About the application

Application number: 2023/91796	
What is the application for?:	Outline application for demolition of garages and erection of one dwelling
Address of the site or building:	land off, Olney Street, Slaithwaite, Huddersfield, HD7 5EG
Postcode:	HD7 5EL

User comments

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

The application made currently to develop the site at the end of Olney Street on land which is currently occupied by a series of garage plots is the 4th application made by the applicant following a withdrawl, rejection by the planning dept, and a further rejecction by the Home Secretary following an appeal by the applicant.

After considering the minor ammendments the applicant has made to the layout and positioning of the planned dwelling I feel it necessary to object again to the application for the following reasons.

1- As per the previously refused application 2021/60/94410/W of 10.02.2023 and as explained by the officer refusing - 'The proposed residential development, in relation to plot size and taking into account its relationship with surrounding development, would represent a cramped and contrived form of development constituting an overdevelopment of the site. It would fail to add to the overall quality of the area or result in a scheme that is visually attractive. Therefore, the development would be contrary to Policy LP24 of the Kirklees Local Plan, Principles 2, 5 and 6 of the Councils Housebuilder Design Guide SPD and Chapter 12 of the National Planning Policy Framework. - These issues have neither changed or been addressed. On the ammended plans the property has been pulled forward to create some amenity space in the form of a garden at the rear.This would further mean that the building looks out of place and sandwiched between the existing garages. By pulling the property forward and closer to the road the property would look even more out of place when compared to the surrounding properties which are a series of bungalows.

2- Principle 6 of the House builder design guide states that for a new dwelling located in a regular street pattern that is two storeys or above, there should normally be a minimum of a 2 metres distance from the side wall of the new dwelling to a shared boundary. This gap however does NOT exist on the plans submitted by the applicant. Were this gap to be applied then the provision of off street parking made by the applicant would be compromised. The plans also show the parking allocated at the property as 9970MM in length. Current regulations state that parkin should be a minimum of 5M per vehicle in depth. As the provision made in the plans is for X2

minimum of 5M per vehicle in depth.As the provision made in the plans is for X2 vehicles this would again fall short of the 10000MM reqd.

3.Internally the plans have been modified to meet planning regulations re minimum living standards and consequently the property has been reduced to a 1 bedroom open plan property.Whilst meeting the regulations for provision of space inside the footage and exterior design of the property have not been changed in any way. This again highlights that the property offers a contrived and cramped form of dwelling which is in NO way inkeeping with the locality. The construction of such a building would look strange especially when considering that the properties in the area consist of victorian terraces and much larger mid century detached homes. A small detached dwelling squeezed between garages would NOT add to the area and could potentially detract from it.

4.As mentioned in the previous refusal Olney Street is at present extremely congested with parked vehicles especially between the hours of 1500-0900hrs each day.The positioning of the proposed dwelling sits at the end of Olney street and where the only available safe place to turn a large vehicle exists.The construction of the proposed dwelling would remove the provision for several vehicles to park, would add a further x2 vehicles to what is already a heavily congested rd - One only needs to visit the site after the end of a normal working day to see vehicles parked the full length of the street to the Jct with Meal Hill Lane to realise this - and would also make it impossible for larger vehicles including refuse collection and emergency services to turn around meaning that they would have to reverse the full length or Olney St to exit.

5.The proposed development also appears to spread accross to seperate properties which as I understand it are owned by two seperate parties. Looking outwardly in it would appear that the applicant is making a planning application which incorporates property which is NOT owned by him. Some clarification as to whether this is allowed within planning regulations would be appreciated.

As the application has been refused in the past by Kirklees council and on appeal to the Home Secretary I feel it is only right to object again to this application.