicant will ensure any concerns expressed by residents are appropriately and considered in collaboration with the allocated Planning Officer.

5. CONCLUSION

5.1. As detailed within this Statement of Community Involvement, the Applicant has sought to effectively engage with residents in and around Honley. An accessible and flexible consultation method has been used, in line with best practice and acknowledging Kirklees Council's policies on community involvement.

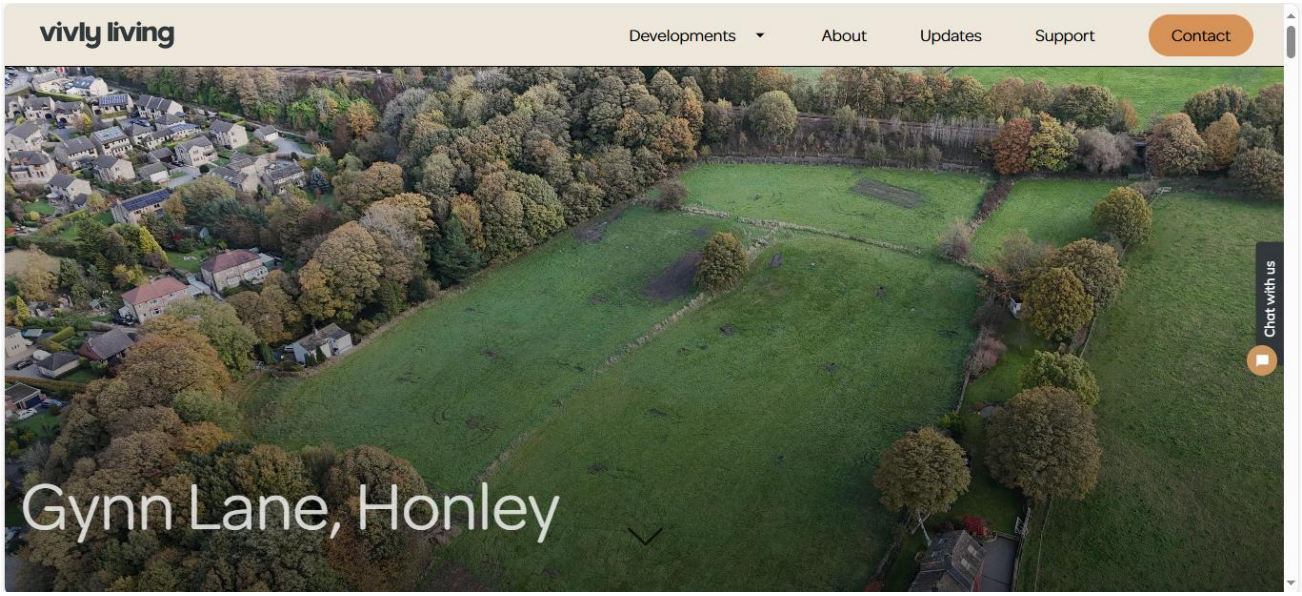
5.2. This Statement sets out the nature of consultation that has taken place between the Applicant's consultation team and residents.

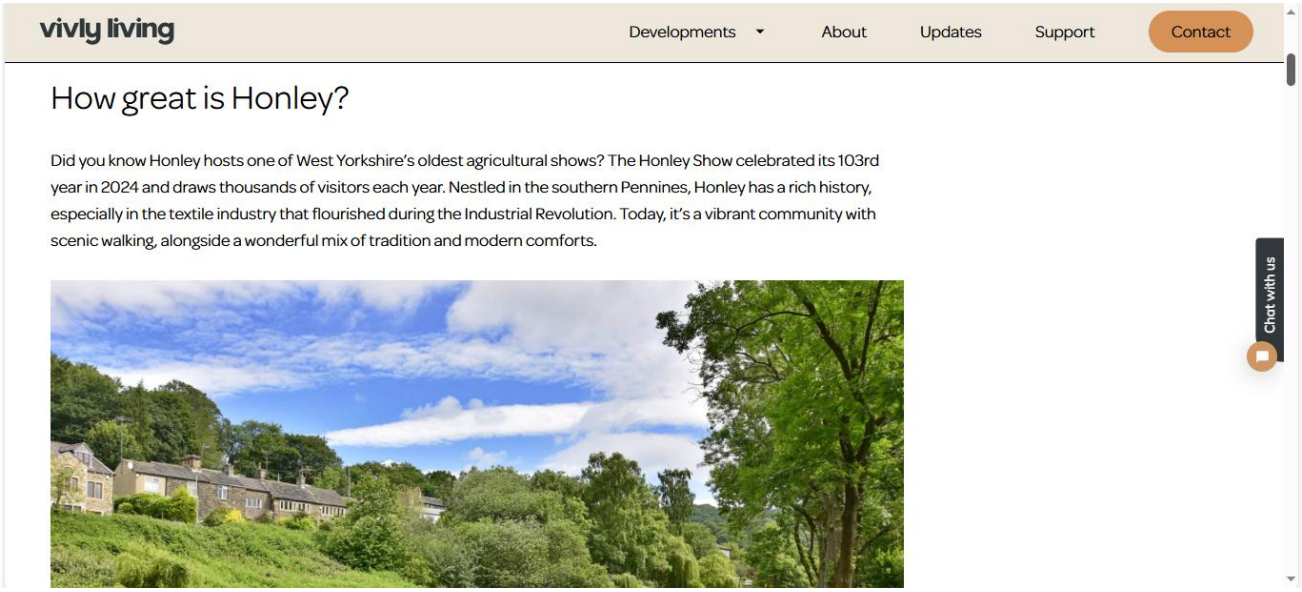
5.3. A public consultation webpage was live between the 20th June 2025 and the 14th June 2025. This was well viewed. The proposed development was generally well received by viewers and this is reflected by the lack of written comments received through these means. Where issues have been raised, largely through the Kirklees Council Planning Application Consultation webpage, these will be addressed in full throughout the applciaiton process and within the submitted technical reports that accompany the Planning Application.

5.4. This SCI demonstrates that comments from consultees, including the local community, have been acknowledged.

5.5. The applicant remains committed to an ongoing dialogue with stakeholders and the Council to help shape a well-planned development.

Appendix 1


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Developments
About
Updates
Support
Contact
Gynn Lane, Honley
Chat with us


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Updates
Support
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How great is Honley?
Did you know Honley hosts one of West Yorkshire's oldest agricultural shows? The Honley Show celebrated its 103rd year in 2024 and draws thousands of visitors each year. Nestled in the southern Pennines, Honley has a rich history, especially in the textile industry that flourished during the Industrial Revolution. Today, it's a vibrant community with scenic walking, alongside a wonderful mix of tradition and modern comforts.
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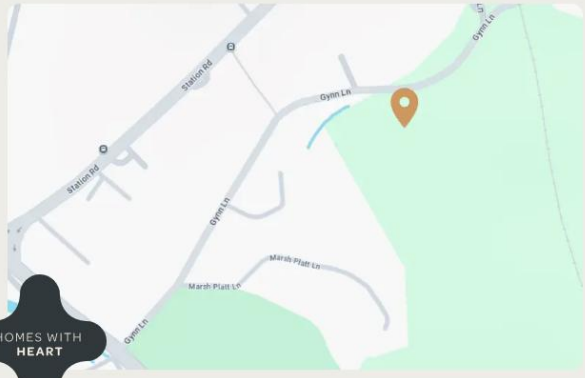
Local amenities include St Mary's Church, a library, medical facilities, fitness facilities, and a small co-operative store. Nearby, Hinchliffe's farm shop offers everything from fresh produce to fine wines.

For food and drink, Honley offers a fantastic selection of independent shops, cafes, and pubs like Jacob's Well, La Dantri, Wired Coffee and Cake, plus Krafty Connoisseurs for craft beers and refreshing gin cocktails.

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Transport Links

Honley Railway Station is on the Penistone Line which runs from Huddersfield to Sheffield.

Travel by car to:
- Huddersfield in 15 minutes.
- Holmfirth in 10 minutes.
- Leeds in 45 minutes.
- Sheffield in 54 minutes.
- Manchester in 1 hour.

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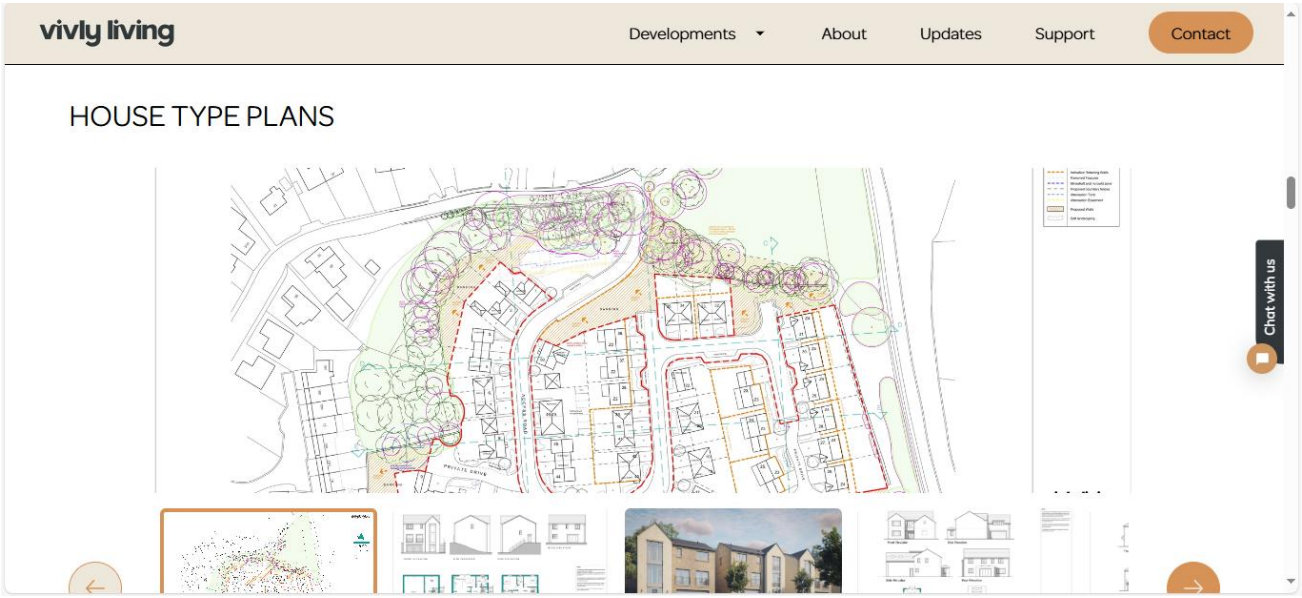
Developments About Updates Support Contact

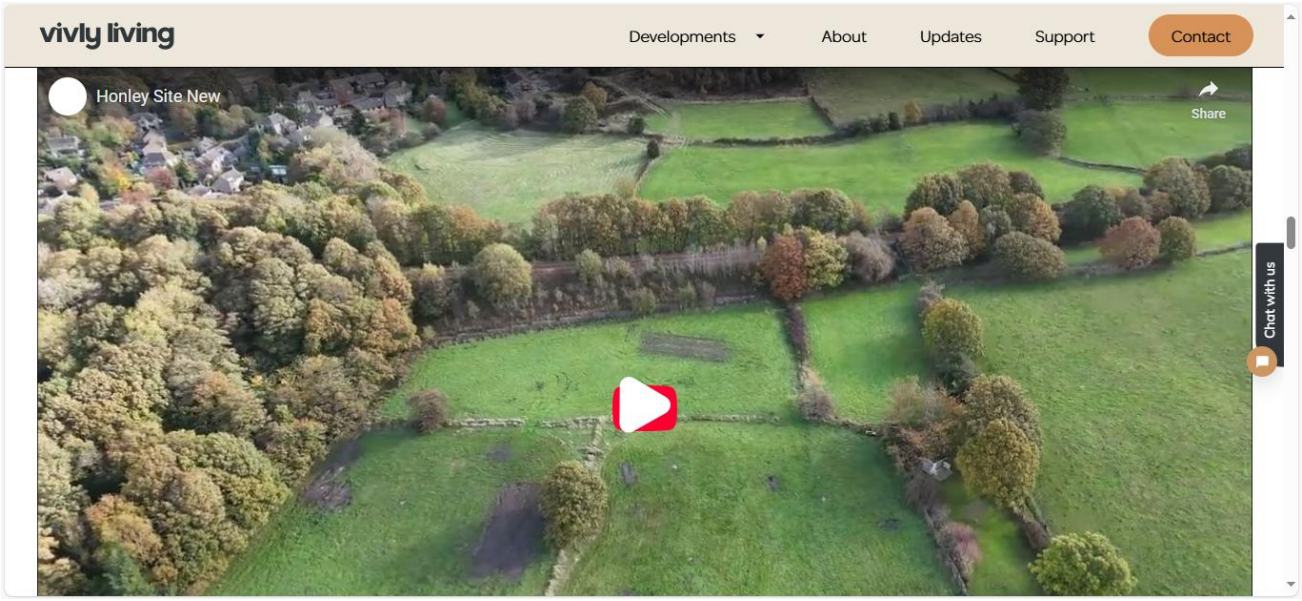
AROUND HONLEY





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The Council's Vision

The application site is allocated for residential development in Kirklees Council's Local Plan under Policy LP65 (Housing Allocations). More information on the allocation (ref:HS167) can be found here:

https://www.kirklees.gov.uk/beta/planning-policy/pdf/local-plan-allocations-and-designations.pdf

The prospective planning application has taken into account all of the technical considerations of the policy and aims to deliver high-quality homes in Honley in accordance with the Council's vision for growth.

Planning History

2019/60/91388/W – Outline application for the erection of up to 50 no. dwellings, all matters reserved except access. Application submitted: 25/04/2019. Decision: Application withdrawn. Decision date: 12/10/2019.

The outline application 2019/91388 was set to be determined at planning committee on 14 October 2019. The proposal

The outline application 2019/91388 was set to be determined at planning committee on 14 October 2019. The proposal had been recommended for refusal on the basis that insufficient information had been provided to demonstrate that and appropriate safe access onto Gynn Lane could be achieved, without crossing third party land. This was considered to increase the potential risk to highway safety.

The recommendation for refusal also emanated from insufficient information being submitted to demonstrate that the highway access would not result in the loss of protected trees of amenity value. This is also related to a negative impact on biodiversity, both without the necessary mitigation measures in place.

At the time of submission of the outline application, Kirklees Local Plan Allocations and Designations had been adopted (27 February 2019). The planning history demonstrates that the principle of development at the site is acceptable since the site formed part of a housing allocation.

A key consideration in the previous outline application centred around the proposed new access and culvert over Ludhill Dike. The LLFA raised concerns over increasing the length of the culvert and the angle of the entry point. This was both to prevent blockage and exceedance of the culvert form Ludhill Dike for maintenance purposes and in the interest of reducing risks to persons or animals entering the culvert (with or without permission).

The Arboricultural Officer considered the previous scheme to result in the loss of additional trees beyond the submission Arboricultural Method Statement, due to the regarding of the landscape around Ludhill Dike. This was considered to result in a significant gap in the protected woodland area that would undermine the purpose of the woodland protection order.

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The Biodiversity Officer was satisfied that the previous scheme's design of the culvert could mitigate any impacts to local ecological species. The officer considered the option that maintained the openness of the culvert to be the most suitable to limit ecological impacts, prevent further impacts to protected trees and allow ledges to facilitate safe passage for mammals.

The proposed access was not considered to sufficiently demonstrate safe and suitable access to the site. The proposals incorporated a 5.5m carriageway with a 1.2m verge and 2m pedestrian footway that would link to the north side of Gynn Lane to the east of the access. Particular regard was given to the achievable visibility splays and it was not supported that 2.4m 43m splays to the west of Gynn Lane could be achieved. Notwithstanding the issue with the access, officers consider that the other highway and transport matters would be acceptable subject to the necessary conditions.

The previous outline application suggested that the site would have negligible harm in terms of heritage on the pair of listed terraces (30 and 32 Gynn Lane). Residential development in this location was also considered acceptable by Environmental and Public Health, in relation to noise impacts from the railway adjacent to the east.

The Committee Report considered that drainage matters could be satisfactorily dealt with by the imposition of conditions. It is therefore considered that matters to do with drainage and flood risk can be overcome as part of this planning application.

In conclusion, the planning history clearly demonstrates that the principle of development is acceptable. Subject to a

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In conclusion, the planning history clearly demonstrates that the principle of development is acceptable. Subject to a future application giving due consideration to the proposed access, associated culvert, and impacts on protected trees, it should be possible to overcome the reasons for the refusal of 2019/91388.

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Summary of benefits

10 Affordable Homes provided on the site, which are broken down as;

5 Rent to Buy Properties sold to a registered provider

3 Discounted open market sales (20% discount)

2 First Homes (30% discount)

High energy-efficient homes

The woodland adjoining the site opened up to the community

Ludhill Dike upgraded to ease flooding potential

Section 106 payments for school provision

Honley Railway Station

This station opened originally in 1850 and was double track. Although now reduced to single track there is an hourly service from here to Huddersfield and Sheffield. The station is very busy mornings and afternoons when pupils at the local High School use the service. It is also subject to the Government's leveling



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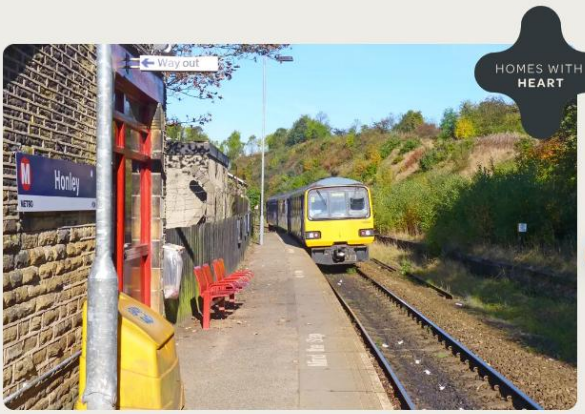
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Honley Railway Station

This station opened originally in 1850 and was double track. Although now reduced to single track there is an hourly service from here to Huddersfield and Sheffield. The station is very busy mornings and afternoons when pupils at the local High School use the service. It is also subject to the Government's leveling up fund to improve the service and facilities between Huddersfield and Sheffield.

We believe that it's import to invest in the local community, so it's our proposal to instead of providing discounted public transport to our customers, make the same monetary contribution to the Penistone Line Partnership, to allow for the upgrading of accessibility facilities within the station, to help young families, elderly persons or those with mobility issues use this very sustainable facility which abuts our site.



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Flooding Prevention – Gynn Lane – New Mill Road and River Holme

As part of our development, we aim to help reduce the effects of flooding that has been seen over the years around the Gynn Lane/New Mill Road area.



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Our site will have its own attenuation tank that will reduce the amount of surface water runoff that enters Ludhill Dike. This is done with the use of a flow restrictor, which then limits the rate of discharge. This rate will be approved by Yorkshire Water and the Local Flood Lead.

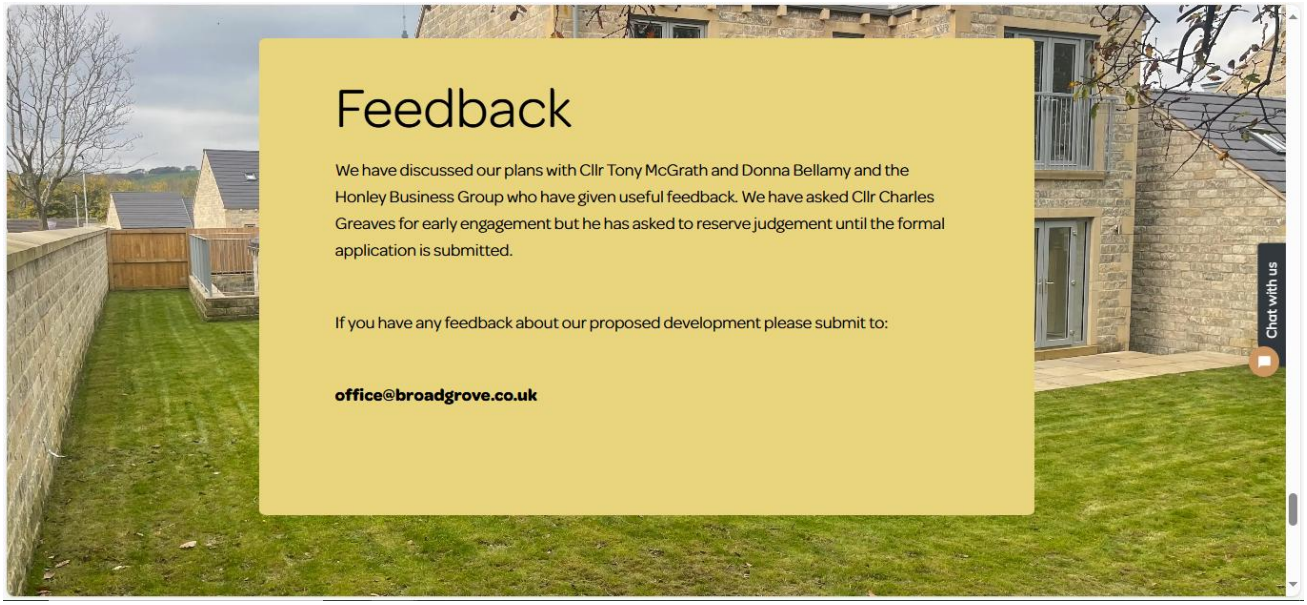
Our site does not flood nor is it attributed to the flooding which occurs at the junction of Gynn Lane and New Mill Road.

As part of our development, the Local Flood Leads have asked for Ludhill Dike, which runs within our site boundary to be straightened up to ease the flow of water as it makes its way to the River Holme. Our new entrance road away allows.

In further discussions with the Local Flood Leads, some Section 106 money will be payable from this development for further flood prevention measures along the Ludhill Dike, which Kirklees Council have planned.

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Feedback

We have discussed our plans with Cllr Tony McGrath and Donna Bellamy and the Honley Business Group who have given useful feedback. We have asked Cllr Charles Greaves for early engagement but he has asked to reserve judgement until the formal application is submitted.

If you have any feedback about our proposed development please submit to:

office@broadgrove.co.uk

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Appendix 2

Consultation responses – 202562/91370/W

Vivly Living Ltd - Land at Gynn Lane, Honley, Holmfirth, HD9 6LF.

Demolition of existing dwelling and erection of 50 dwellings with associated access, infrastructure and associated works.

Website consultation period 20.06.2025 – 14.07.2025

Planning application details | Kirklees Council

Summary:

Public: 2: Support 5: General 78: Object 85: Total

- **Traffic and Highway Safety**: A dominant concern among objections relates to the safety and suitability of Gynn Lane for increased traffic. The proposed access point is apparently near blind bends, lacks continuous pavements, and experiences congestion due to school traffic and existing vehicle volumes. Multiple respondents describe the potential for accidents and traffic hazards, particularly during peak hours.
- **Flooding and Ground Stability**: Many residents raised objections about flood risks and unstable ground conditions, citing historic mine workings, adits, and previous ground investigation activities that allegedly resulted in localised flooding. There is particular concern over surface water runoff from the new development increasing flood risk downstream and impacting existing properties.
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- **Impact on Local Character and Heritage**: Residents object to the scale and density of the development, suggesting it is supposedly incompatible with Honley's rural character and would negatively impact listed buildings and historical features such as the weavers' cottages and dry-stone walls.
- **Procedural Transparency and Site Suitability**: Some objections question the re-submission of a previously withdrawn application with limited changes. Others doubt the site's fundamental suitability due to topography, heritage sensitivity, and growing development pressures.

Comments:

Public Responses:

Id 1095488: Objection.

"It has come to our notice that an application to build 50 houses on Gynn lane. We cannot believe that yet another green field site is being robbed from the village not only to the residents who will certainly feel the huge impact of another development but to the existing wildlife it will be a travesty. We have already witnessed what is happening to the wild life in particular the deer who are totally confused at the destruction of their habitat with them showing up scared and not knowing where to go. The village is already at beyond capacity with the building that has been approved but the infrastructure has not increased to accordingly. There are places that are more suitable to build on. This application is not one of them. With regard to the roads surrounding one can only imagine the carnage that could occur with the increased traffic. Please please consider a refusal. STOP taking our green fields...."

Id 1095487: Objection.

"I object to proposals to build 50No. houses on the suggested site. This will mean adding a lot more traffic to what is already a busy road on a narrow, windy country lane. Additionally, the entrance/exit is proposed on a sharp bend in the road that is dangerous as cars and trucks come down at speed when there are many elderly people, families with young children and school children who walk on this road every day. A more accessible point of entry/exit would be Marsh Platt Lane further down. There is no benefit to the neighbouring communities to build these houses because to build houses you must then provide more public amenities whether that be a shop, play area or small park.
Building on this site would also mean cutting down trees that provide shelter, safety and nutrition for many animals. These include roosts for varieties of different bird species including rooks and jays. It is a habitat for small mammals such as foxes and voles. I've also seen deer passing through. In the UK, we have seen a major decline of invertebrates such as bees, hoverflies and moths that are key for pollination and crop pest control. Those trees and its surrounding landscape are a vital conservation area for these animals. The State of Nature Report 2023, in the UK, states we are the most nature depleted country in Europe and across the UK, of species studied, have declined on average by 19% since 1970. To build these houses should not be at the expense of decimating vital habitats, we need more trees, not less!"

Id 1095486: Objection.

"The proposed development poses a direct threat to protected trees on or adjacent to the site. The plans indicate the felling of several mature trees, which are subject to a Tree Preservation Order. These trees contribute significantly to the local amenity, air quality, and biodiversity. Their loss would be irreparable and contrary to Kirklees Policy LP33 and BS 5837

regarding the protection of trees. I request that all protected trees are retained and adequately protected during any development."

Id 1095483: Objection.

"I agree with and support all of the objection comments made so far regarding this planning application. The proposed development is not suitable for the area outlined in the application for all of the reasons described in other comments and should be Rejected in its entirety.

It will be a complete devastation of beautiful green belt countryside which is teaming with Wildlife. These poor animals need our protection, not desimate more of their land. This development will also cause the road to be congested with more cars and is a hazardous location for potential collisions."

Id 1095480: Objection.

"Object the planning application, these type of houses are not affordable and not fulfilling for the people and residents of the area, please provide a larger amount of social housing or affordable homes if to be approved.

Object the homes due to the lack of infrastructure sorrounding, school spaces, doctors, and so on…

Lack of highway safety location is a narrow street and opening will create a risk to users of gynn lane, you are intensifying the location by adding volume here, Honely high school walk down this lane frequently, and what contribution can be made to highways for the upkeep of the road if more users are to be used? Can a crossing point be installed at the snicket which students cross at?

Has the consideration of grazing land been considered? Lack of land for livestock, we are relying on our meats being imported and not sourcing locally!

Object due to severe flooding on nicely playing fields, taking land away that would absorb water would intensify regardless of drainage systems installed.

Woodland area and site has frequent use, as well as deer crossing the field! The grey crested newt has been spotted within the woodland where activities take place above at the side of the rail track!

The land has religious artefact's from world war 2 and has been evident through findings in the wooded area, has consideration been taken to unsettling of key matter. Identified through metal detection.

The homes lack character with many of the homes being made in stone, building homes in new stone alternative is in keeping and homes should be made with reclaimed stone to match

the sorround.

All landscape sorround again should be in stone, including roofs and walling,

The application should be refused by the council as the contributions to the council are lacking, highway needs to have better 279 agreement and should involve potential speeds humps on this street.

Please assess wildlife and consult further with members of the public, not everyone has had opportunity to comment as dates appear to be mid guiding! Please allow more time for public consultation as the council haven't been transparent."

Id 1095473: Objection.

"POINT 1 - Gynn Lane and surrounding residence is a quiet are, otger than at school times due to parents parking all tge way up Gynn Lane on bith sudes if the road. The main road has double yellow lines forcing traffic onto Gynn Lane. The addition of another 50 houses is likely to increase traffic by 150 cars. The Lane cannot handle that additional traffic.

POINT 2 - The proposed opening to the building site is on a corner making it a dangerous entry point. The lane is already dangerous when traffic not used to the area flys up tge lane there are already 2 blind bends on eitger side of the proposed site opening. I have had several close calls in the 5 years I have lived here because cars dont anticipate the bends ir there are cars parked on the bends.

POINT 3 - The opening into the estate is narrow, obviously this will be opened spoiling the aesthetics of the area. There will have to be yrees felled which are protected. The wild life will be displaced i.e hedgehogs, foxes and rooks.

POINT 4 - The bridge over the entrance to the site will obviously have to be extended and reinforced. What thought has been given to the waterway? If it is to be diverted, where too as Gynn Lane already suffers flooding every year.

POINT 5 - If plans proceed, there wilm be 2 years of heavy good vehicle's trundling up and diwn the lane , disturbing the piece for all local residence. The noise in the area travels at the best of times so for shift workers this will be intolerable.

POINT 5 - Has consideration been given to the local amenities. The GP surgeries will struggle with a further 100-200 people. Along with the locsl schools.

POINT 6 - There is another local estate built on the road to Holmfirth which hasnt sold their properties. Why is this further estate required?

POINT 7 - Other resident with more knowledge of the area are objecting due to previous

mining in the area. This is likely to cause damage to existing housing. What consideration has been given to this and what plans are there to compensate anyone affected. If this hasnt been considered this plan should not be given permission to go ahead.

POINT 8- There are several houses in the HD area that coukd be brought back to life without destroying the countryside.

I do not object to people making a living and advancement in areas..... however this proposal is not in keeing with the environment. There is no desire from the lical community to support this venture."

Id 1095471: Objection.

"50 new houses on the site above Gynn Lane is not appropriate given that there is only one access and exit which is onto Gynn Lane in a narrow part of the lane and between 2 bends in the road. Well over 100 extra vehicles could be using this route and given the lack of pavement pedestrians could be at risk. The additional cars will also add to the traffic safety issues we already face. I do not feel the mine issues on the site have been adequately addressed and there seems to be no consideration of the houses adjoining the site which may be subject to subsidence and /or flooding. A number of trees are to be felled which have had TPOs since 1996 in order to create a bigger access and consideration for wildlife does not seem to feature strongly in the plans. I cannot find anything in the plans which tells me how the construction will be carried out using the one entry point in Gynn Lane and what measures will be used to minimise problems that will be caused by large lorries up and down a narrow and already congested road. I do not believe that the current planning application is robust enough to be approved. Residents would like the people who are making the decision to respect local people by a site visit to Gynn Lane to see our concerns in person. Finally I think the public consultation process has not been publicised adequately and there has been confusion over the end date for online comments as 2 different date are showing at the moment"

Id 1095470 & 1095485: Objection.

"Dear Sirs
I strongly object to this development on basis of safety and damage to the local environment.
1) Vehicle access from Gynn Lane is already a densely congested area (from the sport field and associated recreation events, Honley high school collections). The recent modifications at the bottom of Gynn Lane has only served to impede visibility reduce parking.
2) Gynn lane becomes a single track road before the only vehicle entrance to the development. There are already 2 major hazard points in the area, the blind bend at the school snicket and the blind bend at the railway viaduct. Both of these points are within some 50-60 meters of the proposed development area. Introducing a new population of vehicles into this hot spot area seems reckless.
3) Vehicle access from Hall Ing Lane is a single track road, with many residents cars already parked on the pavement, resulting in pedestrians having to walk on the road, as historically

built housing has not been with sufficient car parking for todays standards. Introducing extra traffic to Hall Ing Lane is a danger.
4) Parking on the site is proposed for 50 dwellings, with 100 car parking spaces. Homes with 2 bedrooms typically have x2 car parking space needs, most of the proposal will have 4+ bedrooms, so the parking proposed is totally inadequate for the population. 50 homes by todays standards will have 3- 4 cars per dwelling and the proposed vehicle entrance and existing road structure is not suitable for this volume of extra traffic.
5) Pedestrian access on Hall Ing and Gynn Lane is at one side of the road. Pedestrians leaving the development via Marsh Platt Lane will exit onto Gynn Lane at Marsh Platt Lane, crossing the road to meet the main pavement on the opposite side. This area is already a highly congested area due to residents of Honley parking to use the sports field for events and recreation or collect children from the High school.
6) The development plan states that it is not a flood risk, but the 3 story weaves cottages, less than 50 meters away from the development have flooded in recent years and the bottom of Gynn Lane is a major flood area, frequently flooding annually. Developments such as the proposed will removing fields that soak the rain and increase the frequency and impact of floods
7) The works at the vehicle entrance will destroy and disturb a large, wooded area that hosts a major Rookery and is habitat for Foxes and Bats. These are ancient trees and habitats that cannot be replaced with managed planting, and must be protected at all cost."

Id 1095469: Objection.

"The proposed development presents a significant risk of increased flooding in the surrounding area. Gynn Lane itself and the junction with New Mill Road, is already susceptible to surface water flooding during heavy rainfall events. There are known drainage issues in area.
The extensive hardstanding associated with new development (e.g. roofs, driveways, pavements) significantly reduces the amount of permeable ground available to absorb rainwater. Rainwater will be directed into the existing drainage systems, which may already be at capacity, or will flow over land, increasing the risk of flooding to nearby properties, gardens, and roads. The current drainage system in the area is not designed to cope with the additional volume of water generated by this development, leading to surcharging and localised flooding. The existing issues with culverts, drains, or watercourses in the vicinity will be made significantly worse by the additional water burden from this development.
I request a thorough and independent Flood Risk Assessment that fully accounts for the cumulative impact of this development on the local hydrology, considering the existing drainage capacity and the vulnerability of surrounding areas to flooding. Sustainable Urban Drainage Systems (SuDS) must be a central and effective part of any plan, demonstrating a net reduction in flood risk, not an increase."

Id 1095464: Objection.

"I oppose the application on the following grounds.
1 The area is semi rural and is home to a large amount of wildlife whos habitat will be

decimated.
2 The access to the site is totally unsuitable for the number of dwellings planned.
3 The main road junction is already the site of several accidents and in heavy rain floods.
4 The infrastructure is not suitable for the numbers planned, health services, education services are already under pressure.
5 The planned number of dwellings will have a detrimental effect on the people living in the area due to noise, pollution etc"

Id 1095460: Objection.

"Given the historical industrial activity in this area, there is a significant concern regarding potential mining risks associated with the proposed development site. The area is known to have a history of coal mining, and there may be uncharted mine workings. Without a thorough and independent ground stability report, including detailed investigations for mine workings, the safety of any future structures and the people within them cannot be guaranteed."

Id 1095459: Objection.

"I object to this development. Encroaching and eroding more green space. Kirklees have done nothing but build on green spaces in Honley, Netherton and now Lepton is underway. Causes more stress on limited services and the extra traffic means congestion we can do without. More focus needs to be given to developing on the numerous brownfield sites."

Id 1095457: Objection.

"I totally object to the planning application for this site. In addition to all the comments, it will result in noise and extra traffic on what is already a dangerous road. The road is narrow and only has pavement on one side access in and out of this road will be a safety hazard.
I strongly object against building properties of this size and capacity on this land. This is a critical area of land for wildlife woodland and protected trees. Children need to grow up in areas whether there are green spaces. Green spaces allow for drainage, As we know the land floods in this area. As we know this area has coal addits. As a council we should be looking to preserve some of our greenbelt. This is beautiful countryside that you are wanting to build on houses will not be keeping according to the application I strongly object and hope that council members officers and other agencies will take mine other people's opinions into consideration. There is lots of land in and around Kirklees that needs regenerating. Kirklees should be looking to regenerate areas of poverty areas that are untidy and areas that attract negative behaviour. As a resident in this area, I made the decision to move into this area because I wanted to live in the home valley, the home valley as a reputation for being green and beautiful and quiet. Please listen to peoples opinions and please do not build on this beautiful area of land that will just create noise flood flooding traffic disorder and it will also impact our wildlife wildlife that is protected."

Id 1095455: Objection.

"I do not agree with the proposed application. The traffic around Castle Hill using High Lane to get to Honley is causing congestion and problems for people that live on the road and the

volume of traffic is dangerous. Thrre is a need for housing but social housing is needed not more luxury housing that Kirklees insist on allowing when all that does is push house prices up and stops thr younger generation buying in their local area. There are plenty of brown field sites that need developing in Newsome Mills for one that could provide plenty of housing would it not be better to develop that site and protect the local wildlife"

Id 1095454: Objection.

"Spent hours going through all the objections and the facts and information are so damning that it would be a stupid decision to accept this application. Not to mention the junction has just been adjusted at the bottom of Gynn Lane, and this has been so poorly designed. It's just over 2 week old and I've already seen cars go the wrong way and a young boy on a bike knocked down at the obstacle course that is the pedestrian route. This in itself needs immediate attention."

Id 1095453: Objection.

"My primary concern revolves around the profound and unacceptable impact this development will have on road safety in the immediate vicinity. The existing road infrastructure, specifically Gynn Lane, is already narrow and frequently congested by parked vehicles. This is exacerbated by its close proximity to Honley High School, which generates significant pedestrian and vehicular traffic during peak times (e.g., school drop-off and pick-up).
The proposed development will undoubtedly lead to a substantial increase in vehicle movements, adding further pressure to an already overstressed system. This will inevitably result an increased traffic queues and delays, and a significant reduction in road safety.
The combination of increased traffic, narrow roads, and the presence of schoolchildren creates a highly dangerous environment for pedestrians, cyclists, and motorists alike. There is inadequate space for safe pedestrian passage in many areas(narrow pavements etc), and the introduction of more vehicles will only amplify this danger. During peak congestion, the ability of emergency services to navigate these roads quickly and efficiently could be severely impeded, with potentially dire consequences. No mitigation measures proposed within this application could adequately address the fundamental road safety issues posed by additional traffic on these already unsuitable roads. The safety of our community, especially our children, must be paramount."

Id 1095452: Objection.

"Whilst Honley is a desirable area to reside within the Holme Valley, I understand why developers wish to build here. However, this village lacks the infrastructure to support the new build developments, which I doubt will not have been into consideration at all. Oversubscribed schools and GP surgeries, and not to mention the roads! Lets keep Honley as a village and not let it become a town which I feel is coming!"

Id 1095451: Objection.

"I understand that the site is home to a protected rookery. Rooks are a protected species under the Wildlife and Countryside Act 1981, and their nesting sites are afforded legal

protection. The proposed development, through disturbance from construction noise, lighting, and habitat loss, could have a devastating impact on this rookery. The development should not proceed if it jeopardizes this protected species as per Kirklees Policy LP30."

Id 1095434: Objection.

"The application does, hypothetically have merit; proximity to public transport, low visual impact from the bottom of the valley and Gynn Lane/Hall ing Lane, proximity to Honley high School.
However, in practical terms, there are serious and insurmountable issues.
Traffic issues Gynn Lane/Hall Ing Lane.
Between the proposed access road onto the development and the A616 junction is the narrow blind bend. Negotiating this bend is made difficult by the vehicles parked either side of the road immediately before the bend as you approach uphill from the bottom of Gynn Lane. (in contravension of the Highway Code prescribed distance for parking in proximity to a bend).
Line of sight in and out of the proposed access is limited and therefore works would have to be carefully planned and carried out to make the junction with Gynn Lane and the development access road safe and viable. This can only achieved by using some of the triangle of woodland, which is the site of the rookery.
Although wider, the bend and the road under the railway bridge is also restricted in sight and width.
From the railway tunnel upwards onto Hall Ing Lane, the road becomes increasingly narrow, steep and with bends; notably beyond the hamlet of Hall Ing. Hall Road, Brockholes Lane and Brockholes Road which lead off Hall Ing Lane are all narrow, steep and with restricted visibility. These roads are unsuitable for the volume of traffic which already use them, compounded by the speed of many of the vehicles and the standard of driving.
Therefore increased traffic associated with a development of 50 houses, would have severe implications for road users and residents along these roads.

Building on greenfield sites.
In spite of the Governments push to increase housing stock, there is no justification for building on greenfield sites in such rural locations while ever so many brownfield sites remain unused. Especially when the sites have the inherent problems that this proposed site has.
With the ever increasing threats posed by the politics and conflicts across the world, we should be retaining agricultural land for the nations food security.

Affordable Housing
Although giving a nod to the percentage of affordable housing, i would question whether this development is actually addressing the need for affordable housing given the nature of the planned homes.

Drainage and Flood Mitigation
The proposals pay lip service to the above issues. However what guarantees will the

developers give regarding the clearing and ongoing maintenance of the barrier across Ludhill Dykes once the houses are built and sold. The ongoing and historic problems with the volume of water causing flooding at the bottom, and potentially the lower lying properties, of Gynn Lane will not be helped by additional run off from hard surfacing, particularly the new access road, associated with the new development. Even water captured in a reservoir will need to be drained off. Again who will be responsible for this?

In conclusion, that this site is viable for a development of 50 houses is of great concern due to the location giving rise to the serious issues outlined in this objection."

Id 1095308: Objection.

"I agree with and support all of the objection comments made so far regarding this planning application. The proposed development is not suitable for the area outlined in the application for all of the reasons described in other comments and should be rejected in it's entirety."

Id 1095304: Objection.

"As a resident of Gynn Lane, I am concerned about the proposed development of 50 houses for the following reasons:

1. Flooding: The area has a history of flooding. This proposed development will increase the likelihood and severity of flooding events in the future.

2. Access Road: The access road is positioned downhill of the railway on a bend with poor visibility, where cars currently travel at high speed - this presents a hazard. My driveway is close to the proposed access road and it is already hazardous for me to enter my driveway, the development will increase the likelihood of incident whilst accessing my property.

3. Highway Safety: Gynn Lane is narrow and has tight blind bends. The addition of approximately 100 extra cars to the area will increase congestion, road noise and the likelihood of incidents. Gynn Lane is often under strain during school drop off times and events. During the lengthy construction phase, access would also be adversely affected and the current road infrastructure is not suitable for heavy plant.

4. Trees/Landscapes: The development involves the destruction of mature trees and their established ecosystems.

I urge you to reject this application. The proposed development negatively impacts local residents and the environment."

Id 1095303: Objection.

"Within 150 metres either side of the entry to the proposed development Gynn Lane narrows, has a blind bend below it and a railway viaduct above it which is also on a bend with poor sight lines. To compound matters there is a dirt track between Gynn Lane and Honley railway station which joins Gynn Lane just below the viaduct. This track is already used as a

'rat run' to try and avoid the road junctions at Newmill Road with Gynn Lane and Station Road. Over the last few years especially, the level of traffic using this has multiplied greatly and vehicles of all sizes now use this 'short cut' throughout the day. This often makes it unsafe for pedestrians who might be trying to access either the station, Honley high School or just out for a walk.
The proposed development will only make this worse especially with the additional service vehicles it will bring with it such as grocery and internet shopping deliveries. Any suggestion that this track could/should be upgraded by re-surfacing or lighting to ameliorate the impact of increased traffic due to this development is not unacceptable.

Gynn Lane is already a busy road especially at school drop off and collection times with cars parking inappropriately, doing 'u' turns and generally not sticking to anything that resembles best practice.

On top of all this is the flooding which often occurs following heavy downpours and the fact that previous reports have highlighted the numerous unknown mine workings which exacerbates matters.
This development will only add to the likelihood of this and the severity of it.

The beauty of living on the outskirts of Honley is that there is the convenience of the village centre but also the feel of being close to and part of the countryside.
The proposed development just chips away at this and flies in the face of having protected areas of woodland which support wildlife in all its diversity and helps provide an environmental antidote to the ever increasing pace of life."

Id 1095178: Objection.

"I would like to express my grave concerns about the outline planning application for the building of 50 houses on land at Gynn Lane, Ref 2025/91370
Firstly I would like to reference the correspondence you received, dated 30 June 2025 from a neighbour, friend and fellow Gynn lane resident (detail listed at the end of my comments
These views represent my feelings fully and I would like to you to accept my correspondence as a formal submission of my same views on the application.

In addition to these concerns raised, which are mine also, I would also like to raise some additional points.

1. Residents meeting with Olver Bottomley, Vivily Living Fri 27th June, also present Paul Farndale, Martin Stephenson

At this meeting the concerns on flood risk and mining were discussed at length, the meeting was constructive, well mannered with, I felt, a genuine empathy from Vivily Living towards the residents. There was a careful and considered approach to the potential flood risk (management of water run off to Ludhill Dyke, certainly sufficient for the planning committee

to evaluate this issue. However the response on the mine works was less convincing and the concept that no one could be sure of any potential risks could be established until works commenced was very concerning. This email communication chain has been shared with Cllr Charles Greaves, who has passed to Jillian The Planning Officer on 8 July.

I believe that Kirklees have a statutory duty under the new planning guidance to ensure that this development will not have a directly negative effect on existing properties by causing damage to them. There is already strong evidence to support this view as properties as test drilling in 2024 (Lithos Appraisal) caused flooding/ back up through the drainage system to a number of properties in close proximity to Gynn lane.

2. Traffic

There have been many submitted views on this subject, I do share these views and would ask that a proper evaluated survey be carried at, at the peak times where traffic is most prevalent and of greatest potential risk to other road users and pedestrians. I exit from properties 16 - 18 daily at peak times and it is difficult and dangerous joining the main Gynn Lane due to exceptional poor visibility due to the volume of cars. It is only a matter of time before an accident occurs.

3. Wildlife

Again as with traffic there have been many points raised about the negative affect of the development on the wildlife population. I don't believe that this is a point for discussion, it is a statement of fact based upon my 24 years of living at my property that is in very close proximity to the proposed site. Where I have seen at first hand the diverse and extensive presence of animal species.

I suspect very much that my points 2 & 3 will have little, if any real bearing on the Councils decision process but the concern over the Coal Mining works, and their unknown potential affect on surrounding properties from a flooding perspective is a major concern which I strongly believe is a major consideration.

[Then they copy and paste *Id 1093943: Objection*]."

Id 1095172: Objection.

"Plan Prop/Site/Block Layout 1089266
This plan shows in the north west corner of Gynn Lane opposite no. 45 a dropped curve foot crossing. This does not have a visibility display to the east when crossing from north to south. The car on the plan to the west does have a visibility display but anyone on the crossing does not because of the wall on the north side.
The plan shows a pavement on the south side of Gynn Lane (part of S278 works). Gynn Lane here is only 7.7m wide from my gate post to the wall opposite, we need all the road up to the

wall on the south side to enter and exit numbers 41 - 43 and 45. I have a 6m vehicle, when exiting I have less than my height between the front and the wall opposite before I turn the steering wheel. If this pavement goes past the crossing it will need a dropped kerb so we do not damage our wheels and tyres.
THIS IS EXISTING USE
For insurance purposes my 6m vehicle has to be kept at a secure place when not in use this is at home behind a locked barrier.
When the road outside my house is dug up for water, drains, electricy, gas, telecoms etc. I will be unable to access my secure place. This will require it to be kept at another secure place paid for by the developers. Every time the location is changed it costs £15, also mileage costs to move 200 kilos to and from the secure place."

Id 1095169: Objection.

"Railway Embankment
I worked over 30 years for a railway infrastructure department, restoring, building new and maintaining 40 miles of railway.
The engineer who built the Huddersfield and Sheffield railway line in the late 1840's knew of the poor ground around Honley and towards Brockholes. They built wide embankments to spread the load on the poor ground, that's the reason for the long bridge for the height of the embankment in Gynn Lane. The wing walls of the bridge to the south have later been extended and material added to the toe of the embankment. The movement of the poor ground has left the bridge with a wonky arch. Network Rail monitor this to this day.
The middle band coal under the site and railway embankment will hae been mined before the railway was built that will account for the poor ground. Almost all of the mining in Honley stopped after 1850 as better and cheaper deep mined coal was brought in by rail.
About 10 to 15 years ago Network Rail built a gabion wall to the west of the railway line to stabalise the embankment as it was slipping, 160 years after construction. At the end of June 2025 Network Rail had a ballast drop between Brockholes and Honley on the valley side rail. After tamping it should restore this rail to the correct height so they must think the embankment is still moving.

Network Rail is very unlikely to allow houses to be constructed on land only 14 to 16 metres over worked coal (PH05 - PH07) so close to an unstable embankment and definitely not retaining walls built in the projected toe of the embankment on top of worked shallow coal.

Network Rail may need to widen the embankment to lay double track to modern standards. It is planned to run 2 trains each way per hour and as there is always a train on the single line between Huddersfield and the dynamic loop at Stocksmoor the line from Springwood junction will need doubling which may require the embankment widening especially if they think it is weak.
The railway boundary is at least a metre from the fence as railways always place boundary stones so that they can maintain the fences from their own property."

Id 1095168: Objection.

"In the withdrawn application 2019/60/91388W, the public responses delegated report/committee report 831894 pages - 9-14 are all still relevant.
The problems with roads, schools dentists and parking have all deteriated with all the new houses built in Honley and Brockholes.

Attenuation
The applicants have a chance of improving the flooding of Ludhill Dyke by reducing the water flow from an enlarged attenuation tank from 10.5 litres/second to 5 litres/second, so that less water is stored in peoples houses and properties. (30 - 32 Gynn Lane, Council Terrace, Fitzpatricks and Charlies Tyres)

Swept Path Analysis
Supportive information, transport assessment 1089300, pages 46 - 51
Only half done. Refuse truck shown entering and leaving from the west. The east needs doing.
The plan shows a 8 x 4 truck, yet in the side bar it shows a 6 x 4 truck, same length but different wheel spacings, as they will have different turning radii.
The analysis for delivery van shows a 5.9m van, (short wheel base transit and Ducato). Almost all delivery vans are medium wheel base 6.36m (transit and ducatos or long wheel base 7m+ sprinters and ivecos).

Supportive information Drainage/Foul Sewerage 1091728 Assesment Page 4 second paragraph. NOT THIS SITE Lepton?
Refers to Rowley Lane and Penistone Road. Is there a missing paragraph for this site?"

Id 1095000: Objection.

"I entirely object to this application for a multitude of reasons.

Firstly, the site is not suitable for a development of such a size due to the lack of road infrastructure. Gynn Lane at the point of access to the proposed development is narrow, has poor visibility and a lack of suitable pedestrian footway to cope with current traffic, let alone an increase to accommodate 50 homes with multiple occupants and cars. This will cause danger to road users, residents and pedestrians, and this is also a primary access for school children on foot. It will also cause issues further down Gynn Lane which is already congested with double parking during school drop off and collection times which causes a lack of visibility and creates a dangerous environment for residents and school children which has been reported repeatedly to Kirklees Council. This has already been made worse due to the recent works at the Gynn Lane/New Mill Rd junction which has pushed the large number of vehicles which previously parked at the bottom of Gynn Lane (by users of the commercial units on New Mill Rd) further up Gynn Lane causing increased congestion - the road simply cannot facilitate the volume of traffic that this proposed development would create. There would also be significant issues during any proposed build as the road is not suitable for heavy machinery.

Secondly, there are many established trees on the site that would be removed due to this development. Considering much of the local area has incredibly restrictive TPOs on trees of relatively low amenity value (and Kirklees Council are militant about the enforcement of simply pruning these trees) how can it be acceptable to the local environment and 'street scene' to remove established woodlands? This is in complete contrast to the aims of Kirklees Council's approach to protecting the local environment.

Thirdly, the highways drainage and dyke that run down Gynn Lane are already insufficient to handle the volume of water that regularly flows during heavy rain, which causes issues at the bottom of Gynn Lane, flooding Neiley Fields and the junction of Gynn Lane/New Mill Road, and flooding the houses on the corner of this junction adding 50 houses and removing established trees will cause further issues, as natural soakaways will be removed and replaced with foundations, roadways and other hard standings - there is no mention in the plans of how this flood risk will be managed or abated.

In summary - I cannot believe this application is even being considered. There are many brown field sites available which could be developed to provide much needed housing. This site/application is wholly unsuitable and will cause a huge detriment to local residents and the environment both during the proposed build and even more so once completed."

Id 1094999: Objection.

"I am very concerned regarding the proposed development on Gynn lane. The construction of such a large undertaking will require the movement of heavy plant, materials and groundworks all of which will require transporting to the site via Gynn lane from Brockholes Road. The vehicles used for this will very large lorries which will have to negotiate a sharp bend and a narrow lane to gain access to the site thus blocking the road. As there is no alternative exit for these vehicles they would have to return back down Gynn Lane. Concern is for the pedestrians and also for the pupils from the High School accessing the playing fields. In addition it is essential for the 100 or so houses above the railway bridge to have 24/7 right of way down Gynn lane."

Id 1094997: Objection.

"Serious consideration should be given to the disruption which will most certainly result if this application is approved.
Gynn Lane is narrow and winding with poorly maintained verges thoughout. The proposed access point across the Lud Dyke is planned to be substantially widened, with complete bridge replacement and felling of a number of mature trees, home to a variety of nesting birds. The work required to create this will need to have road restrictions for many months, with plant and materials deposited on the roadway along with several other facilities. Traffic controls would be essential as there is NO alternative route via Hall Ing or Station Lane (despite what Google maps may say and Kirklees Highways believe – witness the disruption caused by the junction work on New Mill Road). A previous application around 1999 for

access to a new house on the opposite site of Gynn Lane at this point was refused due to the traffic risks and sight lines.
The volume and size of vehicles have increased substantially since then, with no improvement in sight lines. The route is used by both pedestrians and drop off/pick up vehicles for Honley High School, adding to the concerns over safety. On these grounds alone, the application must be refused.
Should it be granted, consideration should be given to the style of houses planned which is evident from the drawings provided. These disregard the vernacular of a Pennine mill village and give the air of "off the self"."

Id 1094996: Objection.

"The proposal for a new development of 50 houses off Gynn Lane will cause significant issues to local residents due to the increased traffic along an already busy road at peak times.

The access point to the proposed development is at a blind bend which could result in road traffic accidents.

The road is already used extensively at pick up and drop off times for Honley High School and a number of school children walk up and down the road. Adding another 50 houses worth of vehicles to this road would be dangerous.

The access point would be better suited along Marsh Platt Lane given the current levels of use along that stretch of Gynn Lane.

The removal of a number of trees along the entrance to the site will provide environmental disruption to an area that is rich in wildlife.

The development provides no suitable benefit to the local community, with no additional amenities included within the development such as park or playing areas which would usually be expected for inclusion of a development this size."

Id 1094697: Objection.

"My main concern is that possibly 100 additional cars could be coming out onto a narrow lane. Our lane can be used as a rat run morning and evening making it very dangerous. there is only a pavement on one side which is very uneven to walk on . The parking when the children come out of school from the high school is really bad. there are cars very badly parked down Gynn Lane and since the new road works down at the bottom of Gynn Lane the parked cars are backed up even further. Where the exit to the lane is proposed visibility, is restricted both ways on Gynn Lane. We have trouble getting on to the main road is it is and is going to cause more problems. Our lane is too narrow and dangerous for this amount of houses. Please rejected this proposal"

Id 1094696: Objection.

"Application 2025/91370
Many issues remain unresolved about this site. For example, it has been identified as High Risk for development by the Mining Remediation Authority. Some risks have been recorded such as a mine and two adits. However, there are two coal seams underneath the site and the exact location of these is unclear and the orientation of the adit running EW is unknown. Therefore, there is the potential for unrecorded risks. Investigations into the adit running EW have already tapped into water which flooded the gardens of nearby houses. It is stated in the applicant's documentation that this adit will be grouted, however, further drilling and grouting was ruled out by the Geoenvironmental survey because of the previous outcome. Furthermore, Network Rail will have to be consulted as to the viability of building the estate against the railway embankment which is reinforced by gabions. It is an unstable site and steep gradients are proposed.
This development could have wider repercussions on the neighbourhood, for example, it may have an adverse impact on the reservoir below the site; the additional pressure on Ludhill Dyke increases its potential to flood; road traffic will be greatly increased on a busy lane with a blind bend on it; the loss of protected trees will affect wildlife; there will be a negative impact on the setting of the Listed cottages on the blind bend. In conclusion, it is not a viable site for residential development."

Id 1094695: Objection.

"1. Clearly Gynn Lane was not constructed to deal with large volumes of heavy traffic, so I would like to point out that immediately opposite 37a and 37b Gynn Lane the retaining wall supporting the Lane along the length of the garden of No 30 Gynn Lane is already leaning at angle of about 5 degrees from the vertical. The old 9" earthenware (225mm) sewer and the 4" cast iron water main lay within 2 metres of the retaining wall. The additional loading and vibration of heavy vehicles passing the vicinity of this particular area may cause further subsidence and the retaining wall to fail. Regardless of this leakage from either of these would undermine the structure of the road surface resulting in a more catastrophic failure taking out both water and sewage services.
These observations need serious consideration, indeed investigation by highways engineers and water utility engineers.
2. The existing sewer in Gynn Lane is already inadequate as it readily surcharges during heavy rainfall spilling sewage into the gardens at the bottom of Gynn Lane and the River Holme across the A616. In view of the responsibilities of the Water Companies with regard to sewage in gardens and sewage in rivers again Yorkshire Water need to look into this issue.

3. Ludhill Dyke has quite recently been piped through a 900mm pipe under the garden of No6 Gynn Lane. During heavy rainfall this pipe surcharges via an overflow arrangement which in turn causes flooding at the bottom of Gynn Lane. This indicates that the Ludhill Dyke culvert from the vicinity of Marsh Platts Lane to the River Holme is inadequate to deal with the potential volumes of water. Flooding also takes place at other locations along the length of Ludhill Dyke and trash screens have been installed but of course these screens need frequent attention which tends to fall on individuals trying to protect their own properties.

4. At the proposed access point to this development there will be quite major engineering works to install the highway junction, the culvert/bridge over Ludhill Dyke, the various utilities and of course the sewer connection. Observing the frequency of road closures in and around the area for relatively minor works it appears likely the Gynn Lane will suffer lengthy periods of road closure. Given that the alternative route is a quite steep single track unsuitable for large vehicles this problem will need serious consideration."

Id 1094694: Objection.

"Application 2025/91370
The constraints identified for a development on site HS 167 have not been addressed by this application.
Loss of trees:
Site access is achieved by the removal of 19 protected trees which is unacceptable. Residents value the woodland around this site, they strived to get the protected status and enjoy the wild life living there, for example, rooks and woodpeckers.

Unacceptable impact of extra traffic from the estate:
The application refers to 50 houses giving rise to 100 cars whereas the Transport Report shows an increased amount of 4+ bed houses which have been allocated 3 cars. This means a minimum of 124 extra vehicles on our lane when the lower half of Gynn Lane resembles a car park which is chaotic at school drop off and turning out times. The lane is also used legally and illegally by non-residents to park their cars for long periods. The jury is out as to whether the revised junction onto the A616 is actually an improvement.
Construction traffic would present a danger to both drivers and pedestrians as there is a very narrow blind bend by numbers 30 and 32 . There would be two years of danger and misery for local residents during construction.
The Transport plan shows a proposed pedestrian crossing by the access point to the estate. This is dangerous on such a narrow lane which curves. There is the added hazard of vehicles parked legitimately on this stretch of the lane. Pedestrians might not be seen in time.

Surface water adding to flood risk:
Plans show that smaller houses will not have garaging and there will be hard standing around the houses and a lack of front gardens. Discharging all this surface water into Ludhill Dike could increase the flooding down stream. Also it is unclear what the impact of this estate would be on the houses immediately below it given the discovery of water in an adit on site and subsequent flooding of their gardens.
Furthermore, River Holme Connections are consulting with landowners on a proposed project to mitigate the effects of climate change on the river. However, the addition of this estate would work against this.

Southwood Avenue Estate
I appreciate that the proposal for another new estate off Southwood Avenue cannot be

considered alongside this application, but I would urge you not to ignore this.

HS 167 is not a sustainable location for an estate and should never have been put into the Kirklees Development Plan."

Id 1094693: Objection.

"I wish to strongly object to the proposed development of the agricultural land to the south of Gynn Lane.
Construction over former mine workings, as has been seen in other parts of Kirklees has consequences and is most concerning. When Lithos carried out their geo environmental ground investigations recently, ochreous mine water flooded an adjacent property.They admitted further investigation of the adit would be difficult so the deep water drainage system remains unknown. There is no suggestions about safeguarding any existing adjacent properties from flood damage if the development does take place. The area already experiences regular flooding so addition of more impermeable surfaces across the development will exacerbate present problems. Also any future ground disturbances with consequent land instability will put at risk structural integrity of existing buildings and retaining walls present now.
A former mine shaft was not even investigated. Adits and many bell pits scatter the plot. Disturbing these may cause not only water but hazardous gases to be released.

Endeavours in the proposal in attempt to improve the safety of the lane, when it is already busy before another 100 to150 vehicles form 50 new homes regularly start using the lane, the speed cushions and pedestrian crossing, will not solve the traffic problem. The lane is narrow with room for only one car in places let alone large construction vehicles and the blind bends are already difficult to negotiate. The entrance and exit to the proposed development is located on just one of these blind bends.

The proposal will have an ecological impact too. Building works will affect the wildlife habitat. The woodland corridor will have a 7.5m access road cut through it with a subsequent net loss of biodiversity. The pipstrelle bat roost is in the house planned for demolition. Trees with preservation orders will be removed for the access road and for the large culvert for Ludhill Dyke.
The proposal ignores advice about protecting the Grade 2 listed 2 weavers cottages c1800 by building the houses 1 to 8 so close to them.
Existing houses must be protected from risks and by being jeopardised by this proposal.
I reiterate my strong objection to this proposed development."

Id 1094692: Objection.

"Formal Objection to Planning Application 2025/91370

Dear Sir,
I am writing to formally object to the above-mentioned planning application currently under

consideration by Kirklees Council.
Grounds for Objection
1. Overdevelopment of the Site The proposed development represents an over-intensification of the site. The scale and density are excessive for the character of the surrounding area and will result in an unsympathetic and visually intrusive addition to the neighbourhood.
2. Impact on Residential Amenity The proposal will significantly affect neighbouring properties by:
It seems that the developers are trying to over develop a plot with too many dwelling on a small plot.
Increasing noise levels during construction.
Knowing that the site has old mine working and a mining adit across the site does not make me think this development would be safe from subsidence.
Planning permission has been previously turned down on this site and I can't think that anything has changed to make it now possible to be granted.
3. Traffic and Parking Concerns The development is likely to increase traffic congestion on a narrow local lane and exacerbate existing parking pressures. The proposed planning development is insufficient and does not consider the real impact of additional vehicles in a residential area, with 50 dwellings that could mean upwards of 100 vehicles using a narrow lane.
4. Environmental and Ecological Impact The fields that would be used in the proposal sit above the water course of Ludhill Dyke, which is fed from the just west of Farnley Tyas resulting in fast flow in heavy rain which annually flood the bottom of Gynn Lane.
5. Contrary to Local Plan Policies The proposal appears to conflict with several policies within the Kirklees Council local plan, including those relating to sustainable development, preservation of character, and protecting residential amenity.
Conclusion
For the reasons outlined above, I respectfully request that Kirklees Council refuses this application. I urge the planning committee to consider the cumulative impact this development would have on our community and to uphold the values and protections outlined in the local plan.
Please acknowledge receipt of this objection and confirm that it has been added to the application file.

Yours faithfully,
A concerned resident"

Id 1094691: Objection.

"My husband & I formally objected to this same application when it was first submitted prior to being withdrawn a few years ago. Whilst we are not objecting to new homes, we are objecting to the proposed access to and from the proposed development on Gynn Lane. Gynn Lane is, as described, a small country lane that will not stand the additional traffic that will come with the proposed 50 new houses. Nor will it lend itself to the heavy goods vehicles that will be utilising the lane to build the proposed homes over a significant period of time

causing noise, air pollution and disturbance to residents. The lane is already overused as a pupil drop off point causing congestion for residents every weekday morning and afternoon as it is. The proposed entry to the site is on a narrow part of the lane which is not suitable and I am surprised that 'Highways' would even consider approving entry at that point or on Gynn Lane at all. The visibility on the corners is poor. I believe that other residents have already highlighted the impact on the wildlife in the area including the Rookery, there are also owls, bats, woodpeckers and deer in the forna to mention but a few. If the only access to the proposed site is via Gynn Lane then to my mind the proposed development ought to be rejected by the council as unsuitable and unsafe to say the least. I am sure that if the developers could come up with an alternative access the application would not be objected to."

Id 1094690: Objection.

"The current proposal for 50No. new dwellings on Gynn Lane will result in a significant increase in traffic on Gynn Lane at a dangerous point in the road where a blind bend exists. The addditional number of cars that will be using this access point has the potential to cause accidents, given it is already used for high school drop offs and is very busy in the morning and afternoon. I believe Marsh Platt Lane would've been a much more suitable route into the site given this is a quieter road without any through traffic. If there is a proposal to add a pathway along Gynn Lane this is likely to make the road even tighter and run the risk of additional road traffic accidents where children may be walking to or from school at peak times.

In addition the proposal does not add any amenity areas to add to the local area as would usually be expected for a development of this size. A play area or amenity space for example. Other local developments of a similar size have included this given the additional number of residents and families in the area. This development includes for a footpath down to Marsh Platt Lane but the access road results in the removal of a number of trees along Gynn Lane.

I object to the proposals as they currently stand on the grounds of traffic/safety issues and the lack of benefit to the local area from an environmental/amenity aspect."

Id 1094516: Objection.

"On the plan there is an exit pathway onto Marsh Platt Lane. This lane is Unadopted, there are no Pavements and no Street lights. The lane is single carriageway for vehicles and not enough width to add a safe walkway for pedestrians."

Id 1094515: Objection.

"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."

Id 1094514: Objection.

"3 July 2025

I live near Gynn Lane/Station Lane and reiterate all other objections raised, this proposed development should be rejected out of hand for all reasons highlighted by other respondents and my additional comments below. As an observation, this application has not been publicised enough. The Holme Valley is already plagued with utility companies digging up roads in to patch up the local overloaded infrastructure.

There are only 3 ways to access the proposed development for c100 more cars in the

immediate area.

Gynn Lane
The new junction with New Mill Road has reduced visibility when exiting and narrowed because of new traffic islands and queuing to Honley Bridge from Brockholes at school times. School times see dropping off and pick up of children right up to where the proposed entrance to the development is proposed. Gynn Lane is reduced to a single track to the dangerous bend at number 30/32 at these times. An accident is waiting to happen particularly with tipper trucks charging round the blind bend as they appear to do all over the valley with no room for oncoming vehicles in the event construction begins. Events at Neiley sports field renders Gynn Lane gridlocked with parked cars (photos available) and impassable for existing residents. Pavement parking is a problem on both Gynn Lane and Hall Ing Lane. Construction traffic will be unable to access the proposed site at times due to existing traffic issues already caused by the peak traffic bedlam around the bottom of Station Lane, school drop off/pick up/events at Neiley sports field, where it meets New Mill Road, which is already very dangerous to negotiate. Air quality around the school and children will deteriorate.

Hall Ing Lane
There is single track access only to Gynn Lane with another dangerous bend and no passing places above. Access is only by narrow country, single track lanes. A totally unsuitable way to the proposed development. Station Lane KMC know this to be privately owned. It is single track, unmetalled and used frequently by pedestrians including schoolchildren, dog walkers and railway station users. It is unlit, and there are doubts whether traffic using it would be insured if some calamitous accident were to happen particularly on dark mornings and evenings. Highways have not addressed this. This is already a rat run (like many others in the Holme Valley e.g. Smithy Place Lane) used by vehicles at peak times avoiding the aforesaid traffic melee at the junction of Station Lane and New Mill Road. Delivery vans are frequent users at breakneck speeds.

In conclusion, Gynn Lane and surrounding roads/lanes are already saturated with traffic and plagued by utility companies battling to maintain the existing infrastructure. This development will only exacerbate these existing issues. Worse still, I am bracing myself for a serious injury or worse as things are even with this proposed development being declined. Those considering this dangerous proposal should listen to the severe issues raised by Kirklees residents for once and not hide behind 'Government Policies'. I fear a fatality but let’s hope not.

I would be more than happy to meet these officials on site at peak times although it all seems timed to avoid the evidence I see as a resident on Gynn Lane, with winter time is the most dangerous of all. This application should be firmly rejected out of hand.”

Id 1094355: Objection.

“Safety of motorists, cyclists and pedestrians is paramount. The undeniable risks to safety - identified by many respondents - associated with the development proposal is reason alone to reject the application.

Not only is the location of access/egress problematical, but the impact of the (100 or so) vehicles of new residents using Gynn Lane would be significant.

The recent work at the junction with New Mill road does not make it any easier (or safer) to turn right from Gynn Lane and the increased number of drivers wishing to do so would inevitably create delays, frustration and subsequent risk.

A key consideration - which cannot be ignored - is that a further increase in traffic would arise from larger vehicles providing a variety of 'everyday' services to the 50 properties envisaged.

Vehicles using the station ‘track’ into and out of Gynn Lane already create problems (particularly for the residents of Ludwood Close) and this is not a safe or sensible alternative route.

Advocating more use of Hall Ing as a means of entering or leaving Gynn Lane would be an unrealistic proposition.

It is difficult to see how pedestrian usage - to and from the proposed development could be without serious safety risks.

The geographical limitations of Gynn Lane combined with the important reservations about the suitability of the land for property construction (comprehensively explained by other residents) make rejection of the application an obvious necessity.”

Id 1094353: Objection.

“My objections are as follows:

1. Inadequate Access and Highway Safety

The proposed access point for the development opens onto a narrow part of Gynn Lane, just after a railway bridge, and just before a blind bend. There are no pavements on the side of the road with the proposed access (and if one is to be created it will make an already narrow and dangerous road even narrower), and the additional volume of traffic created by this new development will mean that the site access is both dangerous, and will create further congestion in an already narrow and congested area.

Particularly at school drop off and pick up times, there are multiple cars parked on Gynn Lane every day making exiting onto new mill road difficult and a major new housing development with its increased traffic volume will only increase this problem.

Our children walk along this road, and I cannot understand how allowing a development that will result in a significant number of cars turning in and out of a narrow road on a blind bend where they cross the road is either safe or justified. This is a real concern for all residents snd must be viewed in person to be fully appreciated as the plans do not show the full extent of the difficulties in driving this section of road at present.

The proposed access is therefore unsuitable for a site of this scale, and renders the site unsustainable in transport terms and contrary to local and national planning policies aimed at ensuring safe and suitable access for all users.

2. Loss of Protected Woodland

In addition to the dangerous nature of the access, creating it requires the removal of protected woodland, which is not only an environmental concern, but also a loss of valuable public amenity and biodiversity. Such loss is unjustified and cannot be adequately mitigated or compensated for on-site.

3. Undermining from Historic Mine Workings / Flooding Issues

The site lies above historic mine workings, which presents considerable geotechnical risks. I know that exploratory ground works have already disturbed mine water on the North West boundary of the proposed development site which flooded several nearby properties, and we see no safeguards to prevent the much more invasive development works from creating far more serious flooding issues.

Moreover, the area downstream from the site has a well documented history of flooding (which even without this development appear incapable of being fixed), and our concern is that a development of this scale is likely to worsen surface water runoff, and release water trapped in historic mine workings making future flood events significantly more frequent and costly.

The removal of woodland and permeable land increases this risk further still.

Unless robust and independently verified flood mitigation measures are included, the development is contrary to NPPF guidance on managing flood risk.

4. Destruction of Heritage Assets

The proposed development would cause the destruction of heritage assets described as being “of considerable significance” in advice the Council received from Farrell & Clark. Moreover, the proposed development ignores the strong objections from Historic England. What is the justification for ignoring the advice of the Council’s own independent consultants, and

Historic England?

5. Footpath onto Marsh Platt Lane

The proposal appears to include a footpath down on to Marsh Platt Lane. This is a narrow, private and unadopted road, which has no council maintenance, with a significant retaining wall (over 3 metres high) preventing the site from falling into Marsh Platt Lane.

This access point therefore is unsuitable for a development of this scale, and without very significant structural work, there is a risk that this retaining wall collapses into Marsh Platt Lane.

What structural and other surveys have been conducted to ensure this is both safe and viable? We can see no evidence on this part. Again this must be viewed in person to appreciate the scale of the wall in question.

Conclusion
This proposal is contrary to key national and local planning policies relating to environmental protection, transport and access, flood risk and heritage conservation. Given the scale and seriousness of these objections, I urge the council to refuse this planning application."

Id 1094352: Objection.

"I wish to object to this planning application. Having lived on Gynn Lane for over 4 years, the road is not suitable for a development of this size. When there is an event on Neiley Fields and at School start and finish times, the road is completely gridlocked with cars parked either side of the road, making visibility very difficult and dangerous for drivers and pedestrians. The recent junction changes at the bottom of Gynn Lane, have reduced roadside parking, making the problem even worse. The side of the road where the development is planned, has no pavement. The cars coming down from Hall Ing/Gynn Lane under the Viaduct, travel at speed. Has any consideration been given to the wildlife and protected wooded area where the entrance to the development will be? Just below the proposed entrance, there is a particularly dangerous bend, very narrow with limited vision, and 99% of the time there are resident cars parked opposite each other on this bend. To add an additional 100/100+ cars; that will use Gynn Lane as the only access, is irresponsible. In addition, there will be a massive strain on local schools/doctors and public services."

Id 1094173: Objection.

"On your site plan you have provided for a footpath into Marsh Platt Lane, which on my understanding is un-adopted without street lighting and a single carriageway for vehicles with No footpath. This lane is not wide enough to accomodate a footpath. Obviously potential for serious accidents which increased footfall will create."

Id 1094164: Objection.

"With regards an Engineering Mine works review in the last 12 months which concluded that the land was not fit for the purpose of housing development. These serious concerns appear to have been brushed aside, even ignored in the reports I have read on line. Will the council be liable if there is loss of life due to this irresponsible attitude, All Doctors, Dentists and Schools are all currently over subscribed.,this development proposal will only exacerbate this problem.
There are already problems with flooding both at the top and bottom of Gynn Lane and the proposed development will only serve to create an even more serious issue.
Is this a consequence that S106 contributions fuel this decision making process ahead of environmental requirements."

Id 1094157 & 1094170: Objection.

Letter saved:: LIVE INSTRUCTIONS\171 Yorkshire Country Properties\004 Gynn Lane, Honley\Planning Application\Id 1094157 Comment – Objection Letter.

Id 1094110 & 1094121: Objection.

"This site is unstable and so unsuitable to build on, due to shallow coal mine workings. This should be well know as it is marked on maps available on GOV.UK, Mining Remediation map viewer. The map shows, an onsite mine entrance, just to emphasise this site is riddled with shallow coal mine tunnels."

Id 1094109: Objection.

"I would like to object to the planning application 2025/91370.
The extra traffic on Gynn Lane and Halling lane. The speed of the traffic down Gynn lane. No pavement for pedestrians on Gynn lane on the left side going down. Children going to school are going to be at even more risk with more traffic. Horse riders and cyclist hindered by more cars. Not enough space for traffic meeting each other around the railway bridge. Queuing traffic to get onto New Mill road backing up Gynn Lane. There is woodland that has protected status since 1996 and protected by the wildlife and countryside act 1981. The building of these houses will mean some of the woodland will be lost despite its protected status.
I appreciate that houses need to be built may be not so many houses and a pavement down both sides of Gynn lane some traffic calming measures 20mph speed limit certainly around school times. Improvements to Honley station and more trains to Huddersfield take traffic of the roads. Step free access so young families who are living in the new houses can take prams into the station. With out the need to carry prams up the steps.
A lot of consideration will need to go into the water running down the hills during periods of heavy rain and when snow thaws.
Gynn lane has flooded most years during heavy rain.
Why demolish a house can it not be renovated for a family to live in.? I hope you can reconsider the idea of fifty houses some may be. Thank you."

Id 1094108: Objection.

"I strongly oppose the proposed development due to the unsuitability of Gynn Lane and Hall Ing Lane. These narrow country lanes already suffer from excessive traffic, and the addition of

100 more vehicles would be unreasonable. The road is barely wide enough for single-file traffic, often forcing drivers to reverse to allow oncoming vehicles to pass. Adding further congestion to an already overburdened route is impractical and unsafe.
It puzzles me why you are even considering this application..”

Id 1093943: Objection.

“1. I am responding to your invitation to offer a response to an outline application for the building of up 50 houses on land at Gynn Lane, Ref 2025/91370
2. While I do not oppose a sensitive development of the land at Gynn Lane, I wish to object strongly to the scale and nature of the proposed development on grounds which I believe are material planning considerations.
3. These are:
(a) Risk from existing coal and mine workings. The proposed development is located in a Coal Mining High Risk Development Area. Exploratory Ground works which disturbed ochrous mine water in an adit on the N/W boundary of development site flooded my property and that of neighbours. There are currently no safeguards to prevent this happening during and after any propose development. The groundworks also failed to locate and survey a mine shaft and mine adit which run within a zone of influence from site disturbance which may out at risk existing residential development on Gynn Lane.

4. I set out below detailed evidence for these considerations. I would be happy to expand on this evidence, should you or the Committee wish to know more.

5. Risk to existing property from mine workings

• The National Planning Policy Framework (2024) says that every new development should be “made safe for its lifetime, without increasing flood risk elsewhere…taking into account all sources of flood risk” (paras 170-172)

• The Lithos Geoenvironmental Appraisal (Rept 4749/2 Sept 2024) says that a mine adit adjacent to properties on Gynn Lane “was found to contain ochrous mine water which flooded adjacent properties c60m to the west during drilling”.

• It explains, “the orientation of the adit across the site is unknown” and the “flow path and connectivity between the adit and surface water drainage is unknown…it is currently unclear whether the adit could “pose a risk to surface stability along its line” and that “further investigation of the adit will be difficult” and “may pose a high risk of damaging adjacent properties”.

• The Lithos report offers suggestions about safeguarding the stability of the new development, but offers no directions for remediation to protect existing properties from flood damage through disrupting unrecorded and unknown deep water drainage systems.

• To comply with national planning guidance para 181 “local planning authorities should ensure that flood risk is not increased elsewhere” There is clearly flood risk from existing mine workings, because flooding has occurred during ground work investigations. Lithos have shown it is not possible to properly and accurately determine the risk to adjacent properties which might be posed by development over the mine adit and shaft discovered on the N/W of the site. To prevent risk of serious further damage to existing housing planning permission should be removed for the part of the development (units 3-8 of the 50 proposed) which is set on the N/W boundary of the site.

• The Lithos report also notes “a mine entry is also recorded by The Coal Authority in the west of the site… but this was not encountered during the search” I enclose a photograph of the the Coal Authority map showing the site of the mine shaft which the search failed to locate. You will see that the shaft is within 10m of the proposed development site and connected to an adit that sits underneath existing adjacent properties in Gynn Lane.

• The “Guidance for Planning Developments in Areas of abandoned Mines” says “mine shafts generally have a zone of influence of 20m radius and no development should take place within this zone even after remediation… mine entries have the potential to collapse causing potential risk to the public… the risk is increased with shallow mine workings classified as less than 50m below ground level.” Lithos estimates the mine shaft it investigated is between 17.1 and 18.3 m deep. In its guidance in 2019 during the previous planning application the Coal Authority said, “building in close proximity to mine entries should be avoided, even after they have been capped” and that “appropriate zones of influence” must be stablished. The mine entry is clearly linked to the adit lying underneath existing property. Any disturbance caused by ground workings for new developments could have serious impact on existing property. Again, the best and safest mitigation against damaging existing property is to remove that part of the development within a potential zone of influence on the N/W edge of the site in this case units 5-11 of the proposed plan.”

Id 1093939: Objection.

“I wish to object to planning application 2025/91370 for the proposed development of 50 houses at Gynn Lane, Honley due to serious concerns regarding road safety, infrastructure strain, and environmental harm. The access roads are narrow, lacking safe pedestrian routes, and already struggle with congestion, particularly during school drop-off and pick-up times when on-street parking reduces visibility and access, putting children and pedestrians at risk. The addition of 50 new homes would significantly worsen these issues. Furthermore, the development would result in the destruction of mature trees protected by Tree Preservation Orders and the loss of habitat for a protected rookery, breaching the Wildlife and Countryside Act 1981. These trees and the rookery are ecologically significant, and their removal would cause irreversible environmental damage. For these reasons, I strongly urge the planning authority to reject the application in its current form.”

Id 1093937: Objection.

"The biggest issue with this proposal is the entrance/exit for a development of this size It is on a narrow part of the road as well as on a bend Existing traffic often drives too fast up and down this road resulting in many near misses With the increase in vehicle numbers (approximately 100 extra vehicles) the situation will be exacerbated especially at peak times Currently there is no pavement on one side and if one were to be built the road would be even narrower
Further down the road is yet another bend which would compound problems
Also the areas of protected woodland on either side of the exit would have to be partly lost to accommodate the entrance/ exit road
Finally the noise and general disruption whilst this building occurs will impact on the neighbourhood"

Id 1093935: Objection.

"The road is very narrow at this point and very close to a difficult bend, which is difficult to see passed, which will make access for 100+ extra vehicles an even more dangerous spot. Proximity to Honley High School is also an issue as there is already serious congestion at certain times of the day (drop off/pick up), and long tailbacks both at the bottom of Gynn Lane and Station Road - again, 100+ more vehicles reaquiring access would hugely exacerbate an already difficult situation. The woodland and rookery in this area, which is protected, would be disturbed at best and portions of it most likely 'lost' to make the access road wide enough to accommodate 2 vehicle width, which is totally unacceptable."

Id 1093934: Objection.

"My objection is the fact that this proposal was already previously withdrawn and the nothing has changed so I'm struggling to even understand how planning permission is even being allowed to debated for this area never mind even considered. This is protected land and the area can not serve this development

Where do I even start with the objections

-Dangerous and unsafe

-It's protected land

-There's is not the infrastructure to support this

-damage to wildlife and habitats

The only way to make this development safe would be to completely change the road infrastructure which would mean destroying protected land. Is that goes ahead il will be taking legal action to understand my this has been allowed. Wake up these property developers have zero interest in Honley and its surroundings. Name me one positive of adding

another 50 house to an already overcrowded area? It's ridiculous that's we are having to object to such a stupid concept and idea"

Id 1093931: Objection.

"The lane is already narrow with bends that people drive too fast round and the road is often busy with the level of use now. Adding at least another 100 more vehicles daily is going to have such a negative impact and cause danger to road users including pedestrians ans cyclists.
The only way to make the road safe would be to start taking away from the woodland and rockery there, which are both protect. Which should stand for something and mean this development cannot go ahead."

Id 1093927: Objection.

"There no point me writing my own comments as I agree with all the objections above. 50 dwellings is a ridiculous and ill thought out plan. Who in their right mind comes up with these ideas?!"

Id 1093926: Objection.

"I strongly object for the following reasons. We have only recently moved to Gynn Lane but the access to this site for development seems totally unsuitable for the large number of houses in the proposed planning application. You don't have to have lived here for any length of time to realise that the access to the site is on a downhill trajectory, a poorly visible bend and adjacent to a railway tunnel. The proposed number of houses and subsequent cars/ vehicles would make that access unsafe for motorists, numerous cyclists on this downhill route and to pedestrians. This site is also one that has a number of TPO trees of considerable size, some of which are home to a Rookery and to Owls. It is my understanding that these have been protected since 1996. The proposed number of houses, access and infra structure as outlined in the application would certainly completely alter the nature, scale and view of the lane at that point. It would need to be widened and considerably altered in character and scale, all this on a restricted and poorly positioned corner."

Id 1093924: Objection.

"The proposed new development holds a extremely high level of legitimate problems and it cannot go ahead due to these circumstances.

50 new houses that could be up to 100 extra cars at certain times of the day onto Gynn Lane which is a notoriously difficult road to negotiate throughout the day , it as a number of blind bends with restricted viewing for traffic approaching at speed. It also can be a Health and Safety nightmare throughout the day this is made worse on School Days when parents who do not know the road as well as the residents drop off and collect there children , at times they double park which is utter carnage and again a Major Health and Safety issue 100 more cars will only intensify the problem that already exists and won't go away.
There is also a high number of Pedestrians Adults and Children who cross the road throughout the day ,some even attempting to cross on the blind bends, this will be a Major

issue if 100 more cars are present.

Another Important factor would be the removal of some of trees. A number have TPOs. It is also a wildlife sensitive area with a number of rare plants and animals. Adjacent to the lane leading to the existing dwelling there is a large Rookery. The Rook at the moment is a AMBER listed bird and is in SEVERE decline. Sadly I have to report it is not far off being on the RED list as it's decline continue.So to remove/disturb this Rook population would be a MAJOR CRIME and would have to be reported to the RSPB who would take up legal action with the culprits."

Id 1093917: Objection.

"Plans for house building on this same land were submitted within the last two years and planning permission was refused. What has changed in order to overturn this decision?
It appears that protected trees are at risk of being cut down. What validity therefore has a TPO if it can be removed at will?
What special remedial action is planned to minimise the high risk of movement/subsidence due to the significant presence of coal mining referral areas? As an area there is a shortage of School places, Doctors and Dentists of which many of which are over subscribed. Surely this should pose a serious consideration for any planning approval"

Id 1093912: Objection.

"The main concern I have, with living just up the road, is that the only access and exit to the new houses will be on to the very narrow Gynn Lane approximately 150 metres from a blind bend close to the railway bridge going down where there is already an exit for one house and is a very narrow part of the Lane as well as on the bend. Cars often come down from Hall Ing Lane at speed because of the gradient.

Around 100 extra cars, plus delivery vehicles, could be using Gynn Lane each day which could be dangerous as well as adding to congestion at peak times.

Pedestrians including children may be also using this same route and they will be crossing the road at the worst possible place. It will also be at one of the narrowest part of the lane where there is no pavement on that side for a very long way. There is another difficult bend in the lane below the opening which makes going down Gynn Lane difficult at the best of times as you can not see oncoming traffic and is particularly bad when cars are parked there.

It is already bad from congestion at particular times of the day when school children are dropped off but particular when being picked up as cars often park there for long periods of time, an extra 100 cars using the lane will only add to this problem."

Id 1093777: Objection.

"My main objection to this proposed development is the access on to Gynn Lane, which is narrow and the access will be close to a bend in the road and the railway bridge. Traffic already comes up and particularly down Gynn Lane above the speed limit for a built up area and the thought of maybe 100 cars accessing this proposed development is extremely

concerning. I can find no proposals for any sort of traffic calming measures, like speed bumps or a safe crossing point on Gynn Lane. There are also environmental and flooding issues to consider when farm land and natural habitat is replaced with housing, paving and tarmac roads.
The developer has not considered providing anything for the community in their plans. There is no children's playground at this side of Honley, the very least they should provide for this development if it goes ahead is a good quality and varied children's playground for the children who would live in these 50 houses and could also be used by the wider community of Honley children."

Id 1093776: Objection.

"The main problem to this plan is the access, which it is proposed would join Gynn Lane on a blind corner on a narrow road. This section of Gynn Lane is a narrow twisting road with two blind corners and is totally unsuitable for a junction to give access to any development of this size. There are about 120 houses up the hillside which are served by Gynn Lane so 50 more houses would represent a substantial increase to the traffic using this road which is not suitable to cope with such an extra load. Marsh Platt which comes off Gynn Lane on a wider straight length leading to the main road is the only possible access route to the development, but would need major work to make it suitable. If the proposed access road were to be built, where would the machinery, materials and workers cars, etc go ? Until the access road is built they cant use the site and Gynn Lane is very narrow so cannot be used for any parking . The proposed access road would require a substantial amount of old woodland to be destroyed. The developers need to have a complete rethink to their plans before they come anywhere near to being acceptable, and their present plans must be rejected."

Id 1093773: Objection.

"My objection to this planning is the access road to the planned 50 properties and the effect on the environment. Gynn Lane is a narrow winding road. With the volume of traffic already causing some issues at certain times if the day which includes not only residents but parents dropping and collecting children from school, delivery drivers and cars taking short cuts to Farnley Tyas via Hall Ing Lane, this often takes great care when using this road. School children also access the playing fields at the bottom of Gynn Lane by the passage from station road. This would make the road very busy and a potential risk to the children's safety. The road has bends and blind spots and care has to be taken. With an extra 50 houses using this, it would have a great impact on the safety of everyone. The wildlife is abundant around Gynn Lane and taking away more green space would truly have a detrimental effect on the wildlife. The birds which live in the protected trees would be affected by the noise and the demolition of the building and the excavation of the field and any loss of the trees and shrubs would be a great loss to their habitat and could drive them away. This woodland is protected it is not an area for development. It is a lovely part of Honley which does not need any more cars or losing any green space. The proposed houses being built near to the railway line makes it also unsuitable with the noise of the trains running every 30 minutes. I strongly opposed this application."

Id 1093509: Objection.

"I strongly object to the proposed development of 50 houses off Gynn Lane, Honley. I live further up the hill on Hall Ing Lane (Gynn Lane becomes Hall Ing) and I consider the application to be ill thought out, far too much of an impact on local resources, and the increase in traffic will be significant. I have the following additional comments:

1. Wildlife and water management - We are seeing deer, foxes, bats, and numerous birds (for example buzzards) in the area, and the development has the potential to have a huge impact on the wildlife that call the woodland and rough grass bordering the area their home. Even just the noise from the site development and the subsequent homes being there will have a negative effect. There has also been significant impact from flooding in recent years, with those who live at the very bottom of Gynn Lane being badly affected. Losing an area where ground water can soak away and cutting down trees which stabilise the soil and soak up ground water, then replacing this with roads, buildings, and gardens will surely cause the flooding problems to worsen further down the hill.

2. Traffic - The road is already used as a "rat run" for those wanting to avoid the difficult junction where Thurstonland Bank Rd joins the A616, or the narrow, single track Brockholes Lane, instead coming down Hall Ing/Gynn Lane to get to the A616 in the bottom of the valley. Adding a further (up to) 100 cars to the already substantial traffic levels on what is, in parts, a single-track lane would be bad planning at best, but life threatening to walkers and horse riders (of which there is many) at worse. I have two dogs and walk the lane often, and it is already questionable. I also have two young daughters, and thinking about their safety is paramount. A huge increase in traffic, not to mention the potential impact on air quality that this will bring is contrary to many of the reasons we chose to move onto this area. The proposed entrance to the site is also on a blind S-bend, with poor visibility from both directions, which already results in some close calls with people cutting the corners. Coupled with a new junction, over shadowed by trees, this is an accident waiting to happen.

3. Schools – My eldest daughter currently attends a nearby school, and my youngest is due to attend the school in a few years' time. Our local schools are not equipped to deal with the potential influx of new attendees in the coming years from the populous of this potential new development, potentially very suddenly. Not only this, but it puts at risk places at the school for local residents who are already expecting their child to attend the school, such as my youngest daughter.

4. Local services – With many people working from home post-Covid, can the local phone / broadband network deal provide the extra bandwidth needed to accommodate the extra 50 homes and the people who live there working from home, gaming, and streaming TV shows? This may sound like a small issue, but those people who already live in the area and have come to expect a certain level of service can be adversely affected by a significant increase in those logging on and using the internet in the area. This is in addition to the impact of more water being consumed from the pipes that service the area, more waste entering the (I assume, not upgraded) local sewerage system, and the extra "pull" on the electricity cables and gas pipes. Unless significant upgrades are made to all services in the local area, not just connecting the new site into the existing services, we can expect severe disruption and impact on all residents and businesses in the area.

5. Local properties – People in the local area have specifically bought their properties as they border open countryside. The people in said neighbouring properties have a right to continue their uninterrupted enjoyment of the views and quiet environment in which they chose to buy their homes. Developing this site to the extent suggested would not be fair, or within the ethos of the local plan, even though this site is ear marked as housing. The effect on the enjoyment of their homes would be significant and detrimental in both the short and the long term, going from having privacy and views, to being overlooked and losing their views completely. The land itself is good farmland, suitable for a variety of uses for livestock or hay production for example, and lends itself very well to sheep, cows, or horses, given its sheltered nature.
6. Design – The design of the properties themselves and the layout of the site is not in keeping with the character of a small Yorkshire village. From the plans, the houses appear to be generic and unattractive. A village with the character and history of Honley deserves to have houses constructed of natural stone with stone slated roof tiles, in keeping with the original properties, not the badly designed mistakes of the 60s and 70s which previous planning decisions have already affected the character of the village with. With regards to the layout of the development, the gardens appear to be very small, having an even further impact on wildlife, with little space for local animals, insects, and birds to spend their time.

On the whole, there are far too many more reasons to decline this proposal than there are to approve it. Kirklees Council cannot, in all good conscience, allow developments like this to go ahead when there are so many ex-industrial and brown-field sites, not only throughout Kirklees, but even within the Holme Valley itself, in addition to disused buildings, which would better serve future development while limiting the impact on nature and other residents. I have grown up and lived in the nearby area for the majority of my adult life, and I am all for small, well considered, and in-keeping, developments in these villages, where they can have a positive impact, but this is not one of them."

Id 1093449 and 1093442: Objection.

"My objections to the proposed plan are the same as the previous application that was withdrawn and relate to the inevitable increase in road traffic with 50 houses likely to mean 100 vehicles. The access is between two blind and acute bends that already provide challenging two way travelling. The road is currently used by a high number of non residents and parents collecting schoolchildren creating congestion and safety hazards. The assumption that all the traffic from the proposed development would head down Gynn Lane to the main road is also erroneous as many travel up Gynn Lane to access Farnley Tyas and head for the M1 towards Leeds and also the south instead of using Station Road. The top of Gynn Lane provides only a single vehicle passage with many incidents already occurring. A potential of up to 100 extra vehicles is inconceivable . With deer and regularly visiting gardens there will inevitably also be an impact on wildlife and sincerely hope that this application is turned down."

Id 1093258: Objection.

"1. Removal of trees/ancient woodland. As we have recently been turned down to crown one newish tree (all the way to the Ombudsman) how is this acceptable?

2. Coal works beneath the fields. KC commissioned an engineering report last year which found this site to be unsuitable.
3. Flood risk - despite the building of the culvert next to Neiley Playing Fields, these still flood every time there is sustained rain, as does the road itself. During the commissioned engineering investigation, water flooded into the gardens next to the proposed site.
4. Access - the proposed road is at the worst part of Gynn Lane between the tunnel (limited visibility) and two sharp bends in the road. It is already dangerous, especially given the number of high school parents who park on both sides of the road, and other motorists who cut through.
5. Access on to the main road which will not be helped by the recent, somewhat pointless works carried out. 50 houses=approx 100 more cars trying to use that junction.
6. Given that the signs about the development have mysteriously disappeared, and last year a resident in a nearby weaver's cottage woke up in the early hours of the morning to find engineers in his garden, the integrity of the company is questionable."

Id 1093062: Objection.

"I strongly object to the application for various reasons.
The proposed site access is currently used by a single property in a very precarious location. This is seldom used and the thought that this could be accessed by 50 dwellings, with 100 vehicles or more is UNSAFE to say the least, being so close to blind corners. Gynn Lane and Hall Ing Lane beyond has always been a rural country lane and totally unsuitable for such a development.
The village does not have the infrastructure to accommodate such a development, particularly when one considers the sizeable developments on Scotgate Ridge, Holmebank Gardens and Westcroft Fold. Gynn Lane has struggled with flooding issues particularly at the bottom of the Lane and Neiley Playing Fields, which often looks more like a lake. I don't think the question regarding surface water on the application was answered! Currently Ludhill Dike affects a number of properties during heavy rainfall. The developers are ruining our beautiful village.
The loss of mature trees from ancient woodland is a major concern, I think 19 trees were mentioned, which would have a detrimental effect on wildlife. Birds (including Owls and Woodpeckers), bats, foxes and deer are ALL seen regularly in this area. Any such development would inevitably DESTROY THEIR NATURAL HABITAT. I question whether this land is at all suitable. There were mine workings in this area and presumably Network Rail have been consulted, as this could detrimentally affect the security of the railway banking for the Penistone Line"

Id 1093061: Objection.

"I see this development has been resurrected from a previous one that was withdrawn.
My objections remain the same:
- the access is on a narrow road between two blind corners. At the moment, traffic is hazardous due to the speeds cars come up Gynn Lane. A road junction here and the increased traffic would only make matters worse. Also it looks like a very steep access road.
- will the construction of the access road involve a lengthy road closure ? Many people and

delivery traffic would be forced to use Hall Ing Lane for access which is very steep and narrow and unsuitable for refuse wagons etc.
- damage and disruption to wildlife, birds, and protected trees.
- impact of 50 houses on surface water , as the bottom of Gynn Lane frequently floods in heavy rain- lack of amenities for children in the area, as there are no playgrounds. Also increased pressure on local schools."

Id 1092944: Objection.

"Ref traffic safety Gynn lane. This road has a terrible bend with a further narrow sharp bend 100m lower. This road is already increased in volume especially at school times and with approx 100 cars anticipated wanting to join Gynn lane or turning right into the estate from Gynn lane is going to cause accidents. These are blind bends of only around 50 yrs coming down the hill with little time to react. It's hard enough for 1 car coming out of the current property there let alone 100!"

Id 1092857: Objection.

"I wish to raise concerns regarding the proposed development on Gynn Lane. The planned access point to the site is located on a blind bend, presenting a serious safety hazard due to limited visibility for oncoming traffic. The addition of 50 dwellings will result in a substantial increase in traffic on a road already heavily used by schoolchildren accessing the field at the lower end and at the top it turns into a narrow single lane where there has already been incidents. This raises legitimate concerns about the increased risk of accidents.
The drainage and flood management proposed must be comprehensively assessed. The area is already prone to flooding, and any additional strain on the existing infrastructure could exacerbate the situation, potentially impacting both the road and nearby residential properties so this must be considered.
Finally the surrounding area supports a wide range of local wildlife so the ecological survey needs to be comprehensive to ensure that habitats are not irreparably damaged and that protected species are identified and safeguarded so again it should be fully surveyed to ensure it."

Id 1092469: Objection

"The proposed development of land on Gynn Lane is of concern to me due to the potential for higher volume of traffic on Gynn lane and the neighbouring Hall Ing Lane. Firstly Gynn Lane turns into Hall Ing Lane which at the top is only suitable for single land traffic. There have been numerous incidents at the top of Hall Ing where vehicles have collided and mor ed vehicles would only add to these issues. Furthermore, where the proposed entrance to the site is, there is a blind S bend from under the railway tunnel which is difficult to drive around currently with oncoming traffic in the middle of the road without having what could easily be another 100 vehicles (2 per household) attempting to enter and exit the site. There is a further blind bend as you head down the road from the proposed new site at th Ed side of number 32 where the road is very narrow and where there is situated a walkway which has heavy school footfall and parents gathering to collect children at the end of school, more traffic could have disastrous results.

Planners should carefully consider and view the traffic at different times of day both at Gynn lane and Hall Ing before making their decision"

Id 1092467: Objection.

"I am writing to object about the proposed plan to build 50 houses off Gynn Lane. I am extremely worried about the inevitable increase in traffic and access to the site which would in my opinion be dangerous bearing in mind the number of cars accessing the site.
I am also concerned about the diminishing of green space and protection of trees. There has already been a huge mount of new properties built in the immediate area and I don't think Honley has the infrastructure to support so many more people, including the Doctors and schools.
Please reconsider where this huge amount of new houses will be built."

Id 1092466: Objection.

"I strongly object to this development. The required infrastructure, destruction of nature and trees, the road access requirements, sewage and drainage problems, flooding and the already populous area really does not lend itself to such a sizeable development and would cause too much damage to nature and the general populated neighbourhood"

Id 1095174: General comment.

"Plan Proposed Site/Block Layout 1089266
Plan shows foul drain manhole cover opposite entrance to 39 Gynn Lane, just to south of the manhole the plan shows a wall going south east and then bending up to the front of 34 Gynn Lane (to be demolished). This is a footpath to no. 34 using a stone arched bridge over Ludhill Dyke. This is also where the gas pipe to no. 34 goes. This footpath has not been in use for a number of years by the occupants of no. 34.

Plan Proposed Site/Block Layout 1089275
This plan shows the wall from Gynn Lane to no. 34 but does not show the gap in the wall to Gynn Lane or bridge. If the path mentioned above was continued round or over the attenuation tank up to the visitor parking on the entrance road it would make a pedestrian route to the west 200m plus shorter than the proposed pedestrian route by the entrance and foot crossing by no. 45.
The visibility splay from a crossing from this footpath are good. The last application failed because this splay to the west for vehicles was non existant 2.4m back from the stop line. The edge of the crossing looking west would be good. This path is on the applicants land.
This path could also be used forn the foul sewer, it would not need to go under Ludhill Dyke and go a long way down to access the foul sewer level."

Id 1095171: General comment.

"It is noted that only 3 of the bored holes east of the ground to be grouted went below 4.5m these found worked coal at 14 to 17m. These holes were some way from the railway

embankment due to Network Rail restrictions.
Lithos hopes by using stronger foundations they will get away with the expense of grouting up to the railway line. This is next to a structure which has had to be stabilised in recent times. Network Rail may not mind if the grout runs away to the east under the embankment!

500m to the south of the site between the railway and sewage works is Cliffe Wood which has the same geology as the site. When you walk into the wood on the footpath from the games field you can see depressions all over where the ground has collapsed due to old coal workings.
Another 500m south is Ridings estate in Brockholes (still the same geology). Whe they were building the houses at the top they were delayed because they found coal workings where they wanted to put the foundations. They were months pouring mixer wagon after mixer wagon into the old workings which ran away to the east under the railway line. It is said they never made any money from that site."

Id 1094998: General comment.

"I am very concerned regarding the proposed development"

Id 1093775: General comment.

"The Entrance to this proposed development is a danger as its down a gradiant and on a bend The road is narrow and there is no footpath on the side of the proposed entrance .
There is an a issue with vehicles coming down Gynn lane being over on the opposite side of the road as they try to avoid a large manhole cover which is sunken in the road ,This is a accident waiting to happen as more traffic is likeley to make things worse.
The woodland at the proposed entrance is often seen with deer and the field which the houses are to be built on are also frequently visited by deer and other wildlife.
The road around School drop off and pick up times is often double parked and very busy again an issue for pedestrians and vehicles"

Id 1092946: General comment.

"There are legitimate concerns regarding the impact of additional traffic, principally on Gynn Lane, which will be generated by this development. However, the current highway works at the junction with New Mill Road should alleviate any issues at that junction. In addition I strongly suggest that a 20mph speed limit be imposed for the full length of the built up sections of Gynn Lane and Hall Ing Lane. I further suggest that in order to support active travel and public transport use, a section 106 agreement should require the track between Gynn Lane and Honley station to be surfaced to an all weather standard and lit. This will be the direct route for students from the proposed development to Honley High School."

Id 1094130: Supporting.

"Happy to see lots of 2-3 bed homes coming on the development even better for first time buyers helping them get onto the property ladder. Plenty of transport around the site for travel. Great to hear that Vivly Living are also offering money to improve flood protection at the bottom of Gynn Lane helping the whole community."

Id 1093429: Supporting.

“I'm really pleased to see this allocated site been taken forward. The issues that affected the last application 2019/91388, appear to have been resolved by moving the site entrance. The houses in the CGI look great and will add to the village. The sites location very near to the train line and station, the very same that will get £48 million of tax payers money for upgrades, means homes should be built in the location to get best value for the tax payer, providing people with the option to use the mass transit network over their private motor vehicle. There will be tree lost but this has been considered by the council when they allocated the site. The developer has also left a line of trees on the Gynn Lane's road frontage to screen the development and they should be commended for their efforts to do this. I'm pleased to see the developer is offering First Homes, I'd like to see more discount for sale open market homes on the site rather than social rent homes. I hope ward councillors take this point up in the S106 negotiations”

Broadgrove

PLANNING & DEVELOPMENT LTD