

KIRKLEES METROPOLITAN COUNCIL INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended) – SECTION 70

DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS

Reference No:	2024/62/91122/E
Site Address:	20, Hobart Road, Dewsbury, WF12 7LS
Description:	Erection of single/two storey rear extensions, two storey side extension, rear dormer, detached outbuilding and associated alterations
Recommending Officer:	Nicole Helliwell

DECISION – Conditional Full Permission

I hereby authorise the approval of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.

Sarah Longbottom

AUTHORISED OFFICER

Date: 17-Jun-2024

Officer Report

Reference No. 2024/62/91122/E

Site Address: 20, Hobart Road, Dewsbury, WF12 7LS

Proposal: Erection of single/two storey rear extensions, two storey side extension, rear dormer, detached outbuilding and associated alterations

Site Description

The application relates to 20 Hobart Road, a two storey semi-detached property located in Dewsbury. The dwelling is faced in red brick and incorporates a hipped roof finished in concrete tiles. The property currently benefits from off street parking to the front, a detached garage and gardens to the front and rear. The neighbouring properties are of residential use and comprise two storey properties of similar materials and architectural styles. The site is not within a conservation area, nor are there any listed buildings or Public Rights of Way (PROW) within close proximity to the site.

Description of Proposal

The application seeks planning permission for several exterior alterations and additions to the original dwellinghouse. The existing detached garage will be demolished to allow for the proposed development. The details of the proposal are summarised below:

- Single storey rear extension (projection approx. 6m, maximum height approx. 3.8m, and eaves height approx. 3m)
- First floor rear extension (projection approx. 3m, maximum height approx. 6m and eaves height approx. 5.28m)
- Two storey side extension (projection approx. 1.1m, maximum height approx. 7.84m and eaves height approx. 5.08m – 5.25m due to changes in ground level)
- Rear dormer extension (width of approx. 5.05m, depth of approx. 3.38m and a maximum height of approx. 2.5m)
- Rear outbuilding (length of approx. 7m, depth of approx. 3m and overall height of approx. 3.8m)

- Hip to gable roof extension
- Installation of first floor window within the front elevation of the original build
- Installation of two roof lights within the front roof plane

Relevant Planning History

- **2023/92849:** Erection of part single storey/part two storey rear extension, two storey side extension, front and rear dormers, rear outbuilding and associated external alterations. [Planning application details | Kirklees Council](#) – Withdrawn
- **2023/91879:** Certificate of lawfulness for proposed alteration of hipped roof to gable ended roof and erection of rear dormer. [Planning application details | Kirklees Council](#) – Certificate of Lawful Operations Granted
- **2023/91869:** Prior notification for single storey rear extension. [Planning application details | Kirklees Council](#) – NANR Not Required

Representations

The application was advertised by neighbour notification letters, which expired on 3rd June 2024. As a result of the above publicity, five representations have been received. The comments made have been summarised below and have been addressed within the 'Representations' section of the officer report.

- The proposed extension is not in keeping with a development of a semi-detached property in this area, I am concerned on the impact such a large construction will have on my house that is adjoining this one.
- It will also hinder light and privacy in our home and garden, the proposed rear dormer and outbuilding will look direct in to our home just a few feet away from our windows, this is much closer to us than any other property in this street and will also hinder privacy.
- I am concerned for the intention of the occupancy of this house in a family street, this is at present a two bedroom house that will more than double in size if the extensions go ahead.
- These plans are not in keeping with the street and no other building on the street has a dormer.
- The impact on flooding and biodiversity is my issue.
- The gardens front and back will be no more. Car parking where the front garden was, an outbuilding in the rear garden.
- Is this house really for a family or is it an HMO.
- The finished building will be almost double the size of the current house which will create a building which is not typical of the locality and will look out of keeping.
- Is this house going to be rented out or a family home?
- A five bed-roomed house (with limited driveway) will create more on road parking. This is already proving very difficult for residents and there will be increased traffic during construction.

- This road is a thoroughfare to the local school and attention has to be paid to the safety of the children.
- The dormer window on the plan could invade privacy of other houses.
- Those houses adjoining number 20 will be affected by loss of light and lack of privacy as most of the rear garden will be built up.
- What is the purpose of the outbuilding? If it is for “storage” the two large windows will mean that its contents will be in the neighbours’ view.
- Also why does an outbuilding require sewer pipes. Is this going to be added accommodation?
- I am concerned that this extension will impact on parking on the street which is already limited. The size of the extension seems excessive. It is definitely not in keeping with neighbouring properties.
- I also question the intention of use. Will this be a HMO?
- Having drainage/sewers to the outbuilding seems very unusual if this is not for living accommodation.
- This build would have an impact in the conservation of the natural landscape (removing all garden space).
- It will impact negatively on highway safety and traffic (having multiple occupants, therefore multiple vehicles).
- The design is not in keeping with any neighbouring property.

Consultation Responses

Not Applicable.

Planning Policy Background

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

The site is UNALLOCATED on the Kirklees Local Plan Proposals Map. The most relevant policies for consideration in this case are:

Kirklees Local Plan Policies

- **LP 1** - Achieving Sustainable Development
- **LP 2** - Place Shaping
- **LP 21** - Highways and Access
- **LP 22** - Parking
- **LP 24** - Design

In this case, the following SPDs are applicable:

- Highways Design Guide SPD (adopted 4th November 2019)
- House Extensions and Alterations SPD (adopted 29th June 2021)

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) updated 20th July 2021, the Planning Practice Guidance Suite (PPGS) first launched 6th March 2014 together with Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications. Most specifically in this instance, the below chapters are of most relevance:

- **Chapter 2** - Achieving Sustainable Development
- **Chapter 12** - Achieving Well-Designed Places
- **Chapter 14** - Meeting the Challenge of Climate Change, Flooding and Coastal Change

Assessment

1. Principle of development

The site is without notation on the Kirklees Local Plan (KLP). Policy LP1 of the KLP states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. In terms of extending and making alterations to a property, Policy LP24 of the KLP is relevant, in conjunction with the House Extensions and Alterations SPD and Chapter 12 of the NPPF, regarding design.

In this case, the principle of development on the application site is considered acceptable, and shall be assessed against other material planning considerations, including visual and residential amenity, as well as highway safety.

1. Impact on Visual Amenity

Key Design Principle 1 of the House Extensions & Alterations Supplementary Planning Document (SPD) does state that extensions and alterations to residential properties should be in keeping with the appearance, scale, design and local character of the area and the street scene. Furthermore, Key Design Principle 2 of the SPD goes onto state that extensions should not dominate or be larger than the original house and should be in keeping with the existing building in terms of scale, materials and details.

First Floor Rear Extension

The proposed first floor extension would project approximately 3m from the rear elevation of the original build and would sit above the proposed single storey enlargement. The extension would be faced in brick and would incorporate a dual-pitched roof finished in concrete tiles to match the appearance of the host property. The enlargement would be a proportionate addition and would feature

a lower ridge line such that it would appear subservient to the original build. On this basis, it is considered that the proposed development would respect the character and appearance of the host property and wider street scene.

Single Storey Rear Extension

The proposed single storey extension would extend approximately 6m from the rear elevation of the original dwellinghouse. The enlargement would be faced in materials to match the appearance of the host property and would incorporate a mono-pitched roof. Although the extension would exceed the 3m projection outlined within the House Extensions and Alterations SPD, the design and bulk of the enlargement has already been approved under planning application reference no. 2023/91869. Therefore, it is considered that the proposal would not have any significant detrimental visual impact on the character and appearance of the host property and wider street scene.

Outbuilding

The detached outbuilding proposed would be single storey in height and would be positioned within the rear curtilage of the dwelling. The structure would have a length of approx. 7m, a depth of approx. 3m and a maximum height of approx. 3.8m. The outbuilding would be faced in red brick and would incorporate a dual-pitched roof finished in concrete tiles to match the appearance of the host property. Although the proposed structure would have a large scale when compared with the existing garage, it would appear subservient to the original dwellinghouse and would be concealed to some extent by the existing boundary treatments. For these reasons, the proposed development is not considered to have any significant visual impact on the character and appearance of the host property and surrounding area and therefore would be acceptable in this regard.

Two Storey Side Extension

The proposed two-storey extension would extend approximately 1.1m from the side elevation of the original dwellinghouse. The enlargement would be faced in red brick and would incorporate a dual-pitched roof finished in concrete tiles to match the appearance of the host property. The extension would also feature a lower ridge line and would be set back approx. 0.5m from the principal elevation such that it would have some form of subservience to the original build. For these reasons, it is considered that the extension would not have any significant visual impact on the character and appearance of the host property and wider street scene.

Rear Dormer Extension

The proposed flat roofed dormer extension would be located within the rear roof plane and would be faced in shiplap cladding. Although the material palette would not entirely match the appearance of the host property, the dormer would

be sited to the rear of the dwelling with limited visibility from public vantage points. Whilst the dormer would be set back from the eaves and below the ridge line, it would have a large scale which would dominate the rear roof plane. However, it is taken into consideration that the design and scale of this extension has already been approved under planning application reference no. 2023/91869 and therefore the principle of having a dormer this size has already been established. Therefore, the proposed development would be acceptable from a visual amenity perspective.

Hip to Gable Roof Extension

The submitted plans confirm that the roof of the dwelling would be altered from a hipped roof form to a gable design. Whilst this alteration would change the appearance of the dwelling and would be out of keeping with the design of the neighbouring properties, this extension has already been approved under planning application reference no. 2023/91869. Therefore, in this instance, it is considered that the proposal would not have any significant detrimental visual impact on the character and appearance of the host property and wider street scene.

Alterations to Fenestration

The proposed external alterations would see a modest window installed at first floor level within the front elevation of the property. Given that the fenestration would be appropriately designed and would be in keeping with the style of the original build, it is considered that the proposed alterations would respect the visual amenity of the host dwelling and the surrounding area.

Velux Windows

It is noted that two roof lights would be installed within the front roof plane of the property. Given that the roof lights would be of an appropriate design and scale, they are considered to respect the appearance and character of the host property and wider street scene.

Summary

Having taken the above into account, the proposed development would not cause any significant harm to the visual amenity of either the host dwelling or the wider street scene, complying with Policy LP24 of the Kirklees Local Plan (a) in terms of the form, scale and layout and (c) as the extension would form a subservient addition to the property in keeping with the existing building, KDP 1 & 2 of the House Extensions and Alterations Supplementary Planning Document and the aims of Chapter 12 of the National Planning Policy Framework.

2. Impact on Residential Amenity

Consideration in relation to the impact on the residential amenity of neighbouring occupants shall now be set out, taking into account Policy LP24 c), which sets out that proposals should promote good design by, amongst other things, extensions minimising impact on residential amenity of future and neighbouring occupiers. The SPD goes into further detail with respect to Key Design Principle 3 on privacy, Key Design Principle 5 on overshadowing/loss of light, Key Design Principle 6 on preventing overbearing impact and Key Principle 7 for outdoor space.

Impact on 55 Bywell Road

55 Bywell Road is a two-storey detached property situated to the rear of the application site. It is noted that a separation distance of approximately 33m would be retained between the rear dormer extension and the rear elevation of no.55. A distance of approx. 29.9m would also be maintained between the first floor rear extension and the neighbouring dwelling. Furthermore, the proposed single storey rear extension would occupy a position approx. 27m from the neighbour's rear elevation. Given that the separation distances retained would be substantial, it is considered that the proposals would not result in any undue harm to the neighbouring occupants with regards to overbearing, overshadowing or overlooking.

The submitted plans also confirm that an outbuilding would be erected along the south-western boundary of the site. It is noted that the outbuilding would occupy a position approximately 17.5m from the rear elevation of 55 Bywell Road. However, given that the structure would be single storey in height and would be partially screened by the existing boundary treatment, it is considered that there would be no further harm to the neighbouring amenity with regards to overbearing and overshadowing impact.

Impact on 17 Hobart Road

17 Hobart Road is a residential property located north-west of the application site. The new first floor window within the front elevation of the property would occupy a position approx. 19.3m from the neighbour's front elevation. Although it would fail to accord with the 21m separation distance outlined within the SPD, it is taken into consideration that the window would serve a hallway which is a non-habitable room and the distances along this road currently fall short of the SPD requirement. Therefore, given that the relationship would be in keeping with the established pattern of development, it is considered that there would be no additional harm to the neighbouring occupants over and above the current situation.

Impact on 18 Hobart Road

18 Hobart Road is the residential property that adjoins to south-eastern elevation of the host dwelling. The proposed single storey rear extension would be sited in close proximity to the common boundary shared with no.18. Whilst

it is noted that the enlargement would fail to comply with the 45 degree rule in relation to the neighbour's ground floor fenestration, the bulk of the extension has already been approved under planning application reference no. 2023/91869 and therefore would be acceptable.

The submitted plans confirm that the proposed rear dormer extension would be located in close proximity to the neighbouring property. Although there may be some additional overlooking of the neighbour's rear garden as a result of the dormer, it is considered that any impact would be minimal, over and above the existing relationship, and would not be so significant to warrant a refusal.

The proposed first floor rear extension would be positioned approximately 1.5m from the common boundary shared with 18 Hobart Road and would comply with the 45 degree rule in relation to the neighbour's first floor fenestration. Therefore, it is considered that there would be no undue harm to the neighbouring occupants with regard to overshadowing and overbearing impact.

Furthermore, the detached outbuilding would be erected in close proximity to the common boundary shared with no.18. However, given that the single storey structure would be used for storage and would be screened to some extent by the existing boundary treatment, it is considered that there would be no additional harm to the neighbour's residential amenity.

Impact on 22 Hobart Road

22 Hobart Road is a two-storey semi-detached property located north-west of the application site. It is noted that the proposed single storey and first floor rear extensions would accord with 45 degree rule in relation to the neighbour's rear fenestration and would be acceptable in this regard. Furthermore, the proposed two storey side extension would occupy a position approximately 1.3m from the common boundary shared with no.22. The submitted plans confirm that the proposed two storey side extension would not project forward of the neighbour's front and rear elevations and would accord with the 45 degree rule in relation the neighbour's fenestration. Therefore, it is considered that there would be no undue harm to the neighbouring amenity with regards to overbearing, overshadowing or overlooking.

Occupier Amenity

The plans confirm that sufficient outdoor amenity space of a functional layout would be retained at the site. On this basis, the proposed works would ensure an acceptable standard of amenity for existing and future occupants.

Summary

Having considered the above factors, the proposals are not considered to result in any adverse impact upon the residential amenity of any surrounding

neighbouring occupants, complying with Policy LP24 of the Kirklees Local Plan (b) in terms of the amenities of neighbouring properties, Key Design Principles 3, 5, 6 & 7 of the House Extensions and Alterations SPD and Paragraph 135 (f) of the National Planning Policy Framework.

3. Impact on Highway Safety

Local Plan Policies LP21 and LP22 of the Kirklees Local Plan are relevant and seek to ensure that proposals do not have a detrimental impact on highway safety and provide sufficient parking. Furthermore, Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The proposal would create two additional bedrooms, which would intensify the domestic use at the dwelling. However, the submitted plans demonstrate that the existing outdoor amenity space to the front of the dwelling would be altered to driveway. As a result of the proposed works, two off road parking spaces would be provided. Although the SPD requires three off road parking spaces for a four bedroomed dwellinghouse, given that there are no parking restrictions on street, it is considered that on balance the parking provision would be acceptable in accordance with Policies LP21 and LP22 of the KLP, Chapter 9 of the NPPF, the Kirklees House Extensions and Alterations SPD and the Highways Design Guide SPD.

4. Other Matters

Carbon Budget

The proposal is a small-scale domestic development to an existing dwelling. As such, no special measures were required in terms of the planning application with regards to carbon emissions. However, there are controls in terms of Building Regulations which will need to be adhered to as part of the construction process which will require compliance with national standards.

There are no other matters relevant to the determination of this application.

5. Representations

Five representations were received following the statutory publicity. The material considerations raised are summarised as follows:

- The proposed extension is not in keeping with a development of a semi-detached property in this area, I am concerned on the impact such a large construction will have on my house that is adjoining this one.

Response: *The proposal's impact on the character and appearance of the street scene has been assessed within the 'Visual Amenity' section of the report.*

- It will also hinder light and privacy in our home and garden, the proposed rear dormer and outbuilding will look direct in to our home just a few feet away from our windows, this is much closer to us than any other property in this street and will also hinder privacy.

Response: *The proposal's potential impact to the neighbouring properties has been assessed within the 'Residential Amenity' section of the report.*

- I am concerned for the intention of the occupancy of this house in a family street, this is at present a two bedroom house that will more than double in size if the extensions go ahead.

Response: *The proposal's impact on the character and appearance of the street scene has been assessed within the 'Visual Amenity' section of the report.*

- These plans are not in keeping with the street and no other building on the street has a dormer.

Response: *The proposal's impact on the character and appearance of the street scene has been assessed within the 'Visual Amenity' section of the report.*

- The gardens front and back will be no more. Car parking where the front garden was, an outbuilding in the rear garden.

Response: *The plans confirm that sufficient outdoor amenity space of a functional layout would be retained at the site. On this basis, the proposed works would ensure an acceptable standard of amenity for existing and future occupants.*

- Is this house going to be rented out or a family home?

Response: *This matter is a private matter and would not constitute a material planning consideration.*

- The dormer window on the plan could invade privacy of other houses.

Response: *The proposal's potential impact to the neighbouring properties has been assessed within the 'Residential Amenity' section of the report.*

- Those houses adjoining number 20 will be affected by loss of light and lack of privacy as most of the rear garden will be built up.

Response: *The proposal's potential impact to the neighbouring properties has been assessed within the 'Residential Amenity' section of the report.*

- I also question the intention of use. Will this be an HMO?

Response: The application is for householder extensions and is therefore assessed on this basis. Should an application be submitted for a HMO, the merits of such a proposal would be assessed at that time.

- The design is not in keeping with any neighbouring property.

Response: The proposal's impact on the character and appearance of the street scene has been assessed within the 'Visual Amenity' section of the report.

- The impact on flooding and biodiversity is my issue.

Response: The site is not located within a bat alert area on the Council's GIS mapping system and there are no other protected flora or fauna known to be on site. Furthermore, the site is located within a flood zone 1 and therefore, the proposed development is not considered to present harm to any neighbouring occupants with regard to flooding.

- Is this house really for a family or is it an HMO.

Response: The application is for householder extensions and is therefore assessed on this basis. Should an application be submitted for a HMO, the merits of such a proposal would be assessed at that time.

- The finished building will be almost double the size of the current house which will create a building which is not typical of the locality and will look out of keeping.

Response: The proposal's impact on the character and appearance of the street scene has been assessed within the 'Visual Amenity' section of the report.

- A five bed-roomed house (with limited driveway) will create more on road parking. This is already proving very difficult for residents and there will be increased traffic during construction.

Response: The proposal's potential impact on the highway network has been assessed within the 'Highway Safety' section of the report.

- This road is a thoroughfare to the local school and attention has to be paid to the safety of the children.

Response: The proposal's potential impact on the highway network has been assessed within the 'Highway Safety' section of the report.

- What is the purpose of the outbuilding? If it is for "storage" the two large windows will mean that its contents will be in the neighbours' view.

Response: The outbuilding will be used to provide storage. Furthermore, loss of view is not a material planning consideration.

- Also why does an outbuilding require sewer pipes. Is this going to be added accommodation?

Response: *The outbuilding will be used for storage as indicated on the submitted plans. In any case, should the building be used for anything other than an ancillary use, this would require a separate application for planning permission.*

- I am concerned that this extension will impact on parking on the street which is already limited.

Response: *The proposal's potential impact on the highway network has been assessed within the 'Highway Safety' section of the report.*

- The size of the extension seems excessive. It is definitely not in keeping with neighbouring properties.

Response: *The proposals impact on the character and appearance of the street scene has been assessed within the 'Visual Amenity' section of the report.*

- Having drainage/sewers to the outbuilding seems very unusual if this is not for living accommodation.

Response: Response: *The outbuilding will be used for storage as indicated on the submitted plans. In any case, should the building be used for anything other*

This build would have an impact in the conservation of the natural landscape (removing all garden space).

Response: *The plans confirm that sufficient outdoor amenity space of a functional layout would be retained at the site. On this basis, the proposed works would ensure an acceptable standard of amenity for existing and future occupants.*

- It will impact negatively on highway safety and traffic (having multiple occupants, therefore multiple vehicles).

Response: *The proposal's potential impact on the highway network has been assessed within the 'Highway Safety' section of the report.*

6. Negotiations

No amendments were sought or received during the course of the application.

7. Conclusion

This application for the erection of single/two storey rear extensions, two storey side extension, rear dormer, detached outbuilding and associated alterations at 20 Hobart Road has been assessed against relevant policies in the

development plan as listed in the policy section of the report, the House Extensions and Alterations SPD, the National Planning Policy Framework and other material considerations. Given the acceptable design and lack of harm in terms of visual and residential amenity, the proposed development is considered to be acceptable.

The NPPF has introduced a presumption in favour of sustainable development. The policies set out in the NPPF taken as a whole constitute the Government's view of what sustainable development means in practice. This application has been assessed against relevant policies in the development plan and other material considerations. It is considered that the development would constitute sustainable development and is therefore recommended for approval.

Recommendation: Approve

Decision Authorisation - Delegated Powers

Application Number: 2024/91122

Officer Recommendation: Approve

Conditions and Reasons

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: Pursuant to the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision

notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Reason: For the avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the development on completion, and to accord with Policy LP1, LP2, LP21, LP22, and LP24 of the Kirklees Local Plan, Key Design Principles 1 & 2 of the Kirklees House Extensions and Alterations SPD and the aims of the National Planning Policy Framework.

3. The extensions hereby approved shall be faced in red brick for the external walls and concrete tiles for the roof. The materials of construction shall thereafter be retained for the lifetime of the development.

Reason: In the interests of visual amenity and to accord with Policy LP24 of the Kirklees Local Plan, Key Design Principles 1 & 2 of the House Extensions and Alterations SPD and the aims of the National Planning Policy Framework.

4. The detached outbuilding hereby approved shall be faced in red brick for the external walls and concrete tiles for the roof. The materials of construction shall thereafter be retained for the lifetime of the development.

Reason: In the interests of visual amenity and to accord with Policy LP24 of the Kirklees Local Plan, Key Design Principles 1 & 2 of the House Extensions and Alterations SPD and the aims of the National Planning Policy Framework.

5. The rear dormer extension hereby approved shall be faced in shiplap cladding of a colour to harmonise with the existing roof tiles and retained thereafter.

Reason: In the interests of visual amenity and to accord with Policy LP24 of the Kirklees Local Plan, Key Design Principles 1 & 2 of the House Extensions and Alterations SPD and the aims of the National Planning Policy Framework.

6. The development shall not be brought into use until the areas to be used by vehicles and/or pedestrians have been surfaced and drained in accordance with the Communities and Local Government; and Environment Agency's 'Guidance on the permeable surfacing of front gardens (parking areas)' published 2009 (ISBN as amended or any successor guidance. The parking space shall be so retained, free of obstructions and available for the use thereafter.

Reason: In the interests of highway safety and to ensure satisfactory surface water drainage of the site in accordance with Policy LP21 and LP28 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

NOTE: The granting of planning permission does not override any private legal rights or consents that may be required. It is the responsibility of the applicant / developer to ensure that all appropriate consents are in place prior to any development commencing; during the period of construction existing access for

neighbouring properties is maintained; and no damage is caused to the access driveway or surrounding properties.

NOTE: To minimise noise disturbance at nearby premises it is generally recommended that activities relating to the erection, construction, alteration, repair or maintenance of buildings, structures or roads shall not take place outside the hours of:

- 07.30 and 18.30 hours, Mondays to Fridays
- 08.00 and 13.00hours, Saturdays
- With no working Sundays or Public Holidays

In some cases, different site-specific hours of operation may be appropriate. Under the Control of Pollution Act 1974, Section 60 Kirklees Environment and Transportation Services can control noise from construction sites by serving a notice. This notice can specify the hours during which the works may be carried out.

Plans and specifications schedule: -

Plan Type	Reference	Revision	Date Received
Existing Plans & Elevations	S01	-	22/04/2024
Proposed Plans and Elevations	S02	1	22/04/2024
Work Specification	S03	-	22/04/2024
Climate Change Statement	-	-	22/04/2024

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application. In this case, the design of the original scheme has been found acceptable. No further amendments or details were sought thereafter.

Report Dated: 17/06/2024