

# Technical Note: Highways

TN3 Highways Rebuttal

Gynn Lane Honley

8<sup>th</sup> December 2025



This Technical Note has been written in response to the comments made by Kirklees highways on the latest submitted highway improvements on Gynn Lane presented as part of Via Solutions Transport Statement dated 21/11/2024. These comments included requests for the following offsite highway works:

- A 2m footway provision along the site frontage to the south of Gynn Lane as the existing footway provision to the north is substandard.
- Pedestrian link improvements on Gynn Lane and Station Road to the west of site, including consideration for a formal pedestrian crossing facility on Station Road for pedestrians headed towards Honley High School.
- Localised carriageway widening to accommodate swept path of a refuse turning in and out of the site access.
- Internal highway to either provide a longitudinal gradient no greater than 1:20 on shared surface arrangement or provide a more traditional internal layout with 2m footways provided at both sides of the carriageway to be adopted by Kirklees MBC.
- Further traffic calming features on both sides of the proposed site access on Gynn Lane.

After reviewing the proposed external works requested however it is found a 2m footway provision to the west of the access and carriageway widening requested would have significant impacts on the existing water course to the south of Gynn Lane. New proposed retaining structures and water course diversions would be required to provide a carriageway and footway widening as requested. Initial cost estimates for these works are around £750,000 but this is likely to increase once future investigation and design works is carried out.

The requested widening would also impact on the root protection zones for the trees to the front of site meaning the widening would have environmental impacts and screening impacts along the site frontage.

This Technical Note will therefore review both existing survey data and predicted pedestrian / vehicle traffic generated by the 50 proposed dwellings and provide a revised set of proposed external improvements that offer a more feasible and practical option to address the issues raised by Kirklees MBC.

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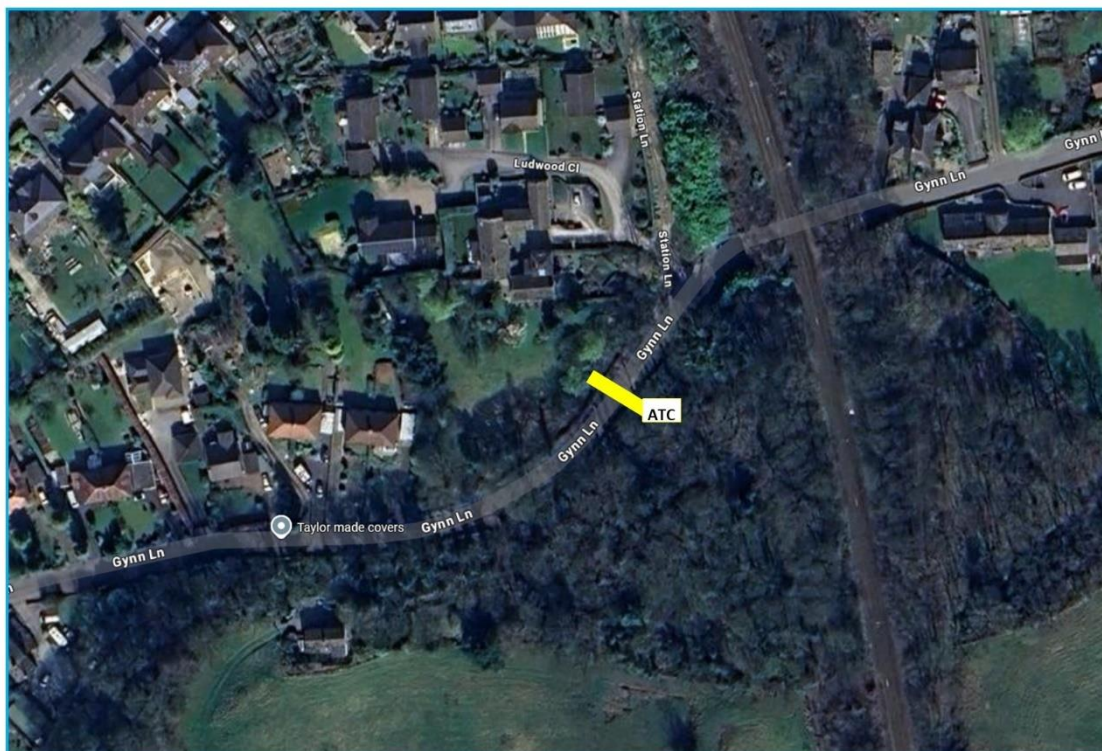
## Existing Layout

Gynn Lane is a 5.2m – 5.5m wide carriageway and is subject to a 30mph speed limit. There is currently a footway provided along the northern side of the carriageway opposite the site frontage that varies in width from between 0.9m and 1.3m. This footway forms a pedestrian footpath connection c. 150m west of the proposed site access between Gynn Lane and Station Road.

## Survey Data

While an initial automated traffic count (ATC) was undertaken to the west of the site access as part of the previous Access Appraisal and Transport Statement, dated from the 25<sup>th</sup> to the 31<sup>st</sup> of January 2024, an additional ATC has been obtained to determine vehicle speeds to the northeast of the proposed site access as well as traffic volumes on Gynn Lane. The latest ATC to the northeast of site was undertaken from the 4<sup>th</sup> to the 10<sup>th</sup> of September 2025 in the location shown below:

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The results of the latest ATC found in Appendix A show that the 85<sup>th</sup> percentile speeds of vehicles are 28.0mph for south-westbound and 29.5mph for north-eastbound vehicles. This required visibility y-distances of 39m to the northeast and 42m to the southwest in accordance with Manual for Streets.

The latest ATC also found the weekday average peak in two-way vehicle traffic was no more than 73 vehicles in the AM peak (08:00-09:00) and no more than 69 vehicles in the PM peak (17:00-18:00). This is just over 1 vehicle a minute on Gynn Lane during typical peak hours.

A pedestrian traffic count was also undertaken on Gynn Lane at the footpath connection between Gynn Lane and Station Road. This survey was undertaken on Tuesday 9<sup>th</sup> of September 2025, during school term time, between 07:00 and 19:00 to determine the typical number of pedestrian movements in all directions on Gynn Lane. The pedestrian count data can be found in Appendix B.

The peak AM and PM pedestrian flows are during school opening and closing times, however the majority of pedestrian movements are headed to / from the southwest of the footpath connection with minimal pedestrians utilising the eastern footway towards site on Gynn Lane. The pedestrian count data shows only 13 and 14 pedestrians utilising the footway north of the site frontage in the AM peak (08:00-09:00) and PM peak (14:30-15:30) respectively. This is around 1 pedestrian every 5 minutes during peak hours.

Overall both the vehicle and pedestrian traffic along Gynn Lane around the frontage of site is very low and while the existing carriageway and footway widths are not to current design standards, they are still appropriate and safe for the current highway operation in this instance. This was evidenced in the injury collision data presented in Via Solutions' Transport Statement where no collisions resulting in injury have been recorded.

## Proposed Access & External Works

The latest proposals show a 5.5m wide access with 6m radius to the east and an 8m radius to the west. A 2m footway is provided to the northeast of the site, along the southeastern side of Gynn Lane with a dropped crossing c. 55m from the proposed access. This will provide a

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pedestrian route towards Honley High School and Honley Train Station via Station Lane and the existing footway on Gynn Lane. There are also speed cushions and a chicane proposed on Gynn Lane within the vicinity of the site access to help reduce vehicle speeds. The latest external proposed works are as shown on the drawings in Appendix C.

It should be noted that the pedestrian visibility shown to the southwest of the proposed crossing is shown at 36m on Drawing 2215101 Rev. D. For a vehicle to safely stop at this stopping sight distance it would need to be travelling at 26.5mph or less, which is only a 3mph reduction in the surveyed 85<sup>th</sup> percentile speeds of vehicles. It is therefore considered safe to provide a crossing in this location with the addition of the proposed speed cushion to the southwest as shown as it is reasonable to assume the speed cushion will reduce 85<sup>th</sup> percentile speeds by this level.

While the carriageway widening as requested by Kirklees MBC cannot be achieved it is proposed that the existing rough landscaping and vegetation at the southern side of the carriageway is maintained and removed where necessary to provide a 0.6m margin along the front of the existing wall to the west of the proposed access. This offers some effective widening on the carriageway while allowing some vehicle clearance from the existing wall and telegraph poles.

## Proposed Pedestrian Route

A pedestrian route has also been considered to the west of site however a safe crossing point with sufficient pedestrian / vehicle intervisibility cannot be provided less than c. 40m west of the proposed access due to restrictions in visibility around Gynn Lane. As mentioned previously providing 2m footway leading to this location has significant impacts on the site frontage, including the water course and screening.

The existing pedestrian flows were also found to be no more than 13 and 14 in the AM and PM peaks. It is anticipated that the proposed site will generate an additional 5 school trips. If we assume as a worst case that all trips are made to Honley High School and are walking trips, this is only an increase in 5 pedestrians at any given peak, or 18 and 19 trips in the AM and

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PM peak respectively. This increase is minimal and will be less than typical seasonal fluctuations in pedestrian numbers.

Given both the low existing pedestrian flows and minimal increase in flows generated by the proposals, the footway widening as requested on the northern side of Gynn Lane would only offer a slight benefit for pedestrian movement while having a major impact on the water course and trees along the site frontage. Overall, it is found this benefit would not outweigh the impacts of these proposals, therefore the footway has been proposed to the northeast of the access instead.

The proposed pedestrian route to the northeast offers a shorter travel distance to Honley Train Station and is equidistant to Honley High School when compared to the western pedestrian route. Therefore the latest proposals for the footway to the northeast offers equal opportunities for pedestrian trips as a footway to the west, while reducing the overall the impacts of the proposed development.

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The formal pedestrian crossing facility on Station Road for pedestrians headed towards Honley High School via the footpath to the west of site was also considered as part of the proposals. The crossing was requested c. 200m to the west of the proposed development on Station Road as some Honley High School pupils currently cross here and use the footpath connecting Gynn Lane and Station Road. As mentioned previously however the site will only generate 5 total additional pupil trips, none of which would walk via the route to the west given the latest proposals. Therefore, a formalised pedestrian crossing is not required as part of our proposed development.

## Internal Site Proposals

Kirklees MBC initially requested that either a longitudinal gradient no greater than 1:20 is provided internally, or that a traditional highway layout is provided with 2m footways at both sides of the carriageway throughout the site. Neither is reasonably achievable internally however as providing a 1:20 gradient would require significant earthworks within the site, while providing a footway on both sides of the proposed carriageway will have an impact on the number of plots that can be provided internally.

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Following further discussion with Kirklees MBC it was agreed that the internal layout could remain unadopted as an alternative proposal however refuse collection could not be provided internally as Kirklees Highways could not guarantee an unadopted road would be maintained to a suitable standard for refuse collection. Kirklees Waste Management have confirmed that a refuse would go into a private estate as long as it is built to an adoptable standard.

It is intended that the internal layout is built to an adoptable standard, refuse is collected internally, and that a management company will be in place to maintain the unadopted highway. In the event that the road fails in 25 to 50 years and cannot be accessed by a refuse vehicle, an emergency refuse collection area is shown near the proposed site access on Drawing 2215101 Rev. D where bins can be collected directly from Gynn Lane.

## Conclusion

After reviewing both the data collected on Gynn Lane and the proposals suggested by Kirklees MBC, this report has determined the following:

- Footway and carriageway widening to the west of the proposed access would have significant cost and environmental impacts and is not feasible.
- The level of footway and carriageway widening requested would offer minimal benefit when considering the low existing and proposed pedestrian trips and the wider impacts of providing the requested widening.
- Footway and crossing provision to the northeast as shown on the latest proposals drawings offers a similar level of pedestrian connectivity and infrastructure improvement while avoiding these impacts.
- Proposed traffic calming offers a safer road environment on Gynn Lane.
- Low number of school trips generated by the site do not require a formalised pedestrian crossing on Station Road.
- The proposed internal road can function as an unadopted road to avoid the impacts on the internal layout.

Overall, the proposals offer a suitable level of off-site improvement while minimising the impacts of proposed carriageway and footway widening on Gynn Lane. The drawings provided

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also show suitable visibility can be provided both from the proposed access, pedestrian crossings and along the carriageway within the vicinity of site. The proposed internal road remaining unadopted is also the most appropriate proposal as it minimises impact on the internal layout and can be accommodated with servicing directly off Gynn Lane. Given the above, the latest proposals are acceptable in terms of highways.

# APPENDIX A

## Automated Traffic Count



# Honley ATC, Gynn Lane

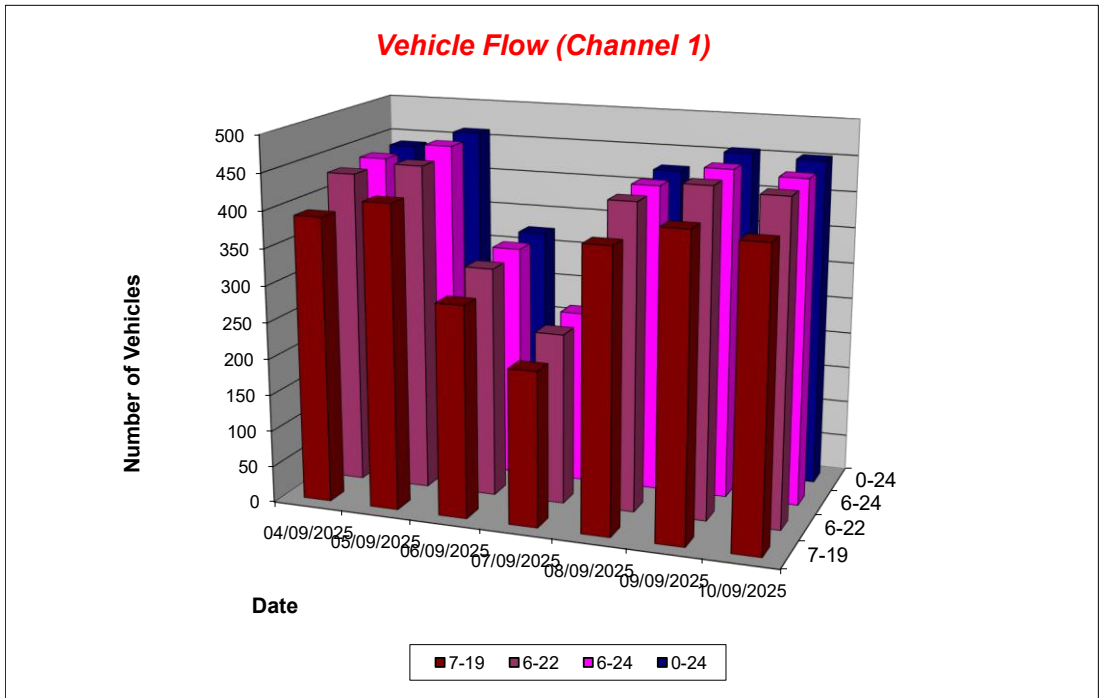
Produced by Road Data Services Ltd.

Channel 1 - Southwestbound

Vehicle Flow

Week 1

Hr Ending	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday	Weekday Average	Average
1	0	0	0	0	1	0	0	0	0
2	0	0	1	1	0	1	0	0	0
3	0	0	0	1	0	0	0	0	0
4	0	2	1	2	0	2	2	1	1
5	1	0	0	2	0	0	0	0	0
6	1	1	0	1	2	2	5	2	2
7	8	8	1	1	7	11	9	9	6
8	20	14	9	1	22	24	29	22	17
9	48	69	26	15	47	62	47	55	45
10	43	24	27	25	39	36	39	36	33
11	24	41	29	18	28	29	32	31	29
12	24	38	26	30	30	15	34	28	28
13	29	24	30	24	33	35	31	30	29
14	24	34	34	19	26	31	23	28	27
15	42	39	23	18	33	35	31	36	32
16	48	29	22	13	39	47	41	41	34
17	32	41	15	23	32	36	33	35	30
18	38	32	31	13	33	35	46	37	33
19	19	31	18	13	21	26	16	23	21
20	13	9	11	13	16	13	18	14	13
21	12	5	5	5	10	10	7	9	8
22	7	10	9	4	4	2	4	5	6
23	2	6	1	3	3	1	4	3	3
24	3	5	5	1	0	3	1	2	3
<b>7-19</b>	<b>391</b>	<b>416</b>	<b>290</b>	<b>212</b>	<b>383</b>	<b>411</b>	<b>402</b>	<b>401</b>	<b>358</b>
<b>6-22</b>	<b>431</b>	<b>448</b>	<b>316</b>	<b>235</b>	<b>420</b>	<b>447</b>	<b>440</b>	<b>437</b>	<b>391</b>
<b>6-24</b>	<b>436</b>	<b>459</b>	<b>322</b>	<b>239</b>	<b>423</b>	<b>451</b>	<b>445</b>	<b>443</b>	<b>396</b>
<b>0-24</b>	<b>438</b>	<b>462</b>	<b>324</b>	<b>246</b>	<b>426</b>	<b>456</b>	<b>452</b>	<b>447</b>	<b>401</b>



# Honley ATC, Gynn Lane

Produced by Road Data Services Ltd.

## Channel 1 - Southwestbound

## Average Speed

## Week 1

Hr Ending	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday
1	-	-	-	-	27.5	-	-
2	-	-	29.6	29.4	-	28.3	-
3	-	-	-	24.3	-	-	-
4	-	25.7	27.3	25.1	-	23.9	25.1
5	27.0	-	-	20.7	-	-	-
6	17.9	33.8	-	19.9	28.7	18.6	24.3
7	23.7	24.0	26.1	23.2	25.6	25.7	24.8
8	23.3	25.3	25.6	28.0	25.1	26.0	26.6
9	24.0	23.7	25.6	24.4	24.3	23.3	23.3
10	22.0	23.5	24.8	22.8	22.4	22.8	24.3
11	23.4	23.0	24.2	24.4	21.6	22.3	21.8
12	22.7	22.5	23.4	23.7	21.6	24.7	22.9
13	22.5	22.8	23.2	24.9	24.0	23.5	23.0
14	22.9	24.3	24.3	25.1	24.4	21.9	21.8
15	22.2	22.7	22.9	23.3	22.8	22.2	22.9
16	23.5	24.2	23.2	23.0	23.8	23.2	23.4
17	25.2	23.2	23.8	23.7	23.3	24.4	24.3
18	23.4	23.7	23.5	22.7	25.3	24.2	22.9
19	23.3	25.1	23.3	22.1	24.6	25.3	23.8
20	23.1	23.5	20.3	21.9	23.6	24.0	25.1
21	23.9	24.4	23.8	24.3	25.3	22.3	26.4
22	23.5	24.9	24.0	24.2	24.8	28.5	19.7
23	27.4	25.2	13.8	25.7	25.5	20.4	22.6
24	25.0	27.2	25.8	22.8	-	26.5	24.7
10-12	23.0	22.8	23.8	23.9	21.6	23.2	22.3
14-16	22.9	23.4	23.1	23.1	23.3	22.7	23.2
0-24	23.2	23.7	23.8	23.7	23.7	23.6	23.5

Mean (ALL)	23.6
Weekday Inter-Peak	22.8

## Channel 1 - Southwestbound

## 85th Percentile

Hr Ending	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	25.8	-	25.4	-	27.1	28.5
5	-	-	-	23.8	-	-	-
6	-	-	-	-	29.7	26.6	28.9
7	26.9	28.1	-	-	30.6	30.2	27.2
8	26.7	29.3	30.4	-	28.9	30.7	31.4
9	27.9	27.4	29.7	30.2	27.4	28.0	27.1
10	26.2	27.0	29.7	26.9	26.6	27.0	27.8
11	27.5	27.6	28.3	28.8	25.2	26.5	25.8
12	27.8	26.8	27.6	27.5	25.8	28.5	26.5
13	27.3	27.1	28.4	29.3	28.1	28.1	28.0
14	26.9	27.7	28.2	29.4	30.4	26.9	27.8
15	25.8	26.6	28.1	26.2	26.8	25.3	27.9
16	27.0	29.3	27.2	28.6	28.7	27.3	28.2
17	29.0	27.1	29.8	28.6	27.6	28.8	28.4
18	27.8	27.9	27.3	25.7	29.5	29.7	26.2
19	26.0	29.5	27.4	25.3	28.7	29.4	27.8
20	27.9	26.0	25.5	26.3	27.2	29.7	30.5
21	28.3	27.0	26.8	27.5	28.5	26.1	32.1
22	26.7	30.9	26.0	29.0	28.9	28.9	22.8
23	29.8	29.9	-	28.6	28.4	-	26.1
24	26.0	29.7	28.3	-	-	30.4	-
10-12	27.7	27.3	28.0	28.0	25.5	27.4	26.1
14-16	26.5	27.9	27.7	27.4	27.8	26.5	28.1
0-24	27.3	27.9	28.4	28.1	28.1	28.3	28.0

85th %ile (ALL)	28.0
Weekday Inter-Peak	27.1

# Honley ATC, Gynn Lane

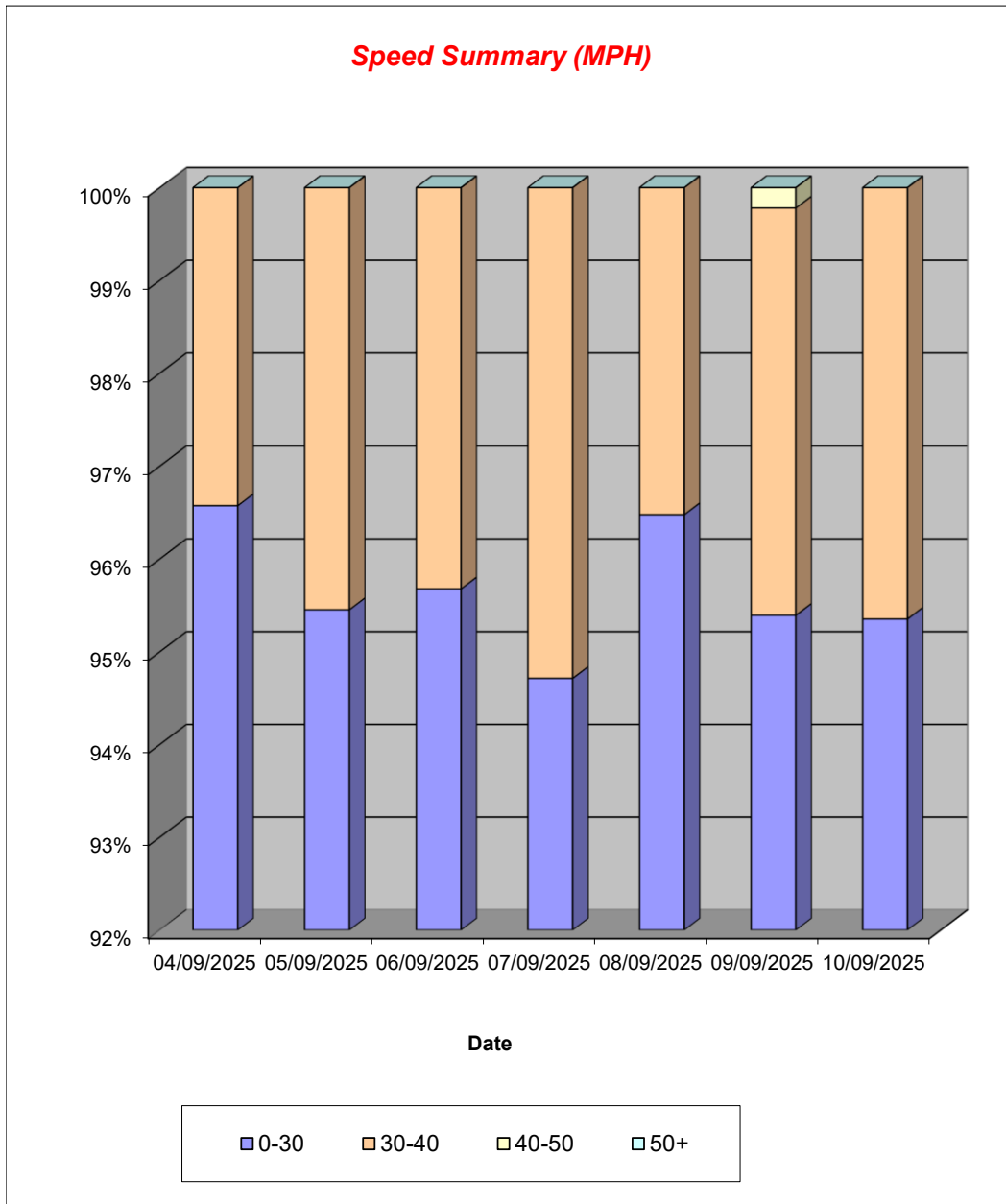
Produced by Road Data Services Ltd.

Channel 1 - Southwestbound

Speed Summary

Week 1

Speed (MPH)	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday
0-30	423	441	310	233	411	435	431
30-40	15	21	14	13	15	20	21
40-50	0	0	0	0	0	1	0
50+	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>438</b>	<b>462</b>	<b>324</b>	<b>246</b>	<b>426</b>	<b>456</b>	<b>452</b>



# Honley ATC, Gynn Lane

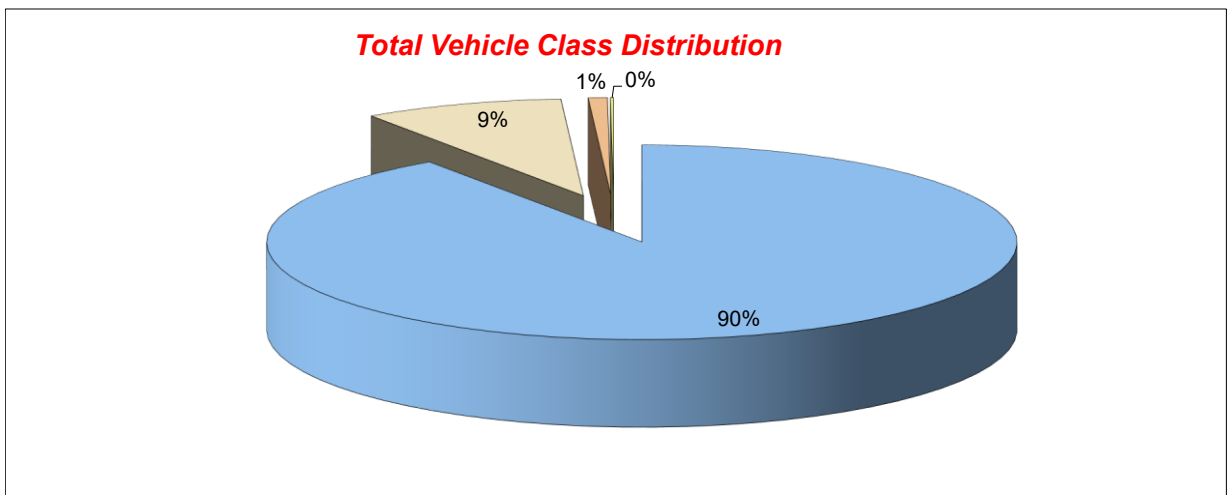
Produced by Road Data Services Ltd.

Channel 1 - Southwestbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>04/09/2025</b>					
7-19	352	37	2	0	391
6-22	386	41	4	0	431
6-24	390	42	4	0	436
0-24	392	42	4	0	438
<b>05/09/2025</b>					
7-19	377	34	5	0	416
6-22	407	36	5	0	448
6-24	417	37	5	0	459
0-24	419	38	5	0	462
<b>06/09/2025</b>					
7-19	262	26	2	0	290
6-22	287	27	2	0	316
6-24	293	27	2	0	322
0-24	294	28	2	0	324
<b>07/09/2025</b>					
7-19	198	11	0	3	212
6-22	219	13	0	3	235
6-24	222	14	0	3	239
0-24	227	16	0	3	246
<b>08/09/2025</b>					
7-19	344	35	4	0	383
6-22	378	37	5	0	420
6-24	380	38	5	0	423
0-24	383	38	5	0	426
<b>09/09/2025</b>					
7-19	365	41	4	1	411
6-22	398	44	4	1	447
6-24	401	45	4	1	451
0-24	405	46	4	1	456
<b>10/09/2025</b>					
7-19	370	29	3	0	402
6-22	404	33	3	0	440
6-24	408	34	3	0	445
0-24	415	34	3	0	452
<b>Average</b>					
7-19	324	30	3	1	358
6-22	354	33	3	1	391
6-24	359	34	3	1	396
0-24	362	35	3	1	401



# Honley ATC, Gynn Lane

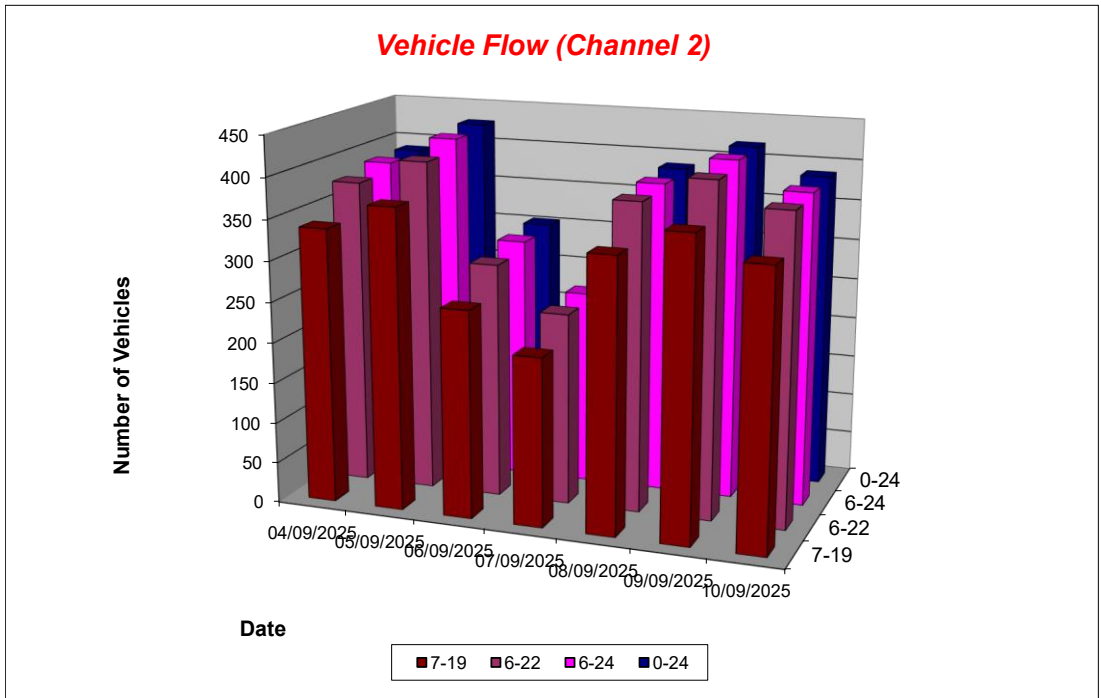
Produced by Road Data Services Ltd.

Channel 2 - Northeastbound

Vehicle Flow

Week 1

Hr Ending	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday	Weekday Average	Average	
1	1	3	0	0	1	0	0	1	1	1
2	0	0	3	2	0	0	0	0	1	0
3	0	0	0	2	0	0	1	0	0	0
4	0	0	0	0	0	0	0	0	0	1
5	0	0	0	1	0	0	0	0	0	0
6	0	2	1	2	2	1	2	1	1	3
7	3	6	2	1	4	3	2	4	3	10
8	14	16	5	6	8	12	17	13	11	30
9	30	31	6	7	17	30	32	28	22	73
10	23	22	21	19	26	34	27	26	25	60
11	31	33	30	21	31	29	29	31	29	59
12	16	34	27	17	29	23	28	26	25	54
13	32	28	25	24	26	26	24	27	26	57
14	29	32	24	20	33	32	22	30	27	57
15	38	31	19	24	35	34	37	35	31	67
16	31	37	23	20	35	38	34	35	31	69
17	34	38	25	15	33	44	40	38	33	68
18	35	38	33	16	37	45	25	36	33	69
19	25	30	17	18	24	19	22	24	22	45
20	15	18	13	14	20	15	22	18	17	31
21	14	8	7	8	11	17	9	12	11	20
22	7	6	12	6	9	8	10	8	8	14
23	7	7	5	4	5	7	4	6	6	9
24	3	7	5	0	0	1	0	2	2	5
<b>7-19</b>	<b>338</b>	<b>370</b>	<b>255</b>	<b>207</b>	<b>334</b>	<b>366</b>	<b>337</b>	<b>349</b>	<b>315</b>	
<b>6-22</b>	<b>377</b>	<b>408</b>	<b>289</b>	<b>236</b>	<b>378</b>	<b>409</b>	<b>380</b>	<b>390</b>	<b>354</b>	
<b>6-24</b>	<b>387</b>	<b>422</b>	<b>299</b>	<b>240</b>	<b>383</b>	<b>417</b>	<b>384</b>	<b>399</b>	<b>362</b>	
<b>0-24</b>	<b>388</b>	<b>427</b>	<b>303</b>	<b>247</b>	<b>386</b>	<b>418</b>	<b>387</b>	<b>401</b>	<b>365</b>	



# Honley ATC, Gynn Lane

Produced by Road Data Services Ltd.

## Channel 2 - Northeastbound

## Average Speed

Week 1

Hr Ending	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday
1	22.2	27.8	-	-	25.0	-	-
2	-	-	23.9	23.4	-	-	-
3	-	-	-	25.2	-	-	17.5
4	-	-	-	-	-	-	-
5	-	-	-	24.1	-	-	-
6	-	27.0	28.7	23.4	32.2	29.7	30.4
7	25.3	24.4	24.9	21.6	23.9	29.6	26.4
8	23.8	22.7	23.2	25.7	25.3	25.1	26.6
9	25.2	26.1	26.6	26.2	24.3	24.1	25.5
10	24.4	25.2	25.1	23.9	25.1	24.2	25.5
11	24.7	25.5	25.9	24.7	24.4	24.2	25.0
12	24.7	25.1	24.4	27.2	24.8	23.9	23.9
13	24.7	24.5	26.5	24.3	24.6	24.5	23.2
14	24.6	24.9	26.1	26.6	25.8	23.6	24.4
15	23.9	24.8	25.0	25.5	24.2	23.1	22.5
16	24.5	23.9	24.0	24.1	23.8	25.3	25.7
17	26.0	24.3	24.4	25.2	25.5	26.9	25.2
18	25.9	25.0	25.9	25.0	25.9	26.1	25.8
19	25.3	26.8	25.3	25.8	26.0	25.8	25.0
20	25.3	26.7	23.9	24.7	25.1	26.3	26.4
21	25.7	25.0	29.5	25.4	23.7	23.2	22.3
22	22.8	26.8	26.5	25.0	23.4	27.5	23.9
23	24.6	25.3	24.8	25.7	28.1	22.2	21.0
24	23.1	25.3	28.4	-	-	33.4	-
10-12	24.7	25.3	25.2	25.8	24.6	24.1	24.5
14-16	24.2	24.3	24.5	24.8	24.0	24.3	24.1
0-24	24.8	25.1	25.4	25.2	25.0	24.9	24.8

Average (ALL)	25.0
Weekday Inter-Peak	24.4

## Channel 2 - Northeastbound

## 85th Percentile

Hr Ending	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday
1	-	32.7	-	-	-	-	-
2	-	-	25.4	23.7	-	-	-
3	-	-	-	26.9	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	29.4	-	28.2	32.7	-	35.2
7	28.9	28.8	27.3	-	30.0	32.6	26.7
8	27.6	27.6	28.9	29.1	31.9	30.4	30.4
9	28.5	32.1	30.8	29.9	30.4	29.4	30.0
10	28.6	28.3	29.8	27.6	31.0	29.6	28.3
11	28.2	30.3	30.9	29.1	28.2	27.5	28.6
12	27.7	29.2	29.1	31.9	28.4	27.9	27.6
13	29.6	30.2	30.5	29.1	28.0	27.4	28.3
14	28.3	27.7	29.6	30.7	29.3	28.3	27.2
15	28.6	28.5	28.9	29.3	28.3	28.1	26.1
16	30.0	28.5	29.0	26.9	27.8	28.9	30.2
17	30.4	28.6	29.1	29.6	30.5	32.2	29.4
18	29.6	28.5	31.9	28.6	29.5	31.4	29.6
19	30.3	32.1	29.9	30.0	30.3	30.5	29.2
20	29.8	31.9	28.3	28.4	28.6	32.1	30.5
21	28.8	30.4	34.4	29.8	27.2	25.8	27.4
22	25.3	29.2	30.6	28.3	27.8	31.2	27.5
23	28.9	28.7	27.8	28.8	31.6	26.4	22.8
24	28.0	34.2	30.6	-	-	-	-
10-12	28.1	29.8	30.1	30.5	28.3	27.7	28.2
14-16	29.3	28.5	29.0	28.3	28.1	28.8	28.5
0-24	29.1	29.8	30.2	29.3	29.4	29.7	29.0

85th %ile (ALL)	29.5
Weekday Inter-Peak	28.6

# Honley ATC, Gynn Lane

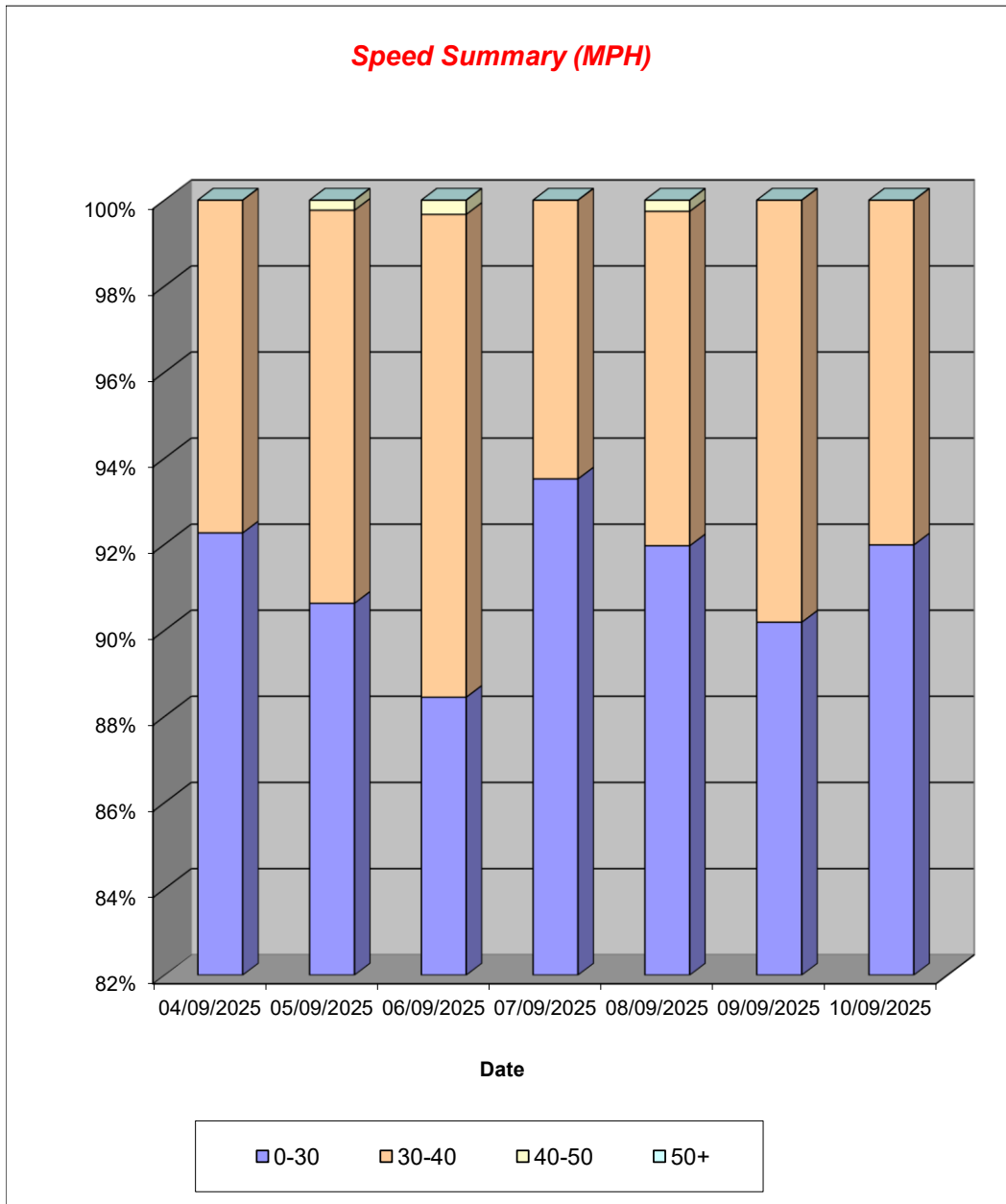
Produced by Road Data Services Ltd.

Channel 2 - Northeastbound

Speed Summary

Week 1

Speed (MPH)	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday
0-30	358	387	268	231	355	377	356
30-40	30	39	34	16	30	41	31
40-50	0	1	1	0	1	0	0
50+	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>388</b>	<b>427</b>	<b>303</b>	<b>247</b>	<b>386</b>	<b>418</b>	<b>387</b>



# Honley ATC, Gynn Lane

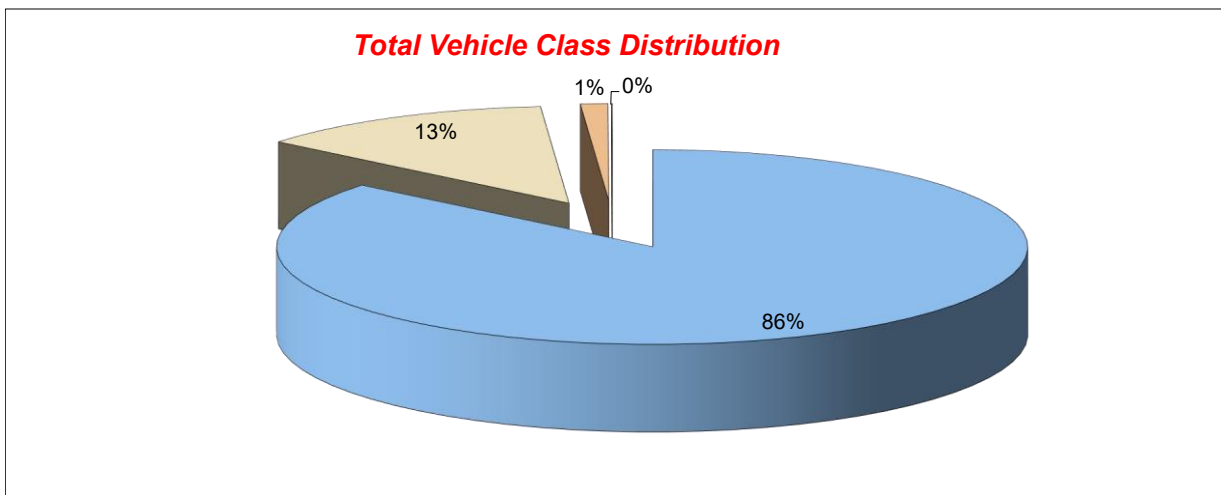
Produced by Road Data Services Ltd.

Channel 2 - Northeastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
<b>04/09/2025</b>					
7-19	282	47	9	0	338
6-22	312	54	11	0	377
6-24	321	55	11	0	387
0-24	322	55	11	0	388
<b>05/09/2025</b>					
7-19	319	49	1	1	370
6-22	353	53	1	1	408
6-24	366	54	1	1	422
0-24	369	56	1	1	427
<b>06/09/2025</b>					
7-19	224	30	1	0	255
6-22	254	34	1	0	289
6-24	264	34	1	0	299
0-24	267	35	1	0	303
<b>07/09/2025</b>					
7-19	184	22	1	0	207
6-22	210	24	2	0	236
6-24	214	24	2	0	240
0-24	219	26	2	0	247
<b>08/09/2025</b>					
7-19	286	43	5	0	334
6-22	323	48	7	0	378
6-24	328	48	7	0	383
0-24	330	49	7	0	386
<b>09/09/2025</b>					
7-19	316	47	3	0	366
6-22	353	52	4	0	409
6-24	360	53	4	0	417
0-24	360	54	4	0	418
<b>10/09/2025</b>					
7-19	284	49	4	0	337
6-22	323	53	4	0	380
6-24	326	54	4	0	384
0-24	329	54	4	0	387
<b>Average</b>					
7-19	271	41	3	0	315
6-22	304	45	4	0	354
6-24	311	46	4	0	362
0-24	314	47	4	0	365



# APPENDIX B

## Pedestrian Count



Honley  
 Tuesday 9th September 2025  
 Junction: 1  
 Approach: Footpath

TIME	Left to Gynn Lane (E)				Right to Gynn Lane (W)			
	CHILD	ADULT	CYCLE	TOTAL	CHILD	ADULT	CYCLE	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	1	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
08:00 - 08:15	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	1	0	0	1
08:45 - 09:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
09:00 - 09:15	0	1	0	1	0	0	0	0
09:15 - 09:30	0	4	0	4	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 10:15	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 - 11:15	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	1	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
12:00 - 12:15	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	0	1	0	0	0	0
12:30 - 12:45	0	0	0	0	0	1	0	1
12:45 - 13:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
13:00 - 13:15	0	0	0	0	0	3	0	3
13:15 - 13:30	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>
14:00 - 14:15	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0
14:45 - 15:00	6	0	0	6	92	2	0	94
<b>Hourly Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>2</b>	<b>0</b>	<b>94</b>
15:00 - 15:15	0	1	0	1	2	4	0	6
15:15 - 15:30	1	0	0	1	0	0	0	0
15:30 - 15:45	0	0	0	0	0	2	0	2
15:45 - 16:00	0	0	0	0	15	0	0	15
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>23</b>
16:00 - 16:15	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00 - 17:15	0	0	0	0	0	0	0	0
17:15 - 17:30	0	1	0	1	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00 - 18:15	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0
18:45 - 19:00	0	1	0	1	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>110</b>	<b>14</b>	<b>0</b>	<b>124</b>

Honley  
 Tuesday 9th September 2025  
 Junction: 1  
 Approach: Gynn Lane East

TIME	Ahead to Gynn Lane (W)				Right to Footpath			
	CHILD	ADULT	CYCLE	TOTAL	CHILD	ADULT	CYCLE	TOTAL
07:00 - 07:15	0	2	0	2	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	1	0	1
07:45 - 08:00	0	1	0	1	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
08:00 - 08:15	3	0	0	3	0	0	0	0
08:15 - 08:30	0	2	0	2	5	0	0	5
08:30 - 08:45	1	1	0	2	0	0	0	0
08:45 - 09:00	0	0	0	0	0	1	0	1
<b>Hourly Total</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>
09:00 - 09:15	0	1	0	1	0	0	0	0
09:15 - 09:30	0	0	0	0	0	1	0	1
09:30 - 09:45	0	1	0	1	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
10:00 - 10:15	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 - 11:15	0	0	0	0	0	2	0	2
11:15 - 11:30	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0
11:45 - 12:00	0	2	0	2	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>
12:00 - 12:15	0	2	0	2	0	0	0	0
12:15 - 12:30	0	2	0	2	0	1	0	1
12:30 - 12:45	0	3	0	3	0	0	0	0
12:45 - 13:00	0	1	1	2	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
13:00 - 13:15	0	0	0	0	0	0	0	0
13:15 - 13:30	0	1	0	1	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	1	0	1
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
14:00 - 14:15	0	0	0	0	0	1	0	1
14:15 - 14:30	0	1	0	1	0	0	0	0
14:30 - 14:45	1	1	0	2	0	0	0	0
14:45 - 15:00	0	1	0	1	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
15:00 - 15:15	1	1	0	2	0	0	0	0
15:15 - 15:30	0	0	1	1	0	0	0	0
15:30 - 15:45	0	0	1	1	0	2	0	2
15:45 - 16:00	0	0	1	1	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>
16:00 - 16:15	0	1	0	1	0	0	0	0
16:15 - 16:30	2	0	0	2	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00 - 17:15	0	1	0	1	0	0	0	0
17:15 - 17:30	0	2	0	2	0	0	0	0
17:30 - 17:45	0	1	0	1	0	0	0	0
17:45 - 18:00	0	2	0	2	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00 - 18:15	0	0	0	0	0	2	0	2
18:15 - 18:30	0	3	0	3	0	1	0	1
18:30 - 18:45	0	0	0	0	0	2	0	2
18:45 - 19:00	0	0	1	1	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>
<b>TOTAL</b>	<b>8</b>	<b>33</b>	<b>5</b>	<b>46</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>20</b>

Honley  
 Tuesday 9th September 2025  
 Junction: 1  
 Approach: Gynn Lane West

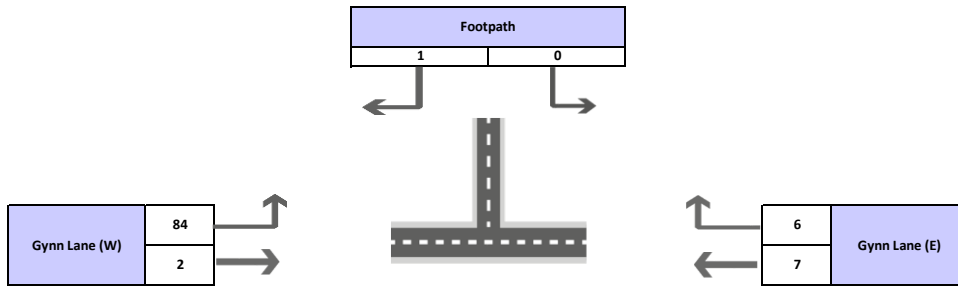
TIME	Left to Footpath				Ahead to Gynn Lane (E)			
	CHILD	ADULT	CYCLE	TOTAL	CHILD	ADULT	CYCLE	TOTAL
07:00 - 07:15	0	1	0	1	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	1	1
07:30 - 07:45	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
08:00 - 08:15	8	3	0	11	0	0	0	0
08:15 - 08:30	58	1	0	59	1	0	0	1
08:30 - 08:45	11	1	0	12	1	0	0	1
08:45 - 09:00	2	0	0	2	0	0	0	0
<b>Hourly Total</b>	<b>79</b>	<b>5</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
09:00 - 09:15	0	0	0	0	0	1	0	1
09:15 - 09:30	2	0	0	2	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	1	1
09:45 - 10:00	0	1	0	1	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>
10:00 - 10:15	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 - 11:15	0	0	0	0	0	0	0	0
11:15 - 11:30	0	1	0	1	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	1	0	1
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
12:00 - 12:15	0	0	0	0	0	0	1	1
12:15 - 12:30	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	0	1	0	0	0	0
12:45 - 13:00	0	0	0	0	0	2	1	3
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>
13:00 - 13:15	0	0	0	0	0	4	0	4
13:15 - 13:30	0	4	0	4	0	1	2	3
13:30 - 13:45	0	1	0	1	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>7</b>
14:00 - 14:15	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0
14:30 - 14:45	0	3	0	3	0	0	0	0
14:45 - 15:00	0	0	0	0	0	1	0	1
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
15:00 - 15:15	1	1	0	2	0	0	0	0
15:15 - 15:30	2	0	0	2	0	1	0	1
15:30 - 15:45	0	0	0	0	0	0	0	0
15:45 - 16:00	1	0	0	1	4	0	0	4
<b>Hourly Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>
16:00 - 16:15	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	1	1	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>
17:00 - 17:15	0	0	0	0	2	2	0	4
17:15 - 17:30	0	0	0	0	0	2	0	2
17:30 - 17:45	0	0	0	0	0	1	0	1
17:45 - 18:00	0	0	0	0	0	1	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>
18:00 - 18:15	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	1	0	1
18:30 - 18:45	0	2	1	3	0	1	0	1
18:45 - 19:00	0	1	0	1	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>
<b>TOTAL</b>	<b>85</b>	<b>21</b>	<b>1</b>	<b>107</b>	<b>8</b>	<b>20</b>	<b>7</b>	<b>35</b>

From: 1) 08:00  Show Peak Hour:

To: 1) 09:00

Class: All Vehicles

Tuesday 9th September 2025

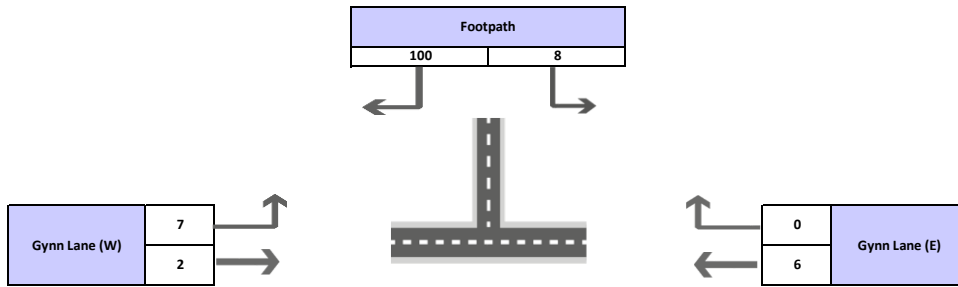


From: 1) 14:30 Show Peak Hour:

To: 1) 15:30

Class: All Vehicles

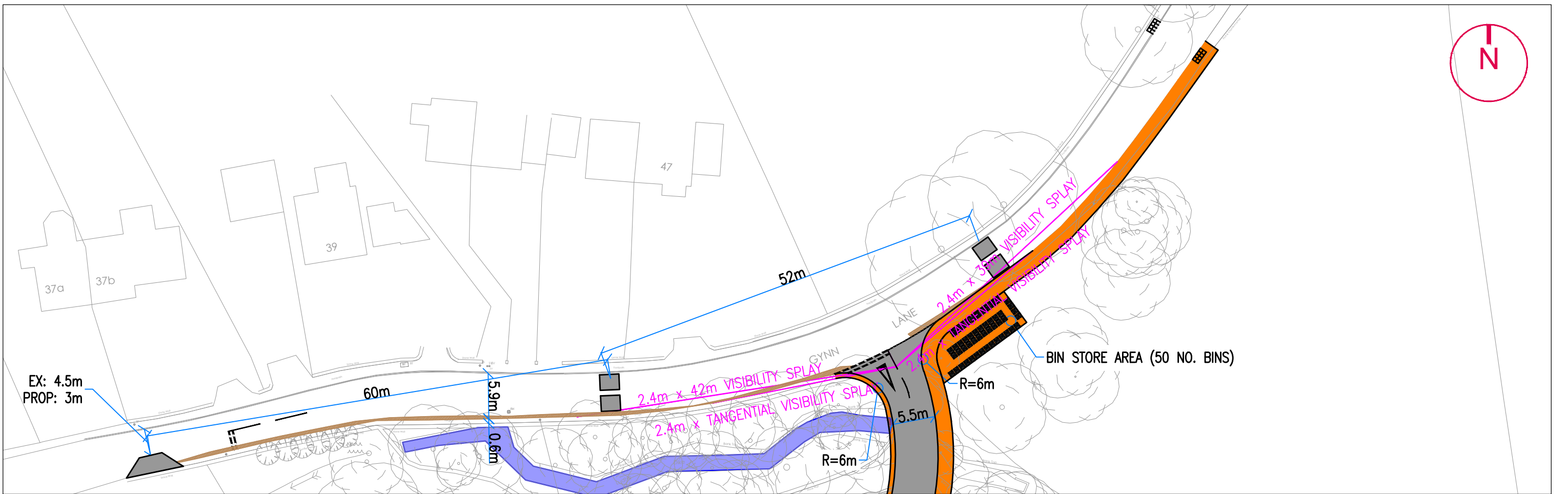
Tuesday 9th September 2025



# APENDIX C

## Development Proposals





- PROPOSED TRAFFIC CALMING
- PROPOSED FOOTWAY/HARD MARGIN
- EXISTING ROUGH LANDSCAPING/VEGETATION WITHIN CARRIAGEWAY TO BE REMOVED

REV.	AMENDMENTS	DATE
B	PROPOSED PEDESTRIAN CROSSING RELOCATED, SPEED CUSHIONS PROPOSED	15/11
C	PROPOSED PEDESTRIAN CROSSING RELOCATION, PROPOSED CARRIAGEWAY AND FOOTWAY WIDENING	18/08
D	PROPOSED CROSSING RELOCATED, VISIBILITY ALTERED TO LATEST ATC, REVISED TRAFFIC CALMING	04/12



**VIASOLUTIONS**

THE OLD COACH HOUSE  
1 CAMPBELL STREET  
PUDSEY  
LS28 6DP  
tel: 0113 3453957  
email: highwaymen@viasolutions.co.uk

PROPOSED ACCESS ROAD

GYNN LANE, HONLEY

PROPOSED HIGHWAY IMPROVEMENTS

**NOTES**

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

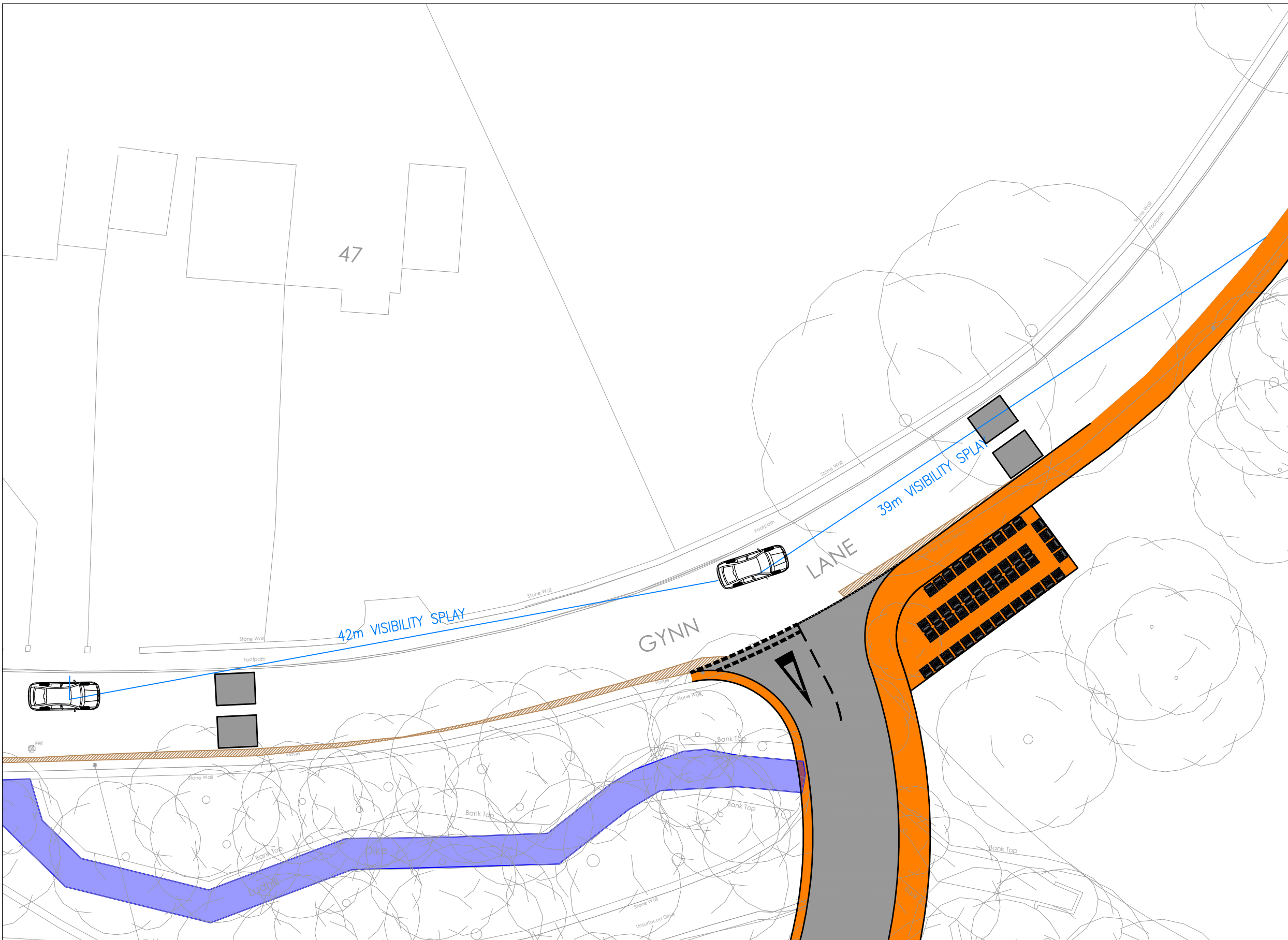
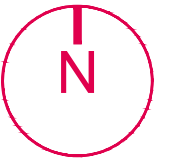
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SCALE: 1:500 @A3

DATE: DECEMBER 2025

DRAWING NO: 2215101

STATUS: - REVISION: D



REV.	AMENDMENTS	DATE
-	-	-



**VIASOLUTIONS**

THE OLD COACH HOUSE  
1 CAMPBELL STREET  
PUDSEY  
LS28 6DP  
tel: 0113 3453957  
email: highwaymen@viasolutions.co.uk

PROPOSED ACCESS ROAD

GYNN LANE, HONLEY

VEHICLE FORWARD VISIBILITY

**NOTES**

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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SCALE: 1:500 @A3

DATE: DECEMBER 2025

DRAWING NO: 2215108

STATUS: - REVISION:

