19th February 2019

Dear Ms Chippendale,,

Planning Application 2019/90190 Land Adj 1 Low Gate, Kirkburton, HD8 0SE

Thank you for your letter of the 6th February 2019 regarding the above.

We have a number of concerns regarding this application which we would like to raise and bring to your attention.

Conservation Area

The proposed development is within the Kirkburton conservation area. The architects have been somewhat disingenuous by suggesting that three storey properties are in keeping with the area. The majority of properties in the immediate vicinity of the development are of traditional stone construction and of two storey height.

Three storey properties have been built in recent years on Riley Lane but these are of modern construction and outside the Conservation area.

Loss of Amenity

Part of the conservation areas attraction is that if one stands on George Street looking to the south there is a view across Low Town towards All Hallows Church. If the development is approved this aspect will be blocked by the properties The loss of the trees that enabled the creation of this site originally has already resulted in a loss of amenity and no further planting is proposed to redress the balance. There has been a marked reduction in wild birds and small mammals in the area as a result.

Over development of the site.

The plans as published show that if permission is granted then three large properties (one large detached and two large semi-detached town houses) are to be constructed on the site. In our view this land is not of sufficient size to support this number of large dwellings. The plans are unclear as to the height above road level that they will be constructed. Also, the illustrations suggest that one or more storeys of the rear elevation of the town houses will be at or above the level of North Road but it is not clear at what height above road level in Low Gate that the front elevations will be or indeed the gradient of slope on the driveways that will exit onto Low Gate. With the exception of the detached house these properties will have virtually no private garden space and it is possible that they will be overlooked from George Street.

Overlooking of neighbouring Properties

These properties if built as proposed will directly overlook . We note from the site plans that our property is not shown in relation to the development and will almost certainly be closer than 22 metres (72 feet) This is considered to be the minimum distance separation between facing/backing dwellings required to achieve a degree of privacy on a level surface.

Photographs which were taken from the approximate location of the proposed semi-detached dwellings show the outlook from these proposed properties in relation to our own We have also included a photograph showing the outlook from the approximate location of the detached property onto the cottages in Low Town. It must be borne in mind however that the ground level at these points may be higher than proposed.

Road Safety

Two of these properties will face out onto Low Gate with the driveways exiting onto the narrow junction of Low Gate and Low Town. Low Gate is particularly narrow at this point and these properties would have limited visibility when looking up Low Gate towards George Street. This creates a hazard for both the residents of the properties if constructed and motorists travelling down Low gate towards the junction with Low Town.

The drive of the detached property appears to access the highway via the junction of the slip road and Low Town by The Hub (former Salvation Army building). This is a busy junction with vehicles moving in both directions to/from North Road via the slip road and Low Town/Low Gate. There are generally vehicles parked on one side of the slip road all the way from Low Town to North Road. Given the location and the narrowness/poor visibility of the slip road/Low Town at this point we would question whether the residents of this property will be able to access their driveway safely. This will create an additional and unnecessary hazard.

Additional Vehicles

Although the plans allow for 6 car parking spaces overall, if there are more than two vehicles per household (as is often the case with family homes) then any overspill from the new properties will cause additional obstruction in the already overcrowded streets. Due to a lack of parking facilities in the village many of the local businesses use Low Town/Low Gate for parking and there is simply not enough room to accommodate any further vehicles. It is believed that a part of Low Town may be designated as Permit Holder parking further reducing any available space.

Drainage.

The Low Gate/Low Town junction becomes a river during heavy rainfall. The plans show the driveways of the proposed properties as sloping down onto the junction. If periods of heavy rain become a common occurrence as a result of climate change, then the change of this site from an undeveloped site but with absorbent properties (soil and until they were felled recently immature and mature trees) to a developed site will add to the volume of water flowing into Low Gate/Low Town and the potential for flooding will increase.

The area has been subject to flooding in the past and although the replacement of the Victorian culverts by the Environment Agency has improved matters the drains have to be regularly jetted and the potential for additional surface water could create further problems.

In conclusion the site in question does not merit development to this extent. It does not enable safe access to the street from the proposed properties, it will overlook surrounding properties and is not in keeping with the conservation area and it is to be hoped that the application will be refused.

Yours sincerely