

PLANNING APPLICATION FOR

FRONT, SIDE AND
REAR EXTENSIONS AND
ALTERATIONS TO ROOF

TO

583 BRADFORD ROAD,
FIXBY,
HUDDERSFIELD,
HD2 2LA

ON BEHALF OF
MR AND MRS KHOKHAR

DESIGN AND ACCESS STATEMENT

DATED: OCTOBER 2024

SUBMITTED BY NORTHERN DESIGN PARTNERSHIP
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1.0 – THE SITE

1.01 - The site is situated along the West side of Bradford Road just after the Bradley Bar Roundabout. The site is not located within the green belt or a conservation area.

1.02 – The property was built in a large plot between 1955 and 1965. The dwelling is partially single storey and two storey, with render and stone external materials.



Photograph 1- Front elevation on Bradford Road

2.0 – SITE PLANNING HISTORY

2.01 - There are two historic applications on this site. The first one being for the erection of a two storey extension and detached garage (92/01609). The second application was for the erection of a single storey extension. (97/92345).



Photograph 2 – Rear Elevation showing single storey extension (97/92345)

2.02 – It should be noted that the 1992 application gained approval for a detached garage which was never built.

3.0 – PROPOSALS

3.01 - The design of the extensions have been carefully considered to meet the requirements of the applicants and respect the neighbouring properties and surrounding context.

3.02 – Front: The existing garage, with dormer windows above, will be partially demolished and extended to allow for the creation of two bedrooms and an ensuite. The front elevation of the garage has been brought forward approximately 1.7m. At the first floor level the extension has been set back 0.35m from the front elevation, allowing the extension to appear subservient to the host dwelling.

3.03 – Side: A single storey side extension measuring 1.85m x 4.16m has been proposed to allow for a larger utility space.

3.04 – Rear: The proposals include demolishing the rear conservatory, whilst removing the hipped roof to the North section of the rear extension. A new single storey extension will then be formed, with a lean-to roof designed to create a more uniform rear elevation. Two rear dormers are proposed.

3.05 – It is proposed that a new roof will be formed over the dwelling to create a usable attic space.

3.06 - To assist with the interpretation of the proposals, we will explain the reasoning in terms of footprint, scale and massing, external appearance, and materials. This can all be considered by observing the plans and 3D views submitted as part of the application documents.

FOOTPRINT

The existing footprint area of the dwelling amounts to 189 m². The proposed extensions accumulate to a footprint of 31.5 m². This is a small increase of 17%.

SCALE AND MASSING

The submitted proposed street elevation drawing shows that the ridge height is maintained, keeping it lower than the neighbouring roof heights. The distance between the neighbouring property and the proposed side extension is approximately 4.7m away, ensuring the relationship between the dwellings is sympathetic.

The proposed front elevation references built forms present along the street scene. Variations of front gables, bays and hipped roofs are common characteristics on Bradford Road.

APPEARANCE

The proposals seek to provide a well-designed and aesthetically attractive house, without overstatement. The result of the proposed massing ensures the house has varying roof heights, which in turn breaks down the scale and is sympathetic to the roofscapes along Bradford Road. There are contemporary design elements to reflect the current aesthetics, however these blend with the more traditional window styles and general detailing and materials.

MATERIALS

The proposed materials are in keeping with the existing dwelling. Through-coat render and stone is proposed for the front elevation, with render to the sides and rear. The rear extension provides a more complementary design with aluminium/zinc roofing and detailing.

5.0 – ENVIRONMENTAL FACTORS

5.01 - There are no trees or habitats affected by the proposals.

5.02 - The proposals will provide a well-insulated, energy efficient property that far exceeds the standards of the existing.

5.03 - A Car charging point will be incorporated within the main garage.

6.0 – PERMITTED DEVELOPMENT AND FALL BACK POSITION

6.01 - Although no applications have been submitted for lawful permitted development, we consider it appropriate to raise the following points.

6.02 - The existing property has certain permitted development rights which would result in a larger property than that which forms these proposals. In theory, the following applies (subject to certain criteria);

a). - Permitted development to extend a full storey over sections of the original dwelling. See example elevation below:



b). - Permitted development to create an 8 metre extension to the rear of the original part of the dwelling. See map below from 1965 showing the original dwelling footprint with 8m rear extension shown in red.



6.03 - When this is taken into account, the proposals will actually have less impact on the neighbours and surrounding properties, than if the applicants opted to pursue the PD route. The proposals provide a unified approach as opposed to one constrained by PD.

7.0 - CONCLUSION

7.01 – The proposals will not detrimentally impact on the setting or relationships to neighbouring properties.

7.02 – The proposals are a considered and unified approach, unlike that which would be acceptable following the permitted development route.

7.03 - We therefore trust that Kirklees MC can support this proposal.