

Application number 2019/62/94075/W

Location: 4, Olney Street, Slaithwaite, Huddersfield, HD7 5EG

Description / Development: Erection of pair of semi-detached dwellings

5 February 2020

below are my comments on the planning application:

1. Parking & Pedestrian safety.

Although Olney Street is a cul-de-sack, the carriageway is over 8m wide and wide enough to accommodate cars parked on each side of the road and two-way traffic as well. Yet car users and numerous large delivery vehicles think it is okay to park or drive along the pavement. In particular, between no 2 Olney Street and No 10 Olney Street, all due to the number of drop kerbs on that stretch of pavement. Kerbs have been damaged. The pavement surface is now uneven and wavy. Even buried clay service pipe ducts crossing the pavement have sheared due to traffic driving over them. The milkman's regular route involves driving up the drop kerb at no4, driving with two wheels on the pavement and off, back onto the road again at the drop kerb at no10. Amazon deliveries , DHL etc, white van man, all like to use this route, when no one is parked on the pavement to stop them from driving on it.

The proposed development removes the two off road garage parking spaces used by no 4 Olney Street and these spaces given over to the new development to allow it to meet the parking requirements for new builds. Where will the cars of no 4 now be parked? On the road side or two wheels on the pavement as is now becoming the norm. If this development is allowed to be built, a condition must be to have the developer install bollards at the problem drop kerb areas between no 2 and no 10 Olney Street to stop vehicles driving on and parking on the pavements.

The second part of pedestrian safety is that when the garage at no 4 was constructed, a low stone approx. 1.2x1.2m wall was pulled down between the passage/garage and between the end of the house/rear of the pavement. This small wall should be reinstated to give pedestrians using the passage adjacent to no 4 protection and time to see vehicles parking or setting off in the two adjacent parking spaces.

The overall proposed design of the two dwellings seems to have been lifted and copied from other projects the design company has been involved with for speed and cost, rather than trying to match the style of similar buildings near this particular site:

2. Door jamb appearance to front elevation.

The front elevation drawing shows the wall façade around the door frame to be made from ashlar stone jambs. This arrangement is unique to any buildings in the area and bears no resemblance to the vernacular architecture of any building in the vicinity. All surrounding buildings that the proposed development is trying to match have split faced coursed stone reveals to the door openings, so the proposed building should continue this style.

3. Dormer windows to rear elevation.

The inclusion of a dormer window to the rear elevation roof, would again stand out like a sore thumb. There are two similar dormer windows in the area and both look atrocious. The remaining vast majority of buildings in the area that have roof lights use Velux style windows, which do not detract from the original building design. The proposed development has Velux style windows on the front elevation and should continue this style to the rear.

4. Door and window jamb appearance to rear elevation.

Again the rear elevation drawing shows the wall façade around the door frame and window frames to be made from ashlar stone jambs and mullions. This style matches nothing in the area. The rear design should change to continue the style of the front elevation windows with split faced coursed stone reveals.

5. Concrete roof tiles.

The roof covering shown on the plans is concrete tiles. The design of the dwellings is trying to match the appearance and style of adjacent buildings, which are Welsh blue slates. The minimum requirement for the roof should be at least using a Welsh blue artificial slate to match the surroundings.

6. Lack of bat and swift boxes.

During the summer, there is usually a large number of swifts and bats flying around the area, so the inclusion of bat and swift boxes built into the dwellings would be a good idea.

7. Foundations

The foundations on the drawings shown traditional strip footings around 600mm deep. However, the site is an old quarry with an additional 2.5m of general fill from another nearby building site and the adjacent property has a 2.5m basement, so the foundation design will have to change.

If the changes mentioned above were adopted, it would make a poor design into an acceptable one.