

DC Admin

From:
Sent: 01 April 2025 13:37
To: DC Admin
Subject: Application number 2023/93667 Storthes Hall Student Village

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Dear Mathias Franklin,

I am writing in connection with the outline application 2023/92667 following the additional and amended information provided. It would be good to see the sensitive re-development of this site, taking account of the quality of the local environment, providing for community needs such as housing, and having regard for existing residents and their well-being. The current proposal still falls far short of these considerations.

I object to the destruction of Little North Spring Wood, other protected trees on the site, and areas of scrub and trees that screen the site along Storthes Hall Lane. The scale and extent of woodland and tree loss from the proposed development is incompatible with the site's green belt location and strategic green infrastructure network designation. Little North Spring Wood has a history of woodland cover stretching back to at least the mid-nineteenth century (as can be seen on OS first edition six inch-mile maps) and had a mature tree canopy in mid-twentieth century (as shown on an aerial photo from 1948). The wood has a variety of trees in terms of age and structure with abundant natural regeneration.

I support the objection made by KC Trees including about the importance of the tree-lined boundary along Storthes Hall Lane and its role in obscuring the development site from the dwellings opposite. This mounded scrub and tree belt was established when the student accommodation was created. Although unmanaged it has provided an effective screen and privacy for residents. In addition it provides a stock of younger to trees that will maintain canopy as the older trees along Storthes Hall Lane pass maturity. The trees and scrub also provide good cover for wildlife and screen the lighting from the site. The closer-siting of proposed housing to Storthes Hall Lane and any reduction of this vegetation, including the construction of paths or other access would be a retrograde step and impinge on the privacy of existing residents on the Hall Lane. Any paths or access areas should be located outside of the tree and shrub belt, on the side toward the proposed housing.

The proposals for Biodiversity Net Gain have not been reformatted and remain impossible to read and easily comprehend. It's unclear whether BNG provision would be as part of recreational space to the north-east of the site but off-site investment in biodiversity could help improve semi-improved local grasslands of biodiversity value such as at SE185 123 or SE 176 128.

I object on the basis of the inadequacy of the assessment of road traffic generation, impact and mitigation measures. The travel plan refers to the 398 and 399 bus services to the University campus in Huddersfield. These provided a cheap, frequent and regular service available to students and the public alike, though the services did not run in the summer outside term time. The services ceased when the student accommodation closed and there is currently no service on Storthes Hall Lane. Bus services of similar regularity, frequency and reasonable cost, running throughout the year and guaranteed to operate for the medium to long-term would be essential to encourage residents to use public transport rather than rely on cars. A regular and frequent bus service to Stocksmoor station should also be provided (the 341 once ran down the lane but the nearest stop is now on Farnley Road and the service is two hourly).

To access bus services on Penistone Road involves using the footway toward the north-east end of Storthes Hall Lane which is steep and in very poor condition, being narrow, uneven and below the level of the road surface in many places. It is commonly flooded during heavy rain.

Although e-bikes make cycling more of an option for travel, the narrowness and steepness of the lane, particularly toward the bottom, and speed of traffic are deterrents.

The proposals for the entrances to the site and changes to the junction on Penistone Road will cause significant disadvantage to residents and businesses alike. In peak traffic periods the junction at Penistone Road would see severe congestion (especially during the 'school run') and commuter traffic heading toward Huddersfield will inevitably choose routes through Farnley Tyas. I could not see any assessment of the impacts of increased road traffic noise despite the growing recognition of the associated health effects. What is Kirklees' Environmental Health view of this?

There should be more holistic consideration of access to this site together with the small housing development near the current site exit and the neighbouring retirement home development, to maximise use of internal access roads and alleviate additional road traffic impacts on residents on Storthes Hall Lane. This would be particularly beneficial in peak traffic times including team arrivals and departures from using the sports pitches. With the additional traffic movements onto and off of the lane the speed limit should be dropped to 30mph.

I hope you will take these comments into account in determining this application

Your sincerely

42 Storthes Hall Lane
Kirkburton