

DC Admin

From: Kerri Simpson
Sent: 07 May 2026 10:56
To: DC Admin
Cc: Faiza Bano; Sarah Longbottom
Subject: FW: Planning Objection Conformation FS-Case-824790118
Attachments: A1 GROUPED.pdf; PROP SIDE.pdf; EX SIDE.pdf; PROPOSED.pdf; EXISTING.pdf; SITE PLAN.pdf

Hi DC Admin,

Could we please formally log the comments and attachments below for 2026/90765?

Thanks,

Kerri

Kerri Simpson

Deputy Team Leader – Development Management
Place Directorate
Kirklees Council

Tel: 01484 221000

Website: www.kirklees.gov.uk/planning

From:
Sent: 06 May 2026 15:03
To: Faiza Bano <Faiza.Bano@kirklees.gov.uk>; Kerri Simpson <Kerri.Simpson@kirklees.gov.uk>; Sarah Longbottom <Sarah.Longbottom@kirklees.gov.uk>; DC Admin <DC.Admin@kirklees.gov.uk>;
Subject: RE: Planning Objection Conformation FS-Case-824790118

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Faiza/Keeri/Sarah,

Please can the below comment and attached drawings and pictures be uploaded as an official comment of objection on the proposal application 2026/62/90765/E as discussed in the email trail, to add more details to our original objection.

Also, I have not had any confirmation of whether the proposed double garage is an extra garage to be built in front of the existing dwelling, or a replacement for the existing double garage.

Comment below;

In terms of an objection, please find attached detailed architect drawings, highlighting the mass and size of the proposed application and proximity to 319a Halifax Road, which compares the size of the existing dwelling at 321 Halifax Road and the existing dwelling at 319a, and how the proposed dwelling will have an overbearing, shadowing, and negative impact on 319a.

The new widened gable end and large additional apex of the proposed roofline, to the 319a side, would have a significant and negative impact on the outdoor area of 319a, as well as reducing sun light and heat into the living area of 319a, especially when taking in to account 319a is a dormer bungalow.

These drawings also highlight the size of the land available for the applicant to extend the dwelling on the south, west, and north side of the dwelling, without impacting neighbouring properties, or affecting the spacial and visual distance between the dwellings, and unnecessarily bulks most of the development to the East/319a side of the property, while leaving a very large space to the west of the dwelling, effectively leaving a very large garden space, on a plot already 2/3 of an acre, most of which is existing garden, when this could be used to sympathetically improve the dwelling and Green belt space. I would be very concerned that the proposal lends itself to future redevelopment of the land to the west side of the existing dwelling, especially with it being green belt.

The proposal does not visually improve the look of the property from the Halifax Road side, and adding another double garage in front of the dwelling diminishes the look further, and goes against planning guidelines. There is an existing well positioned double garage on the plot and ample space for parking, without impacting neighbouring properties.

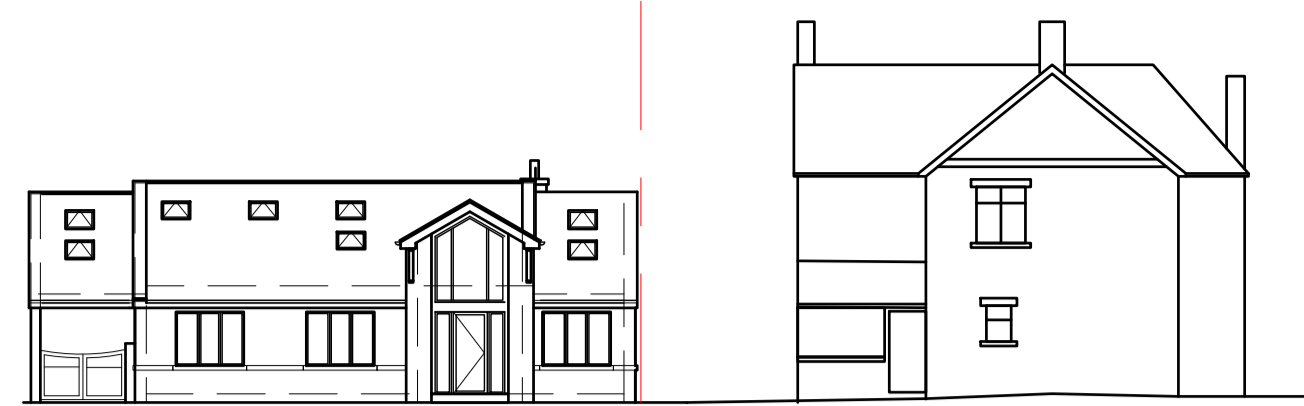
Below compares a photo of the existing dwellings, to a visual representation of what it will look like with the gap between the dwelling significantly reduced, and also highlights the size difference between the dwellings, and negative impact the proposal will have on 319a.



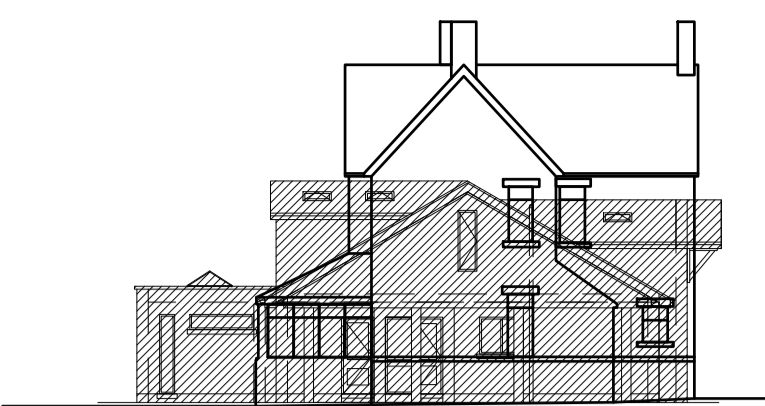
End of comment.

Please can you acknowledge the receipt of this request, and confirm it will be loaded in to the application as an objection, before the public consultation period ends tomorrow 7th May 2026. Please feel free to call me any time regarding this request.

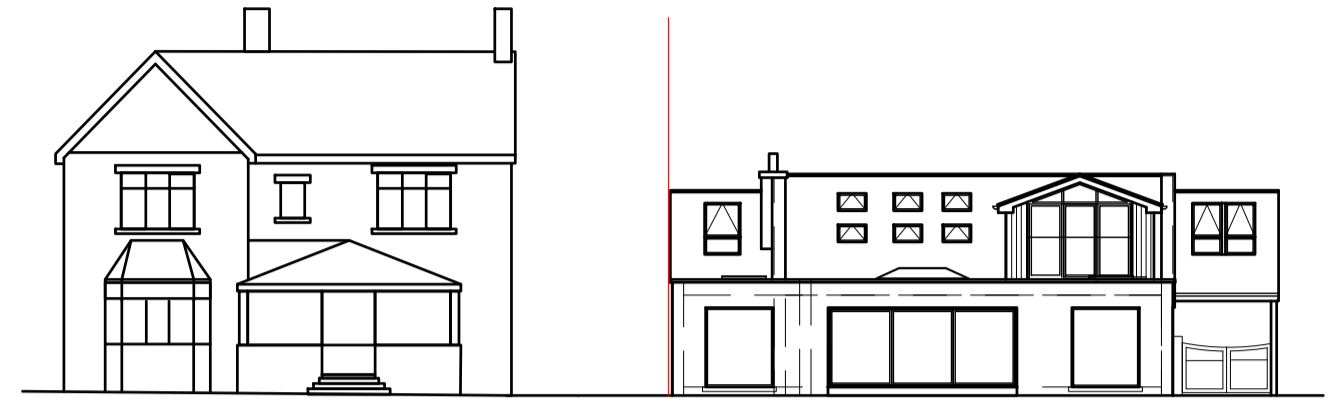
Kind regards,



NORTH ELEVATION 1:200



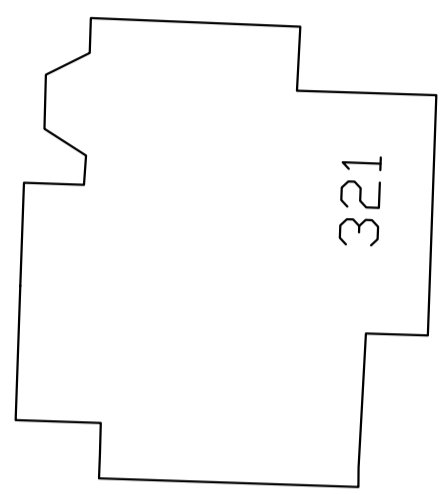
EAST ELEVATION 1:200



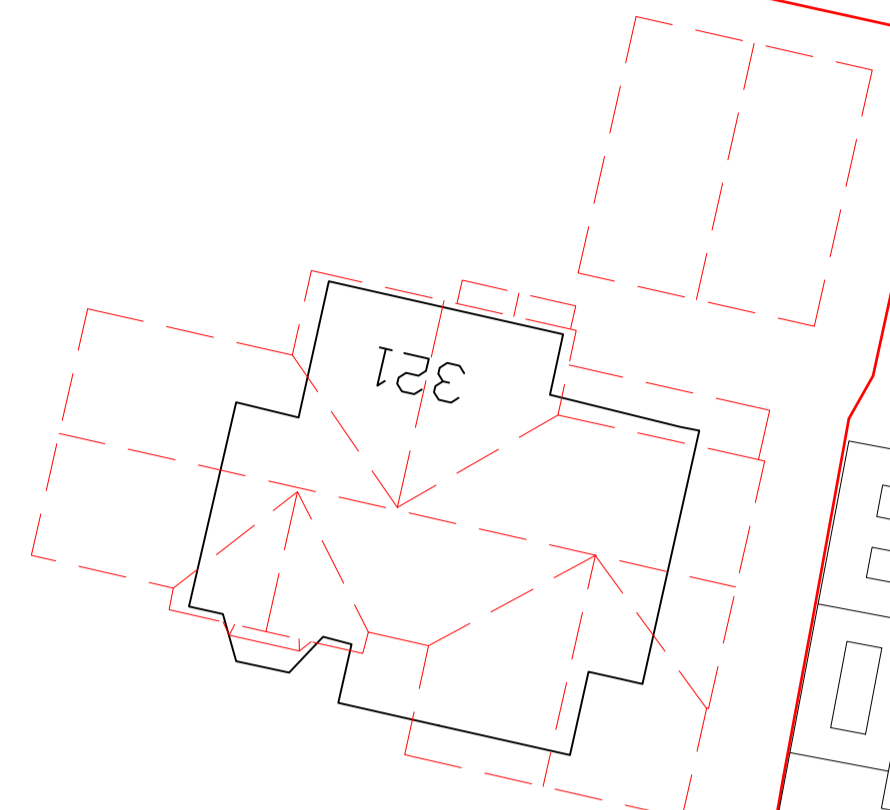
SOUTH ELEVATION 1:200

125.9m

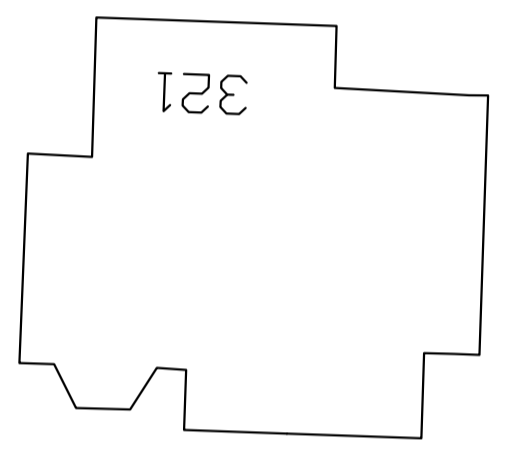
HALIFAX ROAD



321

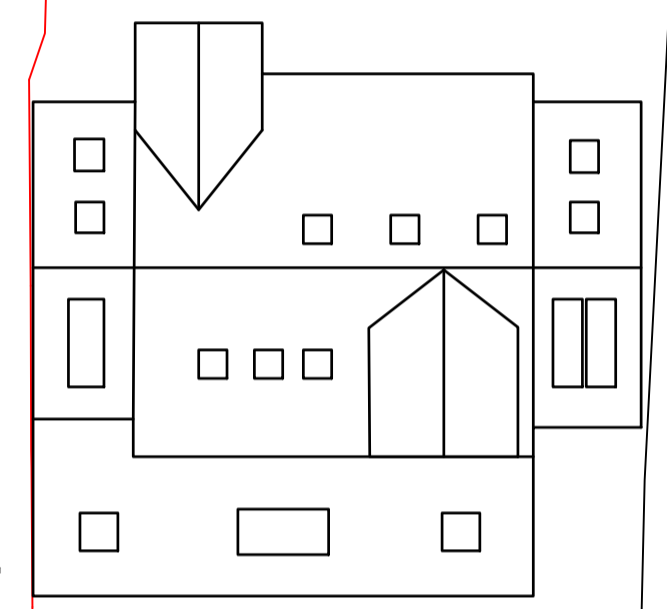


321

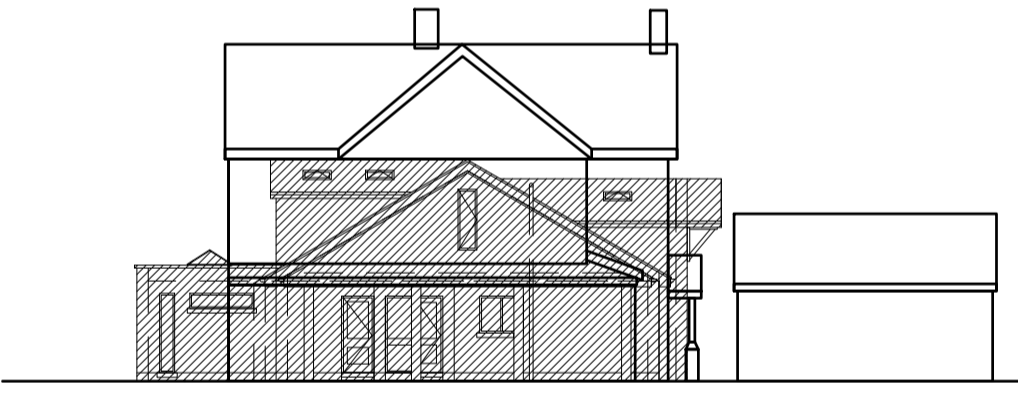


321

SITE PLANS 1:200
No 321 AS EXISTING 1:200



NORTH ELEVATION 1:200



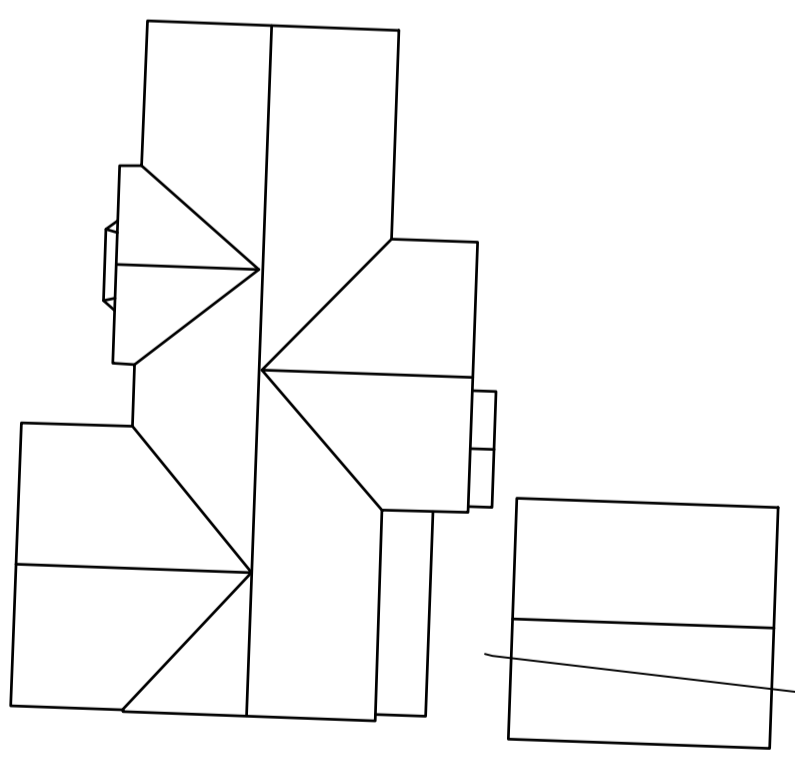
EAST ELEVATION 1:200



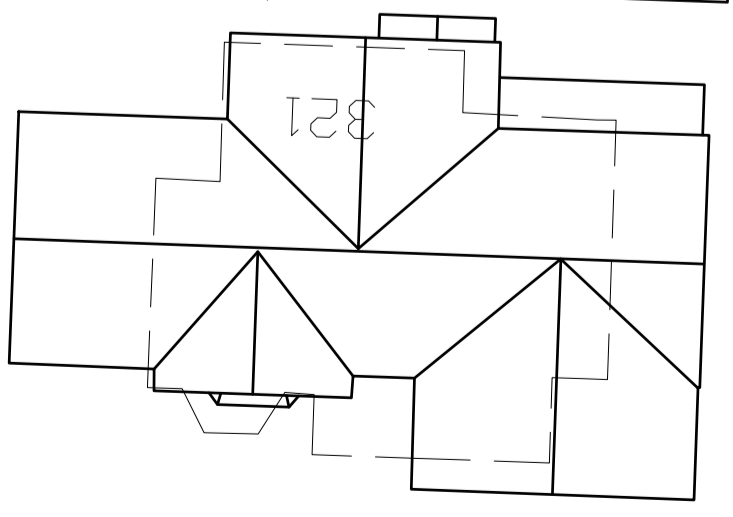
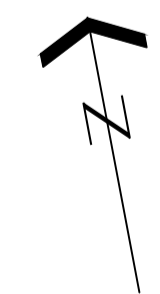
NORTH ELEVATION 1:200



SOUTH ELEVATION 1:200

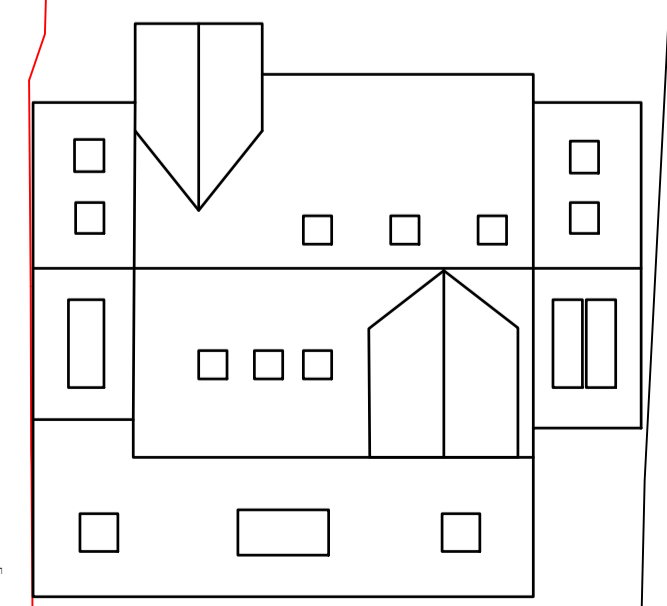


321



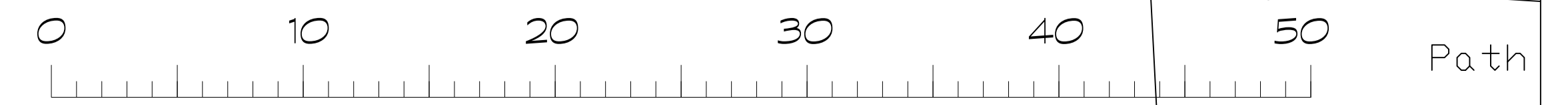
321

SITE PLANS 1:200
No 321 AS PROPOSED 1:200



NORTH ELEVATION 1:200

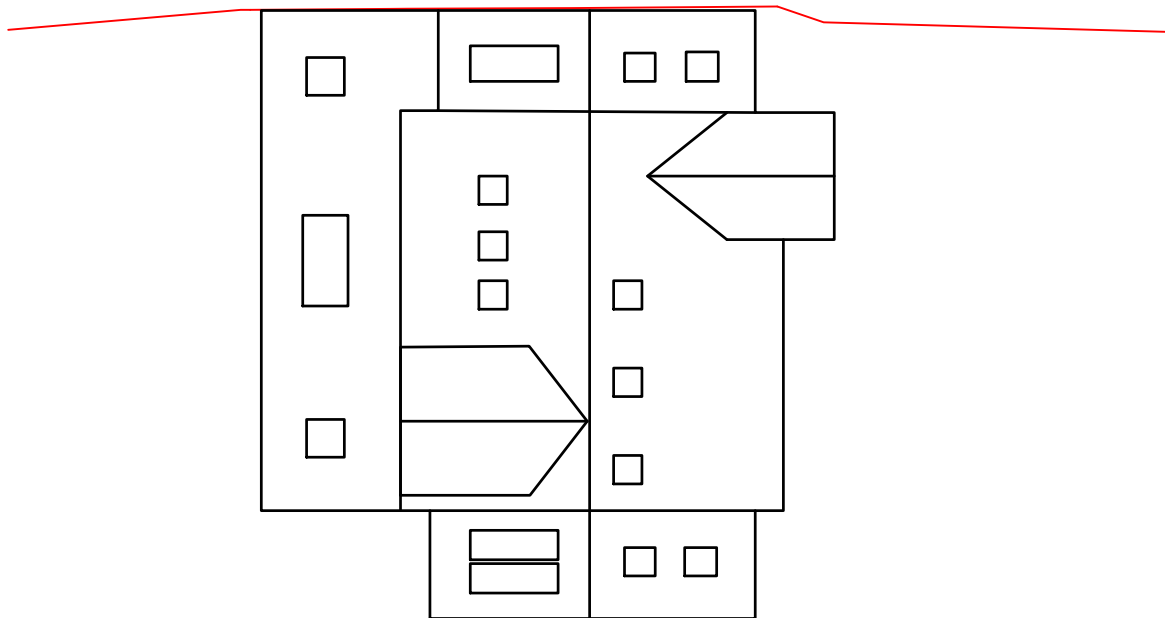
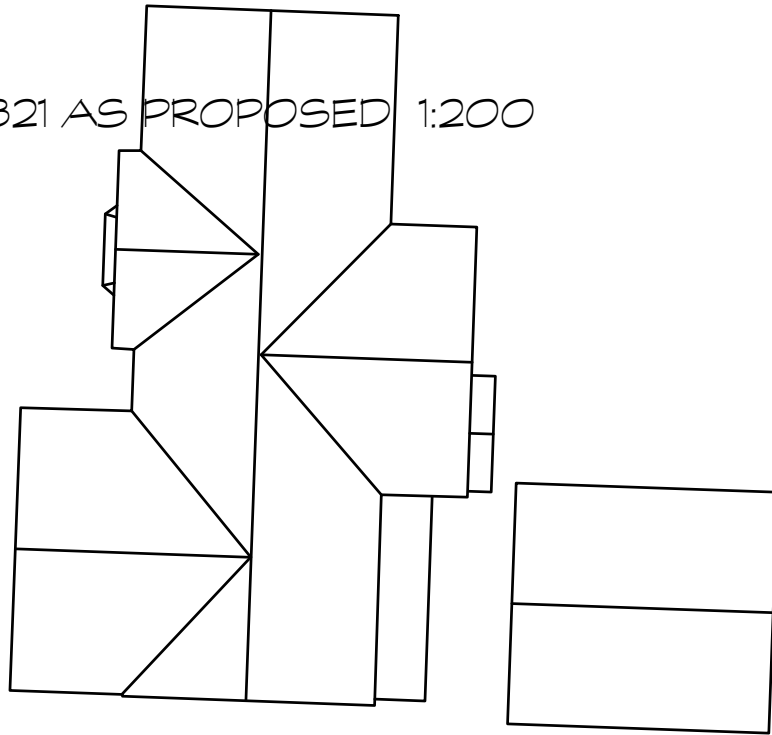
SITE PLAN ~ 1:200

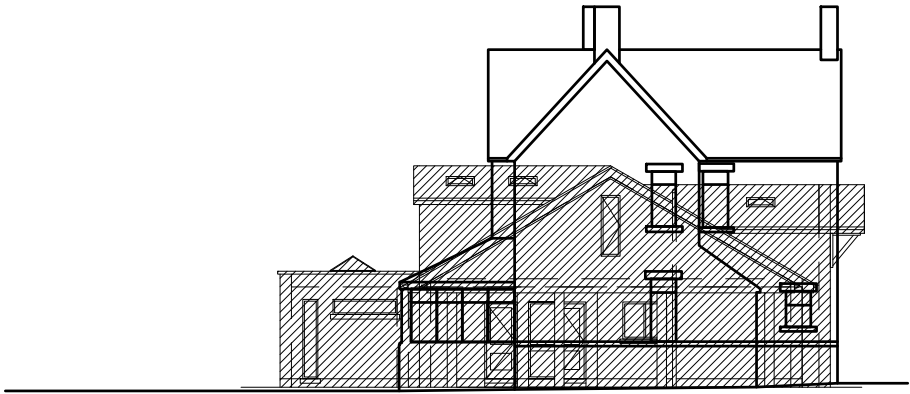




EAST ELEVATION 1:200 0 1 2 3 4 5 6 7 8 9 10m

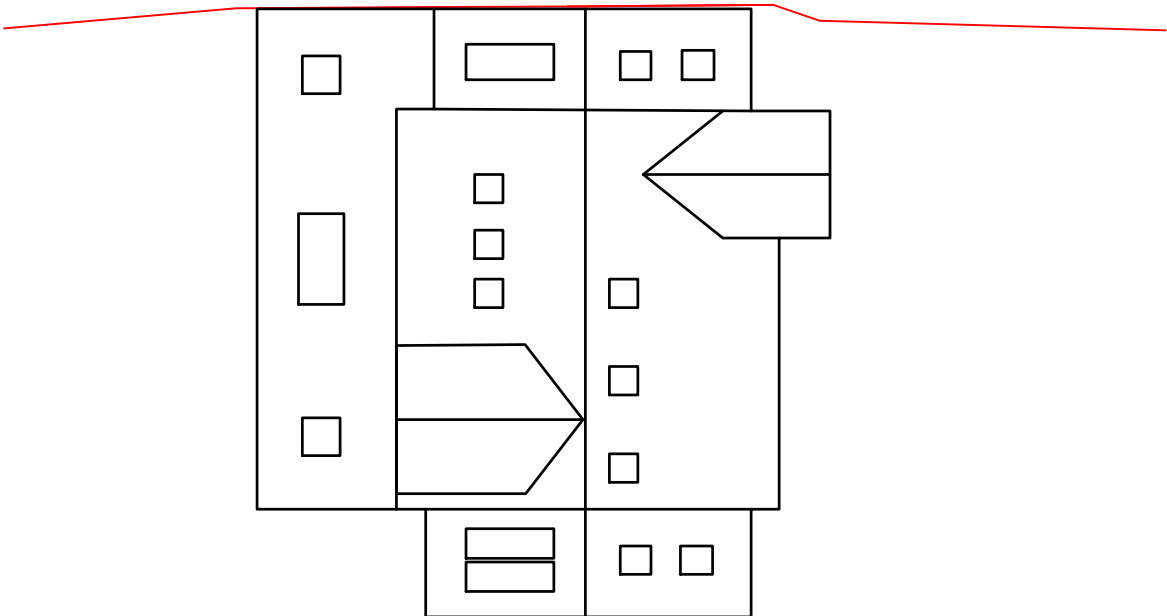
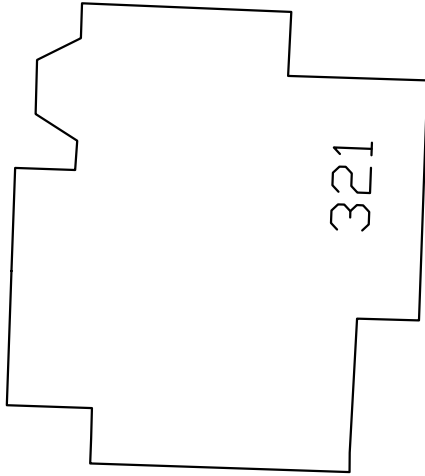
No 321 AS PROPOSED 1:200





EAST ELEVATION 1:200 0 1 2 3 4 5 6 7 8 9 10m

No 321 AS EXISTING 1:200

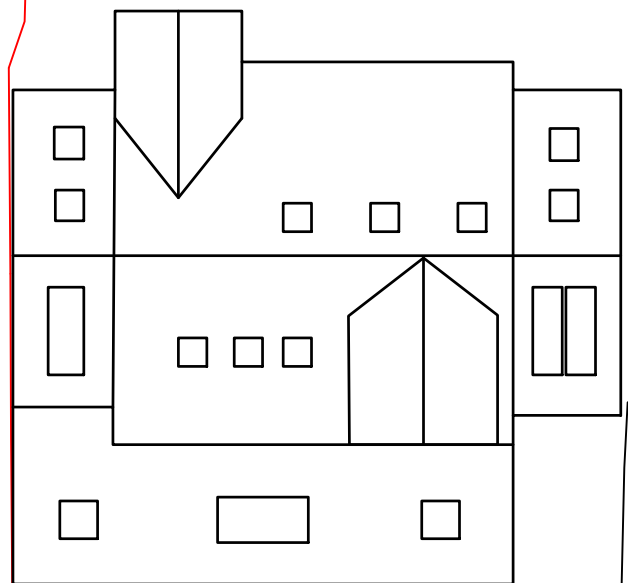
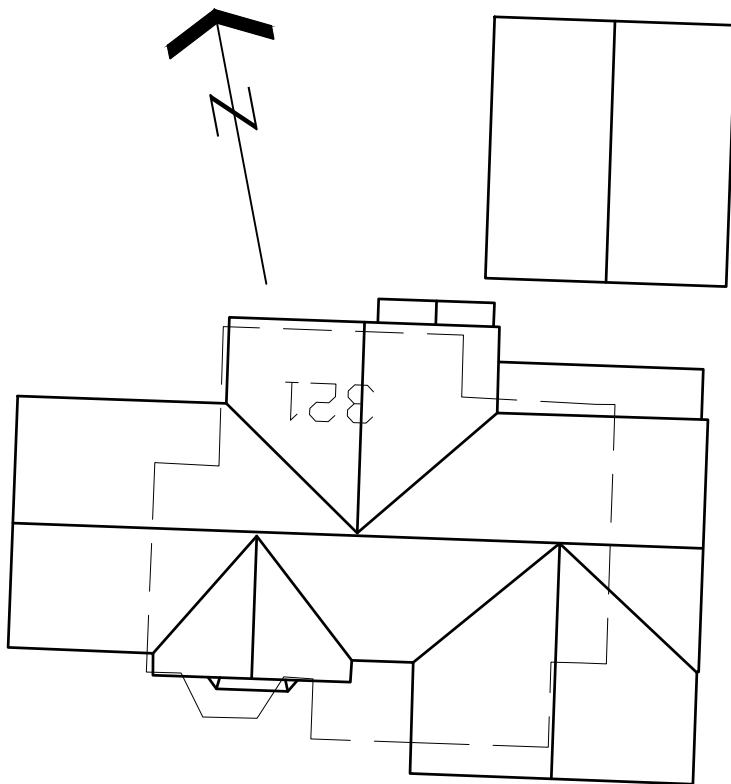


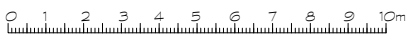


NORTH ELEVATION 1:200

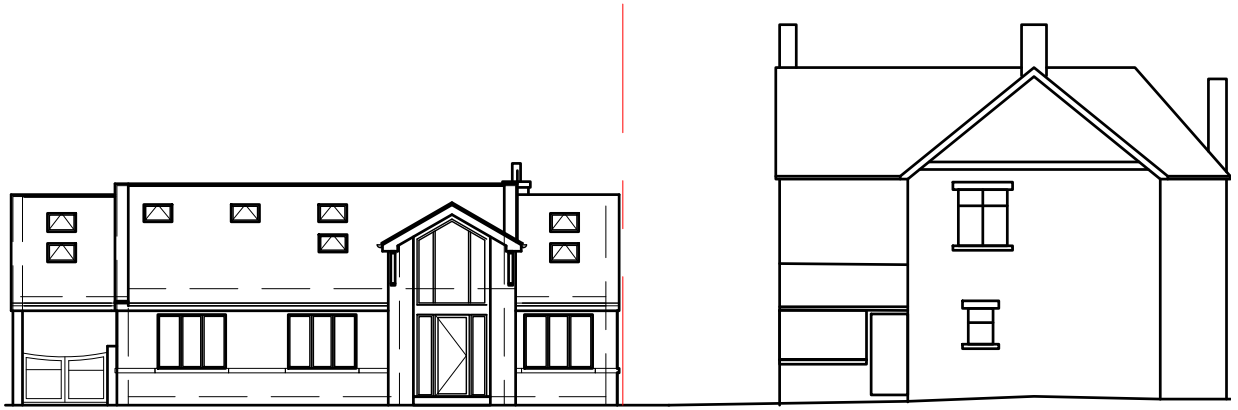


SOUTH ELEVATION 1:200

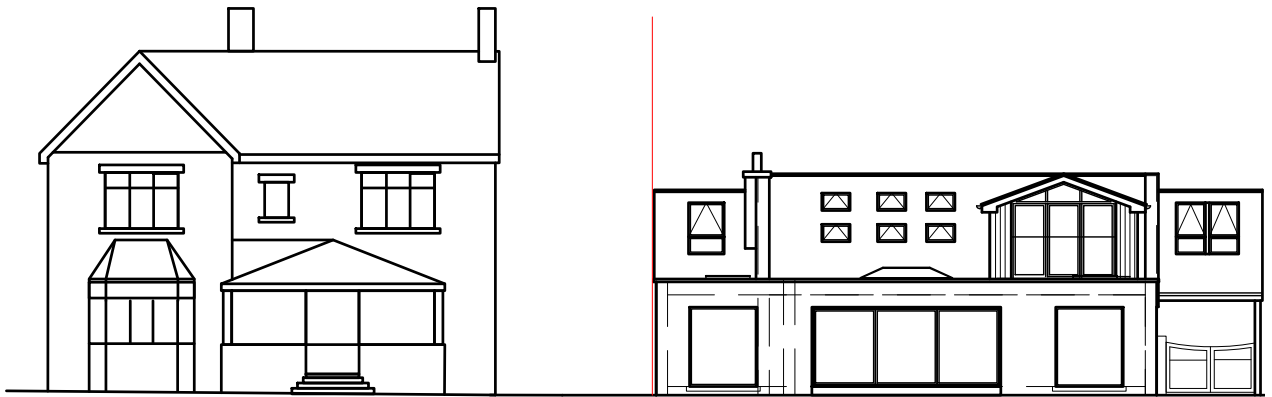


SITE PLANS 1:200 

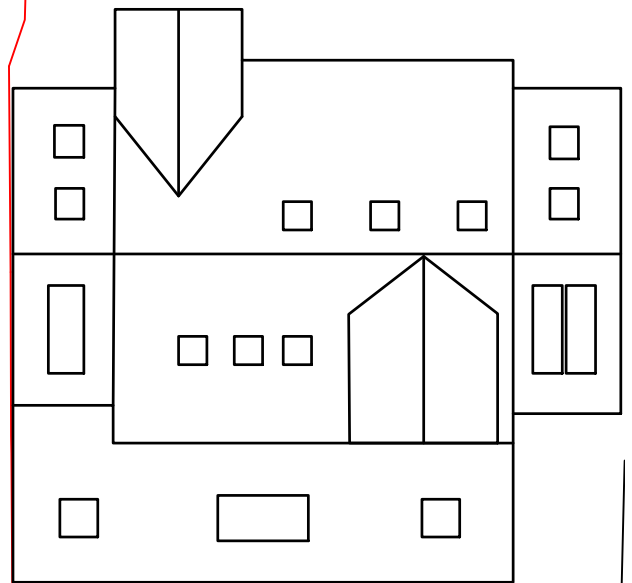
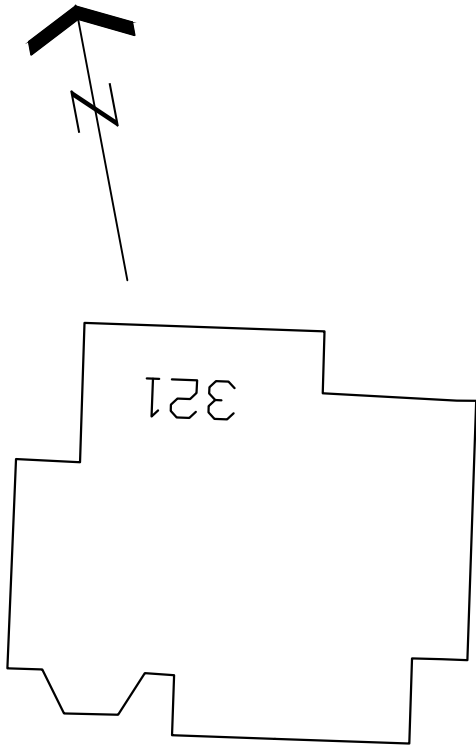
No 321 AS PROPOSED 1:200




NORTH ELEVATION 1:200

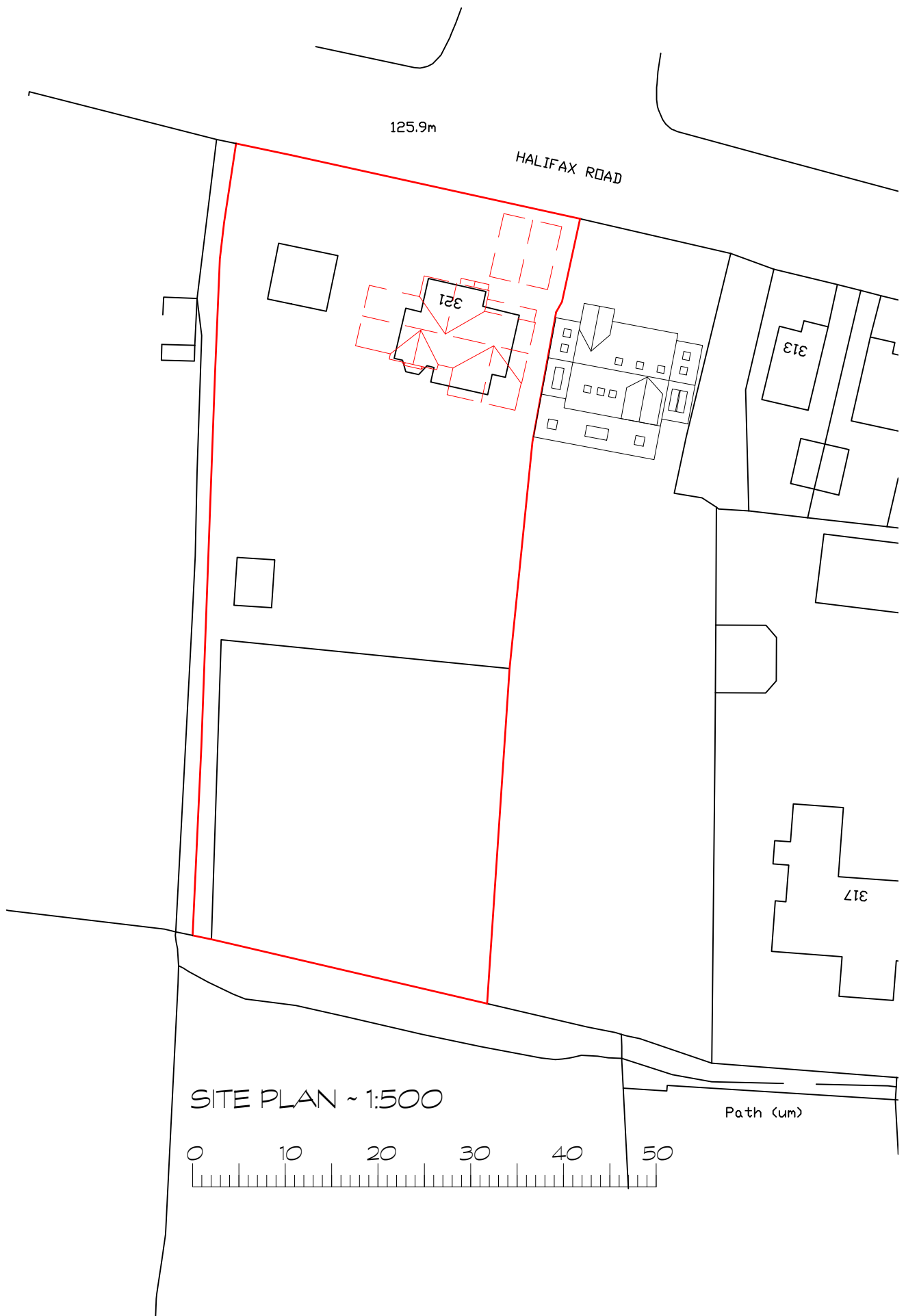


SOUTH ELEVATION 1:200



SITE PLANS 1:200 

No 321 AS EXISTING 1:200



125.9m

HALIFAX ROAD

321

318

317

SITE PLAN ~ 1:500

Path (um)

