Jade3 Architecture Ltd

Job reference: 2022 enquiry 59

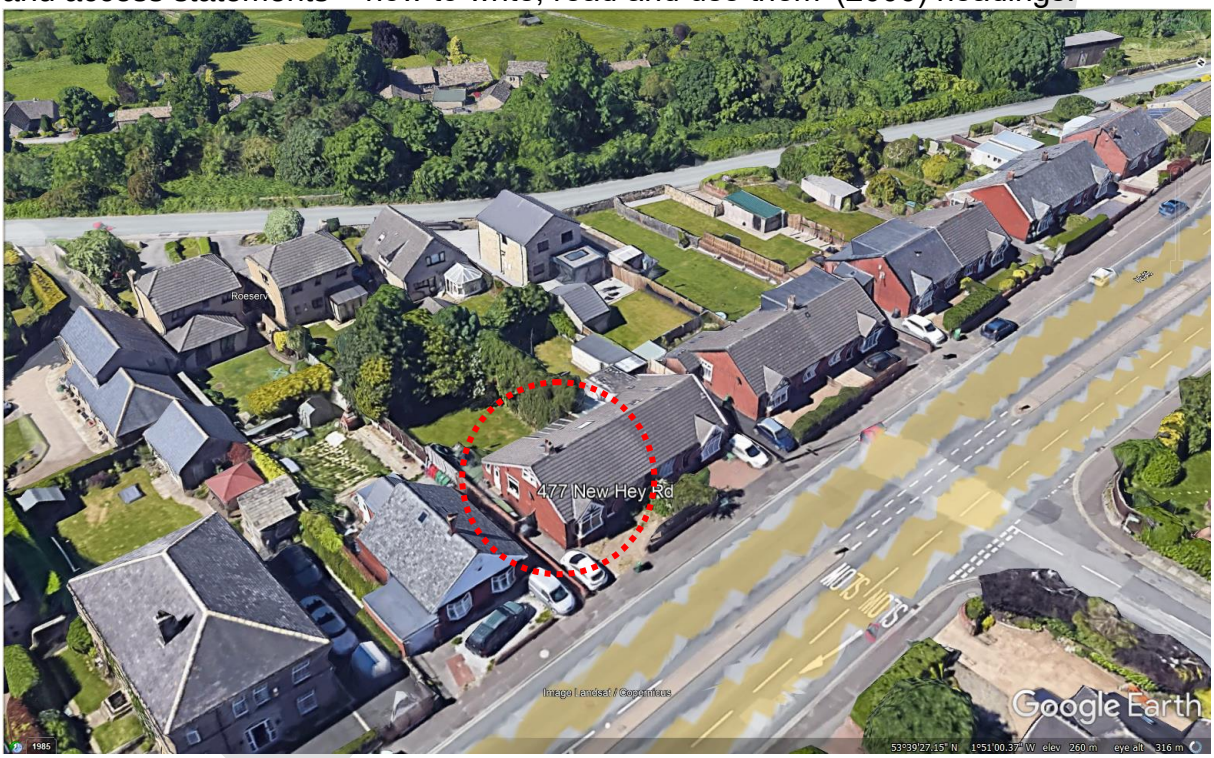
Address: **rear extension at**
No477 New Hey Road, Huddersfield

Date: 18-10-2022 A
24-5-2023 addendum added at rear of report

Extra notes: **Design and access report with planning statement for the rear extension at no477 New Hey Road, Huddersfield**

Design statement

The design statement is prepared in accordance with the CABE's publication 'design and access statements – how to write, read and use them' (2006) headings.



Aerial view

Introduction

Jade3 has been asked by client Ms Emma Bowker to advise on a household planning application for rear extension over. It is a semi-detached chalet bungalow property with large rear garden plot. Our clients have recently acquired the property which is too small for their expanding families. To the left and right of their property is

a chalet bungalows. To the front and rear of their property is 2 storey detached properties.

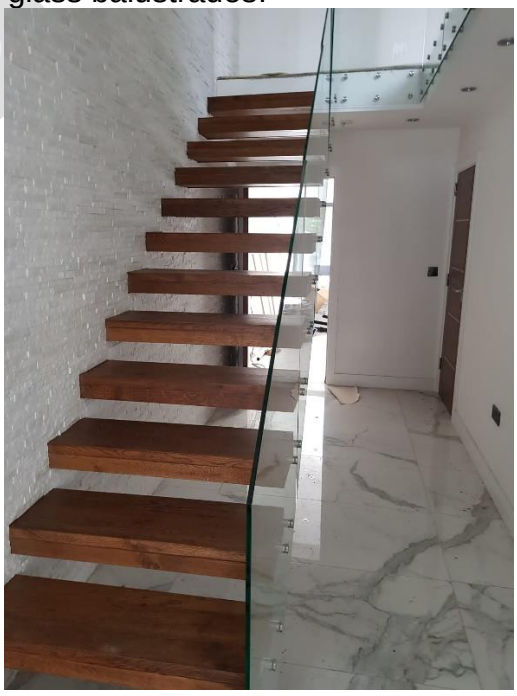
THE APPLICATION SITE

The property is built with reddish bricks and tiled roof with a covered external seating area and a patio at the rear. On entering the entrance is a foyer with a stair leading to the attic space. There is a male and female lounge at the front with a laundry or bedroom, a dining and kitchen towards the rear. A gabled end pitched roof to the main chalet bungalow with a lean to roof single storey at the rear for the kitchen. The chalet bungalow has 2no bedrooms within the roof attic space.

Therefore the objective is to work a practical design in order to achieve additional accommodation on the rear extension including within the roof attic space to meet with our client's requirements. The design concept is to maximise natural daylight and hence large full height floor to ceiling glazing.

The vision is to replicate and enhance the existing architecture. Basically to respect the existing roof ridge height, scale and massing. The existing external seating area and the existing kitchen is to be removed. The existing attic bedroom wall is to be part removed and create a wider and airy doubled height atria space with the existing stair reconfigured as a floating stair with glass balustrades.





Example of a floating feature stairs

By removing the bathroom will open up the foyer visually and also allow a better circulation flow to the rear extension. A large open planned kitchen with breakfast island bar have been proposed as this is trending modern rural living ethos adjacent to the family lounge.

A multi-fold door is provided for the new kitchen and family lounge at the rear to allow access onto the rear new patio area. A large new master bedroom has been proposed with a jack and jill bathroom/ensuite room within the new roof attic void. New rooflights have been created to provide views and natural daylight for the roof attic bedrooms and especially to the new entrance foyer. The existing neighbour's property at the rear is relatively sited far away from the proposed rear extension which would still maintain the privacy distances.

Planning history
Not applicable.

Kirklees Publication Local Plan: adopted 27-2-2019
- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP21** – Highway and access
- **LP22** – Parking
- **LP23**- Core walking and cycling network
- **LP24** – Design
- **LP26-** Renewable and low carbon energy
- **LP27-** Flood risk
- **LP28-** Drainage
- **LP32-** Landscape
- **LP33-** Trees
- **LP51** – Protection and improvement of local air quality

National Policies and Guidance
National planning policy (NPPF) published February 2019,
- **chapter 2-** achieving sustainable development
- **Chapter 3** – Plan making
- **Chapter 4** – decision making
- **Chapter 9-** Promoting sustainable transport
- **Chapter 11-** Making effective use of land
- **Chapter 12** – achieving well designed places
- **Chapter 15-** Conserving and enhancing the natural environment

Assessment
The following matters are considered in the assessment below –
1) Principle of development
2) Impact on visual amenity
3) Impact on residential amenity
4) Impact on highway safety
5) Other matters
6) Conclusion

1 – Principle of development
Sustainable Development
NPPF chapter 2 Paragraph 7-14 and LP1 outlined a presumption in favour of sustainable development. NPPF Chapter 2, Paragraph 7 identifies the dimensions of sustainable development as economic, social and environmental (which includes design considerations). It states that these facets are mutually dependent and should not be undertaken in isolation, ie NPPF Chapter 2, Paragraph.8.

The dimensions of sustainable development will be considered throughout the proposal.
1.2 – Land allocation
All these considerations are addressed in this assessment and consideration given to the adopted local plan.

2 – Impact on visual amenity
The overall chalet bungalow rear extension does not cause any over bearing or over-looking issues to the sides or rear neighbours. The massing creates a visually attractive extension and also providing the necessary accommodation for our client's large family needs.

Therefore the extension add to the local distinctiveness and retained the local identity. The principle of a rear extension on this large rear plot is considered acceptable and would not have any significant harm being caused to the visual amenity of the area. The proposal would therefore meet with LP24 and NPPF Chapter 12 paragraphs 124-132.

3 – Impact on residential amenity
The extension side wall has been offset circa 300-450mm from the boundary to respect the immediate neighbour. The opposite side neighbour has a single storey extension which also assists them of visual screening. The side boundary will be enhanced with perimeter plantings which will assist with visual screening between

properties. The existing plot group of landscape and timber fencing also helps with visual screening.

Nevertheless, given the large size of this rear garden plot it is not considered that the visual or physical impact would significantly detract from the amenity of both adjacent and rear occupiers. The overall extension is still at a considerable distance away from the immediate rear neighbour and respects privacy.

The proposal is not anticipated to cause result in material harm to the amenity of nearby dwellings, including the original host semi-detached chalet bungalow property. Having completed the extension, there are still adequate garden for the family to enjoy. Moreover there is also a small patio terraced at the rear which also forms part of the amenity space. Furthermore future residents are anticipated to have an acceptable amenity standard. The proposal is considered to be in compliance with Policy LP24 and NPPF Chapter 11, Paragraph 117.

4 – Impact on highway safety

The site can accommodate 1no car parking space at the front of the existing dwelling. The existing parking arrangement is not affected and also do not cause any highways impact. The proposal is concluded not to be detrimental to highway safety or efficiency, and is deemed to comply with Policy LP21 and NPPF chapter 9, paragraphs 102 and 103.

5 – Other matters

5.1 – The provision of housing at a time of shortage

Taking the above into account, an existing chalet bungalow building with the provision of only 2no bedrooms and inadequate facilities on the ground floor is not large enough for today's living standards. Moreover during the pandemic, governments have encouraged residents to be working from home wherever possible.

Therefore this rear extension will provide additional accommodation for our client's family and will add to the housing shortfall in the district and the extensions do not outweigh the visual harm as identified elsewhere in this assessment. This additional accommodation would provide a new HOME for our client's growing family.

5.2 – Air quality

In accordance with Policy LP51 protection and improvement of local air quality, it is considered reasonable and necessary that the proposed rear extension can have

photovoltaic solar panels installed (retrospectively) on the south east and south west facing aspect of the roof.

This extension also has an electric vehicle charging point. This would also comply with Policy LP24. The purpose of this is to promote modes of transport with low impact on air quality which our clients are keen to endorse. .

Electric Vehicle Charging Points

A dedicated electric facility will be provided externally on the front facade outside the driveway for charging electric vehicles and other ultra-low emission vehicles to meet the following minimum standard for numbers and power output:-

 A Standard electric vehicle charging point which is capable of providing a continuous supply of at least 16A (3.5kW). A 32A (7kW) is preferable and however more likely to be future proof and is being proposed.

 Standard charging points for single residential properties that meet the requirements specified in the latest version of *"Minimum technical specification - Electric Vehicle Home charge Scheme (EVHS)"* by the Office for Low Emission Vehicles. Basically, charging points that provide Mode 3 charging with a continuous output of least 16A (3.5kW) and have Type 2 sockets .

 The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.

 The installation must comply with all applicable electrical requirements in force at the time of installation.



32A (7kW) is however more likely to be future-proof and is proposed.

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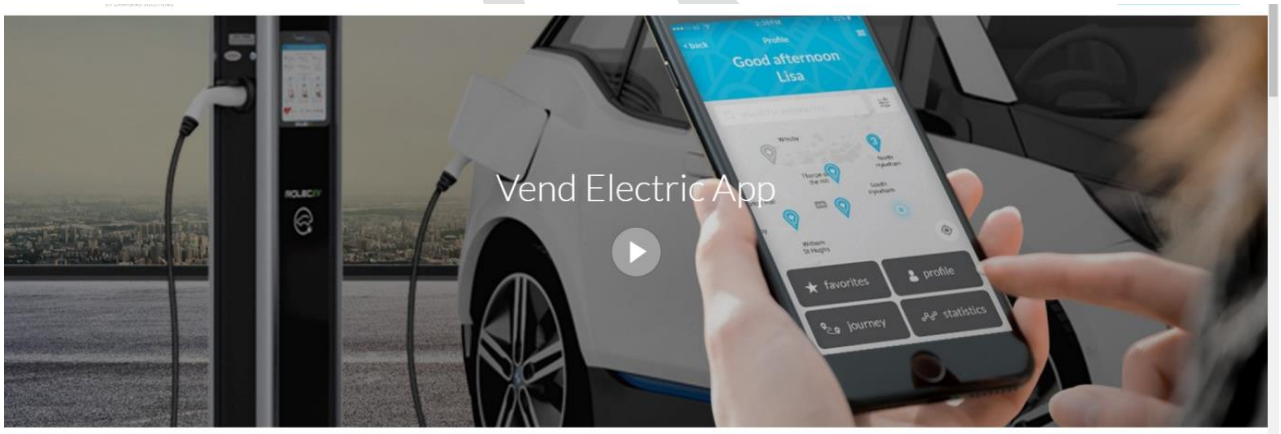
Electric Vehicle charging point



Our client wants to promote a green sustainable means of transportation and has electric vehicles. See website link **https://vendelectric.com/**

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Planning statement
The proposal for the rear extension to the existing semi-detached chalet bungalow to complete as a new home to meet with the following **Kirklees Local Plan Policies**

Policy LP1
Presumption in favour of sustainable development
When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Proposals that accord with the policies in the Kirklees Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise – taking into account whether:
a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
b. specific policies in that Framework indicate that development should be restricted.
Noted. We believe that the rear extension proposal is considered acceptable and therefore should be seen as being a sustainable redevelopment and should be supported positively.

Policy LP2
Place shaping
All development proposals should seek to build on the strengths, opportunities and help address challenges identified in the Local Plan, in order to protect and enhance the qualities which contribute to the character of these places, as set out in the four sub-area statement boxes below:

Statement Place Shaping - Huddersfield
Strengths/opportunities for growth
Frequent rail services to major cities across the north of England from Huddersfield station, as well as services to other towns in Kirklees and West Yorkshire. Good

access to the M62, particularly from the north. Frequent bus network connecting Huddersfield town centre to outlying areas of the town and to other areas in Kirklees and elsewhere in West Yorkshire. Priority in Kirklees Economic Strategy to revitalise Huddersfield town centre

The University of Huddersfield and Kirklees College potentially attracting investment. The town centre is a focus for shopping and leisure and there are opportunities to enhance this provision; including through enhanced independent retail.

Attractive buildings and spaces of historic and architectural interest in the town centre. The town centre is the district's main cultural and leisure hub with opportunities to enhance this provision, along with links to the Stadium and proposed HD One development. Many areas of the town have good access to green spaces and the surrounding countryside for leisure opportunities.

Greenways present opportunities for walking and cycling, including proposed enhancements to the cycle network to Golcar and connections to the Calder Valley. Strong and innovative manufacturing sector linked to educational establishments.

The River Holme, River Colne, Huddersfield Narrow Canal and Huddersfield Broad canal, with the Aspley Marina and Waterfront Quarter can provide attractive settings for development and attract investment.
Green Flag parks at Beaumont Park and Greenhead Park are leisure and recreation assets.

Economic opportunities in the creative sector linked to the University, Kirklees College and media centre. Mixed use development in sites around the town centre such as the Waterfront Quarter, former Sports Centre and Technical College site. Strong housing market in the north of Huddersfield. District centres at Almondbury, Lindley, Marsh and Moldgreen meeting a range of everyday shopping and service needs, along with other local centres throughout Huddersfield.

Challenges to growth
Traffic congestion and poor access to M1 from across Huddersfield and poor access to M62 from the south. Maximising the potential of the relatively flatter and accessible potential development locations. Flatter areas at low levels tend to be at risk of flooding. Poor air quality in some areas. Pockets of high unemployment, deprivation and poor health.

The housing market is weak in some areas, which may be a barrier to development of brownfield sites. Some historic buildings are in poor condition, with the Conservation Areas at Birkby and Edgerton on the Heritage at Risk register Shortfall of Grade A office accommodation and private sector service employers relative to other large towns. Traffic detracting from environmental quality around Huddersfield town centre on the ring road and also Marsh and Moldgreen centres which are located on arterial roads.

The land is unallocated. The rear extension proposal is considered to provide a good design and contribution towards the place shaping and enhance the visual qualities of the original host chalet bungalow building and surrounding area and outweighs the visual harm of the character and setting of the area.

The building materials specified matches the existing aesthetics and will be visually consistent on New Hey Road frontage. The rear extension meet with the aspirations of the local and national policies and also meeting with our clients brief and requirements.

Policy LP21
Highways and access

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.
New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:
a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;

e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;
f. take into account access for emergency, service and refuse collection vehicles;
g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.
The proposal does not cause any highway issues as 1no car can be parked on site driveway and forecourt.

Policy LP22
Parking
The provision of parking will be based on the following principles:
a. in town, district and local centres, car parks close to the main shopping area will be for short-stay use and peripheral car parks for long stay use;
b. long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;
c. provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons. Where such provision is permitted appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre;
d. provision of residential parking schemes within town centres for private vehicles/motorcycles/and cycles will be permitted; where appropriate and where schemes can be shown to enhance residential developments in the town centre;
e. car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;
f. new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;
g. provision will be made to meet the needs of cyclists for cycling parking in new developments;
h. provision will be made to accommodate the needs of disabled people for the parking of vehicles.
All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel.

Noted. There is adequate car parking within the site demise. The existing driveway and forecourt can easily accommodate 1no cars and is unaffected by the rear extension.

Policy LP23
Core walking and cycling network
The core walking and cycling network as shown on the Policies Map will provide an integrated system of cycle routes, public footpaths and bridleways that provide opportunity for alternative sustainable means of travel throughout the district and provide efficient links to urban centres and sites allocated for development in the Local Plan.
The core cycling and walking network will be safeguarded and extended to provide opportunities to reduce the number of car journeys and to link settlements, employment sites and transport hubs. The safeguarding of the network will also provide further opportunities for leisure uses, cycling, walking and riding in the countryside by linking to existing bridleways and national trails where appropriate.

Disused railway lines and waterways throughout the district shall be protected from other forms of development to safeguard their potential to be reinstated to their former use for commercial or leisure purposes or to extend the cycling or footpath networks.

Proposals that may prejudice the function, continuity or implementation of the core walking and cycling network will not be permitted. Existing public rights of way that form part of the core walking and cycling network or elsewhere will be protected and enhanced.

Proposals shall seek to integrate into existing and proposed cycling and walking routes as identified in the core walking and cycling network by providing connecting links where appropriate; and regard shall also be had to linking to Strategic Green Infrastructure networks as identified on the Policies Map. Where there is an identified need, extensions or enhancements to the existing network can be secured through scheme design, planning conditions and planning obligations if this does not prejudice the overall viability of the development.
The location is ideal and within 10 minutes walking distance to Lindley town and local shops especially the Salendine Shopping supermarket is within 5-10 minutes walk and 2 minutes drive to M62 J23.

Policy LP24
Design

Good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal. Development briefs, design codes and masterplans should be used to secure high quality, green, accessible, inclusive and safe design, where applicable. Where appropriate and in agreement with the developer schemes will be submitted for design review. Proposals should promote good design by ensuring:

a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;

b. they provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;

c. extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details and minimise impact on residential amenity of future and neighbouring occupiers;

d. high levels of sustainability, to a degree proportionate to the proposal, through:

i. The re-use and adaptation of existing buildings, where practicable;

ii. design that promotes behavioural change, promoting walkable neighbourhoods and making walking and cycling more attractive;

iii. considering the use of innovative construction materials and techniques, including reclaimed and recycled materials;

iv. where practicable, minimising resource use in the building by orientating buildings to utilise passive solar design. This includes encouraging the incorporation of vegetation and tree planting to assist heating and cooling and considering the use of renewable energy;

v. providing charging points to encourage the use of electric and low emission vehicles;

vi. incorporating adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste;

vii. designing buildings that are resilient and resistant to flood risk, where such buildings are acceptable in accordance with flood risk policies and through incorporation of multi-functional green infrastructure where appropriate;

viii. designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.

e. the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features;
f. the needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places;
g. any new open space is accessible, safe, overlooked and strategically located within the site and well integrated into wider green infrastructure networks;
h. development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks and green infrastructure;
i. the retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits; and
j. the provision of public art where appropriate

The form. scale, layout, details and the use of building materials respect and enhance the character of the surrounding area and the original chalet bungalow host property. Adequate level of amenity spaces at the rear with remaining garden is still available as amenities for the family to enjoy. The orientation of the existing property also allows the placing of photovoltaics solar panels (retrospectively) onto the proposed south east and south west facing aspect pitched roof and maximises its energy usage. Therefore it accords with policy LP24(a)

The design has taken into account the secured by design approach and minimise the crime risks as there are no awkward areas in the layout where burglars can hide. This home is for our client's immediate family. The extension is also set at a considerable distance away from the immediate rear neighbour and allowing adequate privacy distances, respecting over-looking and appropriate landscape screening to be provided. Therefore the proposals meets with LP24(b)

Although LP24(c) states that the extension is to be subservient to the original property, as you can see, the host building has large garden plot. The extension is set back with ridge roof lines matching the original chalet bungalow and the visual impact has not been compromised. The rear extension enhance the existing appearance and making it more attractive. The scale, massing, details and building materials are all in accordance with the original chalet bungalow host and surrounding buildings. The architecture matches the original style and the rear has been laid out in a modern and contemporary manner with patio terrace and also full height glazing to maximise natural daylight and natural ventilation. The large glazing elements are also sustainable as it assists to use less artificial lighting. Therefore the proposals meet with policy LP24(c).

Policy LP26
Renewable and low carbon energy
Renewable and low carbon energy proposals (excluding wind) will be supported and planning permission granted where the following criteria are met:
a. the proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment;
b. the proposal would not have either individually or cumulatively an unacceptable impact on protected species, designated sites of importance for biodiversity or heritage assets;
c. the statutory protection of any area would not be compromised by the development;
d. any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity;
e. any significant adverse effects of the proposal are mitigated by wider environmental, social and economic benefits.

Where the above criteria are met, the council encourages dialogue with local community groups promoting community renewable and low carbon energy schemes. The creation of district heat networks is encouraged across Kirklees. Heat networks can be developed at different scales and all new developments should consider their potential. Proposals requiring a master plan should explore the potential of developing a heat network, or connecting to an existing network.
The proposal have incorporated photovoltaics solar panels and strategically positioned on the south east and south west facing aspect of the pitched roof to maximise and harness the solar energies. The roof attic floor roof replicates the existing gabled end roof formation but creates a gabled end roof configuration in massing and scale terms to respect both the adjacent neighbours. The single storey rear extension but utilise the roof attic space to maximise its accommodation.

Policy LP27
Flood risk
Proposals for development which require a Sequential Test in accordance with national planning guidance will need to demonstrate that development has been directed to areas at the lowest probability of flooding, following a sequential risk based approach. The whole Kirklees district should be the starting point for the sequential test with applicants required to provide justification where a smaller area of search is proposed. If following application of the sequential test, there are no reasonably available sites which could accommodate the development in zones with a lower probability of flooding,

it should also be demonstrated that a sequential approach has been applied within sites. This is to ensure that highly vulnerable and more vulnerable uses are directed towards the areas of lowest flood risk within the site. Proposals will also need to demonstrate that the exception test is passed, where applicable, as set out in national planning policy.

Proposals within flood zone 3ai will be assessed in accordance with national policies relating to flood zone 3a but with all of the following additional restrictions:
a. no new highly vulnerable or more vulnerable uses will be permitted;
b. less vulnerable uses may only be permitted provided that the sequential test has been passed and;
i. where extensions are linked operationally to an existing business or,
ii. where redevelopment of a site provides buildings with the same or a smaller footprint;
c. all proposals will be expected to include flood mitigation measures such as compensatory storage which should be identified and considered through a site specific Flood Risk Assessment;
d. development will not be permitted on any part of the site identified through a site specific Flood Risk Assessment as performing a functional floodplain role.

Proposals must be supported by an appropriate site specific Flood Risk Assessment in line with national planning policy. This must take account of all sources of flooding set out in the Strategic Flood Risk Assessment and demonstrate that the proposal will be safe throughout the lifetime of the development (taking account of climate change). The proposal must also not increase flood risk elsewhere and where possible should reduce flood risk. Mitigation measures, where necessary, should be proposed.

Proposals involving building over existing culverts or the culverting or canalisation of water courses will not be permitted unless it can be demonstrated to be in the interests of public safety or to provide essential infrastructure and that there will be no detrimental effect on flood risk and biodiversity. Where feasible, development proposals should incorporate re-opening of culverts, modification of canalised water courses and consideration of mitigation measures to achieve a more natural and maintainable state.

Proposals for natural management such as targeted vegetation planting in upper catchments and along river banks will be supported in appropriate locations where

consistent with national and local plan policies and relevant water catchment management plans to reduce flood risk and improve water quality.
The land is not within a flood zone and unlikely to flood and is not affected any recent flooding within the area.

Policy LP28
Drainage
The presumption is that Sustainable Drainage Systems (SuDS) will be used to assist in achieving the following on each site:
a. for proposals on greenfield sites, typical greenfield run-off rates should not be exceeded;
b. for proposals on brownfield sites there should be a minimum 30% reduction in surface water run-off where previous positive surface water connections from the site can be proven. New connections will be subject to at least greenfield restrictions;
c. No negative impact on local water quality and improvements in water quality where practicable;
d. Consider whether proposed open spaces and green infrastructure within sites can contribute to the sustainable drainage of the site.
Local conditions including the existence of critical drainage areas may require a lower run-off rate to be agreed to reflect volume control, local surface water risks, water course capacity and flood risk further downstream.

There will be a general presumption against pumping surface water. It must also be demonstrated that the surface water management solution is designed to meet requirements over the lifetime of the development including evidence that management and maintenance arrangements have been secured
to cover that period. This includes ensuring proposals to store water meet national standards and latest best practice.

Flow paths accommodating water from outside the site or due to an exceedance event should be designed to avoid buildings and curtilages. Development will only be permitted if it can be demonstrated that the water supply and waste water infrastructure required is available or can be co-ordinated to meet the demand generated by the new development.
All foul and surface drainage will be connected to the existing mains drain.

Policy LP32
Landscape
Proposals should be designed to take into account and seek to enhance the landscape character of the area considering in particular:

a. the need to protect the setting and special qualities of the Peak District National park, views in and out of the park and views from surrounding viewpoints;
b. the setting of settlements and buildings within the landscape;
c. the patterns of woodland, trees and field boundaries;
d. the appearance of rivers, canals, reservoirs and other water features within the landscape.
The garden would be strategically re-landscaped with the patio area and design to suit.

Policy LP33
Trees
The Council will not grant planning permission for developments which directly or indirectly threaten trees or woodlands of significant amenity. Proposals should normally retain any valuable or important trees where they make a contribution to public amenity, the distinctiveness of a specific location or contribute to the environment, including the Wildlife Habitat Network and green infrastructure networks.

Proposals will need to comply with relevant national standards regarding the protection of trees in relation to design, demolition and construction. Where tree loss is deemed to be acceptable, developers will be required to submit a detailed mitigation scheme.
The existing hedges on the perimeter site boundary needs to be pruned and tidied up to suit. Additional fruit trees would be planted to suit the landscape proposals. There are ample of hedges and trees at the rear garden and provide visual screening and privacy elements. Additional hedges and trees will be planted later (if needed) to suit visual screening.

Policy LP51
Protection and improvement of local air quality
1. Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air pollution which would have an unacceptable impact on the natural and built environment or to people.
2. Proposals that have the potential to increase local air pollution either individually or cumulatively must be accompanied by evidence to show that the impact of the development has been assessed in accordance with the relevant guidance.
Development which has the potential to cause levels of local air pollution to increase must incorporate sustainable mitigation measures that reduce the level of this impact. If sustainable measures cannot be introduced the development will not be permitted.

3. Where the development introduces new receptors into Air Quality Management Areas or Areas of Concern or near other areas of relatively poor air quality, for example near roads or junctions, the development must incorporate sustainable mitigation measures that protect the new receptors from unacceptable levels of air pollution. Where sustainable mitigation measures cannot be introduced which prevent receptors from being exposed to unsafe levels of air pollution, development will not be permitted.

The extension will not affect the local air quality as our client has electric cars. The extension is for domestic use and therefore meets with policy LP51.

The National Planning Policy Framework:

The National Planning Policy Framework is now a material planning consideration on any development proposal.

NPPF Chapter 2- Achieving sustainable development

The Framework highlights the fact that the purpose of the planning system is to contribute to the achievement of sustainable development and that there is a presumption in favour of sustainable development which can deliver:-

***i) Planning for prosperity (an economic role)** - by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;*

As explained earlier, the existing chalet bungalow host property is becoming too small for our current client's family and also the garden at the rear is inefficiently utilised. Therefore this rear extension proposal will aid a different kind of economic role.

Therefore it is essential that this fresh use is supported positively as it is being creatively designed. This will continue to allow growth and innovation and also assist its neighbourhood to be tidy. This new facelift chalet semi-detached bungalow home would promote the economic role.

***ii) Planning for people (a social role)** - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;*

When a fresh use is established, it will assist to promote a strong, vibrant and healthy local community as promoted by the social role and will certainly be more acceptable and since the original host building do not provide adequate accommodation for their immediate family.

This one off home extension will promote strong, vibrant and healthy communities with a unique character and setting that the chalet bungalow property deserves but most importantly provides a need that no other land can perform. This rear extension proposal would be visually linked to the original host building and surroundings so that the architecture remains unchanged at the frontage but the remaining rear façade is expressed in a modern, contemporary and cosmopolitan manner with a lot of glazing and hence promoting the social role.

iii) Planning for places (an environmental role) *- by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low carbon economy.*

The rear extension will protect and enhance its natural, built environment adapting to green sustainability design and energy approach. The building materials will be sourced locally where possible. Using local skilled labours will also allow to develop continued skills otherwise might be lost.

The building merchants will also benefit and boost economy from this rear extension development. Photovoltaics solar and thermal panels are proposed on the rear extension of the host building new pitched roof as it would be promoting green sustainable design approach.

As such the NPPF suggests local planning authorities should approve (re)development proposal that accord with statutory plans without delay. We believe that this proposal accord with the aspirations of the NPPF and therefore we seek your considerations and support the benefit which outweighs any potential harm to the area. This proposed new extension will create a HOME and will promote the environmental role.

NPPF Chapter 3. Plan-making

15. The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

As you can see, there is an immediate need for this home facelift. Its location is ideal since it is close to local shops where a quick stop over for groceries is essential but also adequately far enough to retain the various privacies.

16. Plans should:

a) be prepared with the objective of contributing to the achievement of sustainable development;

b) be prepared positively, in a way that is aspirational but deliverable;
c) be shaped by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
e) be accessible through the use of digital tools to assist public involvement and policy presentation; and
f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).
All noted.

NPPF Chapter 4. Decision-making
38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
All noted.

NPPF Chapter9. Promoting sustainable transport
102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
The site is adequately large enough to accommodate car parking within its own site demise and is unaffected by the extension.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are

or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
The land is located within a sustainable location where it is a walkable distance to the local shops.

NPPF Chapter 12. Achieving well-designed places
124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.
The existing host building architecture is typical of the area and era and the extension replicated and enhanced the existing aesthetics and continued the same theme but expressed in a modern and contemporary manner. All this additional extension is considered to be good design.

125. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.

126. To provide maximum clarity about design expectations at an early stage, plans or supplementary planning documents should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.

127. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users46; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

128. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

129. Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for Life47. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large scale housing and mixed use developments. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels.

130. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

131. In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

132. The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

Site area
The site area overall is **circa 350sqm**.

Amount	
Existing Ground floor	90 sqm nett
Existing roof attic floor	41 sqm nett
Total	**131 sqm nett Internal**
Proposed Ground floor	40 sqm nett
Proposed roof attic floor	30 sqm nett
Total	**70 sqm nett Internal**

However, based on the above calculations, 70sqm extra rear extension of accommodation have been achieved. This size of accommodation is considered to be appropriate for the size of the plot.

There is a need for our client's property to undergo the facelift it deserves so that it can keep up with the trends or be ahead as market leaders in terms of rural living

ethos. They are proud property owners and that's why they want their property to be amongst the elite in the area rather than just a norm. Therefore they seek your support so that their dream **HOME** can become a reality.

Access statement
This access statement has been produced following the guidance provided in CABE's publication 'Design and Access Statements – How to write, read and use them' (2006).

Access
On entering the plot is the same as before and the site vehicular access into the driveway or front forecourt width and size have not been affected. The ground floor access is via a step externally onto the existing main entrance. The new ground floor level matches the existing level. The access throughout the ground floor is not affected and the new extension would have 2 steps down from the existing so that it will allow the attic to have more headroom.

The side access to the rear remained the same for removing refuse and recycle bins rather than going through the house. The refuse and recycle are kept at the rear patio area and are visually screened by timber enclosure. The rear access into the rear garden has been provided and level access onto the external patio decking area via full height multi-fold doors.

The existing stair is to be reconfigured and improved with glass balustrades as a double height atria space and provides access onto the existing roof attic floor level. On entering the roof attic floor, all existing accommodation remains at the same level. There will be 2no steps down onto the rear new master bedroom so that more headroom is achieved.

Therefore the access was already designed to meet all the requirements under the building control Approved Document Part M and Disability Discrimination Act requirements.

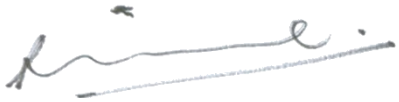
CONCLUSION
This site offers the opportunity to meet the growth in demand for local housing stock within the district. The proposed rear extension sit in a predominantly residential area. The proposal does not cause any visual harm to the immediate neighbours. The rear has a large garden and the proposal does not cause any over-looking issues either

onto the rear neighbours. The proposal is sustainable with good design, provide regeneration and local employment. The proposal accords with the Kirklees Local Development Plan Policies and the National Planning Policy Framework which should be approved without delay.

However, should additional information or justification are required, than allow the opportunity for our clients or Jade3 to supply them as a positive outcome is necessary to ascertain a way forward.

Our clients are keen to progress with the building works as soon as practical so that they have a new **HOME** that can cater for their immediate family needs.

Yours faithfully



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Chartered Architect and Urban Masterplanner

for and on behalf of Jade3 Architecture Limited

Jade3

Jade3 Architecture Ltd

Addendum added 24-5-2023

Following the submission of the application, the planner had deemed that the accommodation (even within the roof void) is deemed to be a 2 storey extension and NOT a single storey extension. They have suggested that the design reflect the single storey extension at the rear and 4m from the original rear wall as opposed to 3m. This is provided that the single storey extension is measured circa 2500 to the eaves and 4m to the roof ridge. The planner is willing to accept a rear dormer on the original roof as well.

Jade3 have discussed these updates with their clients at length and they have decided to accept the variations (with disappointment) but at least it will provide additional accommodation for their needs.

Excerpts from House Extensions and alterations supplementary planning document (June 2021)

5 Detailed guidance for extensions and alterations

5.1 Rear extensions

After the extension, there is still plenty of garden left for the residents to enjoy. The adjacent neighbour is also proposing a single storey extension and therefore will not have any over-shadowing issue. The orientation of the extension also respects the privacy distances of the adjacent neighbours.

Therefore as a result, the updated smaller rear single storey extension and the rear dormer will meet with the LP24 policy.

Jade3