About the application

Application number: 2025/91370	
What is the application for?:	REVISED AND ADDITIONAL INFORMATION RECEIVED: Demolition of existing dwelling and
Address of the site or building:	Land at, Gynn Lane, Honley, Holmfirth, HD9 6LF
Postcode:	

User comments

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

Further to my previous objection in June 2025, I still maintain the proposals for a residential development at this location is unsuitable and dangerous and I provide the additional comments below.

The TN3 Highways Rebuttal Technical Note prepared by Via Solutions confirms the requirements requested by Kirklees cannot be accommodated and that existing infrastructure is also substandard.

It also states, which appears to be the writers opinion, that the existing infrastructure is "still appropriate and safe for the CURRENT highway operation" - not for an additional 50 homes.

Gynn Lane is narrow and windy and in many locations narrower than the width of the proposed access - this is unsafe in both construction and operation terms.

The proposed 2m footway heading northeast with a crossing 55m from the access will not be used, as pedestrians heading south west will just cross at the access location. Onward from this proposed footway is an unsuitable/unsurfaced/unlit track to the train station unsafe through autumn and winter months and inappropriate for wheel chair users and push chairs.

The paragraph stating "rough landscaping and vegetation at the southern side of the carriageway is maintained and removed to provide a margin", how is this margin to be formed and no one will maintain it. If vegetation is removed, initially this would also allow vehicles to travel closer to the existing retaining wall which is currently leaning and increased vehicle load especially heavy construction traffic will contribute to the collapse of this wall.

The report only appears to suggest school walking trips, and does not comment on other residents walking from the potential residential site. It also suggests the school trips would head northeast, however the school children would inevitably meet friends at the cricket to the west or not want to walk up the potholed track due to dark

at the snicket to the west or not want to walk up the potholed track due to dark mornings and evenings and the track being unsealed.

I also draw attention to the access gradient, if a design standard cannot be achieved, making it unadopted does not make it safer, it just limits who can live at such a development, is this considered reasonable?

It also suggests that the development has a limited life span of 25 - 50 years.

The emergency refuse would require a large refuse vehicle to park on Gynn Lane for a considerable amount of time whilst bins are emptied on a bend with limited visibility, this would obviously be made worse over the next 25 years as vehicle numbers will increase.

Finally, the cost for infrastructure, to make a scheme safe and fit for purpose should not out weigh public safety considerations.

In conclusion I still maintain the opinion that this scheme is not suitable, the Via Solutions report relating to highways does not satisfy Kirklees requirements and does not have a true appreciation of the site and surroundings.