

**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: 2019/62/93284/E

Site Address: Clayton West United Reformed Church, Church Lane,
Clayton West, Huddersfield, HD8 9LY

Description: Alterations to convert former church to 6 dwellings

Recommending Officer: Liz Chippendale

DECISION – CONDITIONAL FULL PERMISSION

I hereby authorise the approval of this application for the reasons set out in the officer's report and recommendation contained within the Heavy Woollen Planning Sub-Committee agenda and update dated 13 February 2020 and the committee decision authorisation annexed below in respect of the above matter.

Julia Steadman

AUTHORISED OFFICER

Date: 27-Feb-2020

Decision Authorisation – Committee Decision

Committee: Heavy Woollen Planning Committee

Date of Committee: 13.02.2020

Application Number: 2019/93284

Officer Recommendation: Delegate approval of the application and the issuing of the decision notice to the Head of Planning and Development in order to complete the list of conditions including those contained within this report.

Committee Decision: As per the officer recommendation set out above.

Summary of Committee Decision: Members supported the scheme and agreed with the officer recommendation set out in the agenda.

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 so as to ensure the satisfactory appearance of the development on completion, and to accord with Policies LP21 and LP24 of the Kirklees Local Plan as well as the aims of the National Planning Policy Framework.

3. Nothing shall be permitted to be planted or erected within a strip of land of 2.4 metres deep measured from the carriageway edge of Church Lane along the full frontage of the site which exceeds 1.0 metre in height above the level of the adjoining highway.

Reason: To ensure adequate visibility in the interests of highway safety and to accord with Policy LP21 of the Kirklees Local Plan.

4. Prior to the development being brought into use, the approved vehicle parking and pedestrian areas shall be 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 13th May 2009 (ISBN 9781409804864) as amended or superseded, and thereafter retained.

Reason: In the interests of highway safety and to achieve a satisfactory layout that is appropriately drained in accordance with Policies LP21, LP22

and LP24 of the Kirklees Local Plan as well as the aims of Chapter 10 of the National Planning Policy Framework.

5. The maximum gradient of the private drive shall not exceed 1 in 10 before the dwellings hereby approved is first brought into use and thereafter retained.

Reason: In the interests of highway safety and to achieve a satisfactory layout and access in accordance with Policy LP21 of the Kirklees Local Plan.

6. Notwithstanding the submitted plans and information, within four weeks from the date of this decision, full details of the proposed replacement windows shall be submitted to the Local Planning Authority for approval in writing. The development shall thereafter be completed in accordance with the approved details before the dwellings hereby approved are first brought into use and thereafter retained.

Reason: In the interest of visual amenity and to sustain the character of the undesignated heritage asset in accordance with the aims of Policies LP24 and LP35 of the Kirklees Local Plan as well as Chapters 12 and 15 of the National Planning Policy Framework.

7. Prior to occupation of the dwellings, in all residential units with a dedicated parking area, an electric vehicle recharging point shall be installed. Cable and circuitry ratings shall be provided to ensure a minimum continuous current demand of 16 Amps and a maximum demand of 32Amps. Thereafter the electric vehicle recharging points so provided shall be retained.

Reason: In the interest of sustainable transport and air quality and to accord with policy guidance in the National Planning Policy Framework.

8. Notwithstanding the submitted plans and information, within four weeks from the date of this decision, full details of all boundary treatments, including their height and material(s) shall be submitted to the Local Planning Authority for approval in writing. The development shall thereafter be completed in accordance with the approved boundary details before the dwellings are first brought into use and thereafter retained.

Reason: In the interest of visual amenity and to accord with the aims of Policy LP24 of the Kirklees Local Plan as well as Chapter 12 of the National Planning Policy Framework.

NOTE: In regard to condition 7, the following advice is relevant in relation to Electric Vehicle Charging Points.

- A Standard electric vehicle charging point is one which is capable of providing a continuous supply of at least 16A (3.5kW). A 32A (7kW) is however more likely to be futureproof.
- Standard charging points for single residential properties that meet the requirements specified in the latest version of “Minimum technical specification – Electric Vehicle Homecharge Scheme (EVHS)” by the Office for Low Emission Vehicles will be acceptable. Basically, charging points that provide Mode 3 charging with a continuous output of at least 16A (3.5kW) and have Type 2 sockets would be acceptable.
- At non-residential developments, the requirement for one electric vehicle charging point for every 10 parking spaces may initially be

reduced to one charging point for every 20 parking spaces with the remainder provided at an agreed trigger point.

- For developments where some or all of the parking is likely to be used for shorter stay parking (30 mins to 4 hours) then Fast (7-23kW) or Rapid (43kW+) charging points may be more appropriate. If Fast or Rapid charging points are proposed together with restrictions on the times that vehicles are allowed to be parked at these points then a lower number of charging points may be acceptable.
- 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.

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	Version	Date Received
Proposed floor plans	200	B	21.01.2019
Proposed elevations and sections	201	B	21.02.2019
Proposed site plan	202	B	21.02.2019
Existing elevations	101		07.10.2019
Site location plan	SLP		07.10.2019
Existing floor plans	100		07.10.2019
Existing site plan	102		07.10.2019

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. Amendments were received from the applicant to provide additional parking; the removal of proposed windows

to the rear and the addition of obscure glazing. The amendments were considered by Officers to be acceptable.

Report Dated:

26.02.2020