Consultation Response from KC,
Highways Development Management

2025/91370 Land at, Gynn Lane, Honley, Holmfirth, HD9 6LF

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

Date Responded:08/08/2025
Responding Officer: Ryan Kinder
Responding Ref:K3-50/25

2025/91370 Land at Gynn Lane, Honley
Highway Development Management's (HDM) comments for the above application as follows:

RECCOMENDATION: Objection – further information required.

Development Overview:
This application seeks permission for demolition of existing dwelling and erection of 50 dwellings and associated access. The site takes access off Gynn Lane, with nearest village being Honley. The access is to be formed at the location of an existing driveway in between the junctions of Station Lane and Marsh Platt. The existing speed limit is 30 mph in the vicinity of the proposed site access.

Reference plans/documents:
- Site Layout – ref 2479-0301-R14 dated 25-06-2025.
- Transport Statement – ref 22151 dated 21-11-2024.
- proposed access Road – ref 2215101 – REV B dated 15-11-2024
- visibility assessment– ref 2215102 dated Nov 2024.
- swept path analysis – ref 2215103 dated Nov2024.

Proposed site access.
The proposed site access is to be taken at the point of the existing driveway on Gynn lane, it proposed to provide a 5.5m wide carriageway with a 6 kerbed radius to the west and 0.6m hard margin and an 8m kerbed radius to the east with a 2.0m wide footway. Visibility splays of 2.4m x 43m are provided in each direction. It is considered that a 2.0m wide footway to the full site frontage is required to provide suitable pedestrian links to and from the site. The current arrangement falls short of this requirement, in addition the existing footway opposite the site access is substandard so the provision of a footway to the site frontage is a necessity.

The demonstrated swept paths to and from the site for an 11.85m refuse collection vehicle appears very tight taking over the whole of Gynn Lane. Given the sub standard width of Gynn Lane it is considered necessary to provide localised widening of Gynn Lane itself to the site frontage to improve the current situation and facilitate movements for large vehicles wishing to access/egress the site.

The proposed footway to the east of the site access, whilst welcomed indicates a crossing point with substandard visibility for pedestrians. To mitigate this the applicant has proposed a stand alone traffic calming feature of speed cushions on the approach to the crossing point. This as an isolated traffic calming feature is not considered acceptable, it suggested that additional traffic calming be provided on both approaches to the crossing point and site access. Additional automated 7 day speed surveys are requested circa 43m in each direction of the site access to determine its suitability.

A 'highways area plan' indicating that the extents of the internal layout to be adopted will be required, an example of which can be provided on request. It should be noted that the highways area plan will

be an approved planning document, should any changes to the extent of adoption on internal roads be required post planning then a section 73 application will be required accordingly.

Internal Layout.
The internal road layout should be designed to adoptable standards and in line with the Councils SPD highway design guide. The current proposal indicates a 'hybrid' type arrangement with a footway proposed down one side of the site only. As no information is provided, if gradients are steeper than 1:20 then a 2.0m wide footway down both sides of the site to form a traditional estate road will be required to be considered for adoption.

Visibility splays and forward visibility envelopes have been demonstrated and achievable within the Highway, these are considered acceptable.

A 20m centreline radius for bends on the internal layout should be provided.

Information on gradients with suitable long section dwgs are requested with finished gradients indicated.

A stage 1 Road Safety Audit covering all aspects of the design would be required and submitted as part of the access and internal layout with the brief agreed prior to any undertaking and be in line with GG119.

Parking.
In line with the councils parking guidance the following parking provision should be provided:
2 - 3 bedroom dwelling: 2 spaces
4+ bedroom dwelling: 3 spaces
1 visitor space per 4 residential units (off street bays preferred and must be 2.5m in width plus a 1.0m hard margin to the rear)
1 cycle space per residential unit (desirable)
Garage dimensions (Internal):
Single: 6.0m long x 3.0m wide
Double: 6.0m long x 5.0m wide
1 electric vehicle charging connection point per dwelling (normally within a garage).

Provision for the storage of waste to the rear/side of each property should be indicated, along with bin collection points.

Refuse storage and collection arrangements should be demonstrated and be in accordance with Local Plan Policy LP24 part d(vi). Swept paths for an 11.85m refuse collection vehicle are required and should take into account any on street parking and two way vehicle movements in particular on junctions and any tight bends. Further clarification on the refuse collection arrangements from the Councils waste strategy team will be required.

Offsite issues.
Concerns have been raised by local Councillor's, residents and school regarding pedestrian accessibility to the school, there is a number of key routes to and from the site to the school with the main one via the existing PROW HOL/22/10 which connects Gynn Lane and Station Road. It is considered that there will be an increase of pedestrian activity to and from the school as a result of this development and therefor the provision of a formal crossing facility on Station Road outside the school should be considered. A formal pedestrian crossing matrix assessment will be required by the Councils Highway safety section, this will involve pedestrian counts being carried out during term time to determine its suitability and if appropriate will require funding from this development.