

**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: 2019/62/93761/E

Site Address: land adj, 82, Healey Lane, Healey, Batley, WF17 7ST

Description: Erection of two semi-detached dwellings

Recommending Officer: Josh Kwok

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.

Julia Steadman

AUTHORISED OFFICER

Date: 28-Feb-2020

Officer Report

Site Description

Land adj to 82, Healey Lane, Healey, Batley, WF17 7ST

The application relates to a site which is located between two residential properties, with an elevated ground level above the highway. The site was formerly used as a domestic garden and has a double garage to the rear boundary which has collapsed. An access road runs to the rear of the properties on this part of Healey Lane serving off-street parking areas and also allowing access to Jessop Park. The prevailing character of the surrounding area is residential.

Description of Proposal

Planning permission is sought for the erection of two semi-detached dwellings. The details of the proposal are set out in the following:

- 11.5m high x 10.8m wide x 9.1m deep
- The proposal to consist of two four-bed dwellings
- Living and family rooms on the ground floor and a dining kitchen on the lower ground floor
- Two parking spaces to be provided to the front with a turning facility and two to the rear
- Each dwelling to have an enclosed private amenity space to the rear

History of negotiations/amendments received

No amendments sought during the course of this application.

Relevant Planning History

2002/92713 – Outline application for the erection of two dwellings – REFUSED - 18-Jun-2003

2009/91209 – Erection of Detached House – CONDITIONAL FULL PERMISSION - 20-Aug-2009

2012/92507 – Extension of time to 2009/91209 – CONDITIONAL FULL PERMISSION – 24-Oct-2010

2016/93160 – Erection of two semi-detached dwellings – CONDITIONAL FULL PERMISSION – 02-Dec-2016

Representations

This application was advertised by site notice, neighbour letter and news advert, which expired on 07-Jan-2020. As a result of the above publicity, no representations have been received.

Consultation Responses

KC Environmental Health Services – no objection to the proposed development but recommend that a condition relating the provision of an electric vehicle charging point shall be inserted to the decision notice.

KC Highways DM Team – Given the previous approval this proposal is considered acceptable from a highway safety perspective subject to four conditions.

Policy

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.

Kirklees Local Plan (KLP):

- **LP01 – Achieving sustainable development**
- **LP02 – Place shaping**
- **LP11 – Housing mix and affordable housing**
- **LP20 – Sustainable travel**
- **LP21 – Highway safety and access**
- **LP22 – Parking**
- **LP23 – Core walking and cycling network**
- **LP24 – Design**
- **LP28 – Drainage**
- **LP33 – Trees**
- **LP51 – Protection and improvement of local air quality**

National Policies and Guidance:

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published 19th February 2019, 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.

- Chapter 2 – Achieving sustainable development
- Chapter 5 – Delivering a sufficient supply of homes
- Chapter 12 – Achieving well-designed places
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment

Assessment

Principle of development

Chapter 2 of the NPPF introduces the presumption in favour of sustainable development, which is the focus of policy LP1 of the Kirklees Local Plan. This policy stipulates that proposals that accord with policies in the Kirklees Local Plan will be approved without delay, unless material considerations indicate otherwise. Policy LP24 of the KLP is the overarching policy in relation to the design of all proposals, requiring them to respect the appearance and character of the existing development in the surrounding area as well as to protect the amenity of the future and neighbouring occupiers, to promote highway safety and sustainability. These considerations, along with others, are addressed in the following sections in this report.

As the proposal is for the erection of a pair of semi-detached dwellings, it shall be considered in respect policy LP11 of the KLP and chapter 5 of the NPPF. Paragraph 68 of the NPPF acknowledges the role of small and medium sized sites in meeting the housing requirement of an area. It follows that local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes. In this instance, the application site is unallocated in the KLP and situated on a main road with regular bus services running towards Batley Town Centre. Surrounding the application site are all residential properties, which contribute to the character of this stretch of Healey Lane. Taking these factors into account, officers accept that the site in question is in a sustainable location that can be suitable for residential development.

Furthermore, it is noted that the application site was granted permission for a detached dwelling in 2009 and two semi-detached dwellings in 2016 respectively. The principle of developing the site for residential purpose is firmly established in this respect. Although there have been changes in local and national planning policies since the grant of the first and second permission, the proposal is still considered acceptable in principle with respect to the most up-to-date policies in the KLP and the NPPF. Hence it is concluded that the principle of development can be supported, subject to further considerations concerning the impact on visual and residential amenity, highway safety and natural environment.

Impact on visual amenity

The proposed dwellings would appear three-storey in the front elevation and two-storey in the rear elevation, exploiting the significant drop in land level from the south to the north of the application site. These dwellings would be positioned at the centre of the site with a hardstanding area to the front for parking and an enclosed garden area to the rear. There would be two parking spaces immediately adjacent to the garden area as well.

The proposed dwellings would appear larger in scale than the existing dwellings on Healey lane, which are either two-storey or single-storey. However, their footprints would still be proportionate to the size of the application site. Furthermore, the proposed development would closely follow the established building line and ridge line on this stretch of Healey Lane, thereby reducing the visual impact arising from the difference in scale as mentioned above. Officers also recognise that the scale of the current proposal is identical to that of the approved proposal in 2016. Hence, it is concluded that the scale of development as proposed could be supported from a visual amenity perspective. The site layout as well would be satisfactory and in keeping with the surroundings, complying with policy LP24 of the KLP.

The proposed dwellings would be constructed in natural stone and slate tiles. These materials would give the new dwellings a similar appearance as the adjoining dwellings on both sides of the application site namely nos.56 and 82 Healey Lane. The development proposal would incorporate an asymmetrical design with a projecting front gable and some traditional window features, which would relate satisfactorily to the vernacular of the existing development and add to its overall visual quality. The existing dwellings on this stretch of Healey Lane vary in scale, appearance and design. Dwellings to the south of Healey Lane tend to be more traditional in design and constructed in predominately natural stone whereas those to the north are built in brick with a relatively uniform façade. The proposed design would be sympathetic and in keeping with the prevailing character as discussed above. Given that no adverse impact on the street scene is envisaged as a result of the development proposal. To ensure a satisfactory appearance of development on completion, a condition should be imposed to require samples of all facing and roofing materials be submitted to and approved in writing by the local planning authority before development on the superstructure of the new dwellings commence. Permitted development rights under Classes A, B, D and E of Part 1 of Schedule 2 of the GPDO should be withdrawn to avoid overdevelopment of the application site as well.

The proposed plans and drawings do not provide much information about the boundary treatment details. However, it is clearly shown in the proposed elevation drawing that the existing stone wall abutting Healey Lane is to be retained. This would assist in preserving the current character of the site and its surroundings. In the interest of visual amenity and so as to ensure that the proposed boundary treatment would be of a satisfactory quality, a condition should be inserted to the decision notice to require details of all boundary treatment be submitted to and approved in writing by the local planning authority before they are first erected. Subject to this condition, officers are satisfied that the visual impact associated with the new boundary treatment would be sufficiently mitigated.

In short, the development proposal would be of a satisfactory quality in terms of scale, layout, design and appearance. It would harmonise with the existing development on Healey Lane and preserve the character of its immediate surroundings by incorporating a sympathetic design and making use of

matching materials of construction. The proposal would not cause prejudice to the street scene for all the reasons given above. Subject to all the conditions as recommended above, the proposal would be appropriate in visual amenity terms and consistent with the aims of policy LP24 of the KLP and chapter 12 of the NPPF.

Impact on residential amenity

The proposal would introduce a large built form in the vicinity of the neighbouring residential properties at nos.56 and 82 Healey Lane. Thus, it could have an impact on the living conditions of the occupiers of these properties. The impact on these neighbours are addressed as follow.

No.56 is a two-storey semi-detached property to the east of the application site. It is set at a lower land level than the new dwellings as proposed. The block plan indicates a separation distance of approximately 4.3m between the two dwellings concerned, which is comparable to the separation distance among the existing dwellings on this stretch of Healey Lane. Despite the close relationship as mentioned above, officers do not find there to be an undue detrimental impact on the living conditions of these neighbours.

The proposed development would be of a similar footprint as the existing development. It would roughly align with those to the southern side of Healey Lane. Given that there is unlikely to be a significant overbearing impact on this property and its private amenity space. It would still have an open aspect to both the front and the rear and it would still therefore receive a good amount of daylight and sunlight. There would be a small window in the side elevation facing no.56. This window is shown to serve a bathroom in the proposed first floor plan. To minimise the impact on privacy of the neighbours, a condition should be imposed to require this window be obscure glazed to a minimum grade 5 and retained thereafter.

The garden of the new dwellings as proposed would be set at lower land level than that of no.56. According to the proposed elevations drawing, a fence would be erected at the shared boundary as well. Hence, the occupants of this neighbouring property is unlikely to be overlooked while enjoying their garden. To protect the living conditions of the future and neighbouring occupiers further, a condition should be inserted to the decision notice to require details of all boundary treatment be submitted to and approved in writing by the local planning authority and erected in accordance with the approved details before the new dwellings are first occupied. With this condition included in the decision notice, the proposal would not unduly prejudice the residential amenity of the occupiers of no.56 Healey Lane.

No.82 Healey Lane is also a two-storey semi-detached property adjacent to the application site but is set on elevated ground. The new dwellings would be approximately 6.3m from the external side wall of this neighbouring property, which does have few windows. However, as noted in the officer report of the previous application 2016/93160, these windows do not appear to serve habitable rooms of this neighbouring property. To support the proposed

development in its currently form would not therefore severely impact on the living conditions of these neighbours. For the same reasons given in relation to no.56, there would be no significant overbearing impact on this neighbouring property and its garden.

The application site was granted planning permission in 2016 for a pair of semi-detached property with the same scale, layout, design and appearance as the current proposal. The spatial relationship of the development under consideration would not be materially different from what was previously approved. As such, the proposed development would cause no greater impact on the living conditions of the neighbours than the approved development. In summary, none of the neighbouring occupiers would experience a significant adverse impact on their private amenity as a result of this proposal.

The proposed dwellings would have an enclosed garden to the rear and all their bedrooms would appear reasonable in size with at least one window to enable ventilation and natural lighting. Thus, it is considered that the development proposal would fit with policy LP24 of the KLP in respect of preserving the residential amenity of the future occupiers.

To conclude, the proposed development would preserve the living conditions of the occupiers of the new and adjoining dwellings. Officers are satisfied that the proposal would be acceptable from a residential amenity perspective and consistent with policy LP24 of the KLP, subject to the recommended condition relating to details of boundary treatments.

Impact on highway safety

Given the location of the application site being on a classified road, there could be an impact on highway safety, efficiency and parking as a result of the proposed development. In this case, KC Highways DM Team have not raised any issue or concern regarding the proposal because it is not considered to have a greater impact on highway safety, efficiency and parking than what was approved at the site in 2016. However, it would be necessary to impose four conditions to avoid disruption to the flow of traffic on the classified road and so as to ensure that all area for parking and turning within the site is appropriately surfaced and drained in accordance with the relevant guidance on permeable surfacing of front gardens. Subject to these conditions, there is considered no issue in terms of highway safety and parking. The proposal would accord with policies LP21 and LP22 of the KLP.

Other matters

Trees

It is acknowledged that the proposed development would result in the removal of few mature trees. However, it could be, on balance, acceptable in respect of policy LP33 of the KLP as the trees concerned are of limited amenity value to the site and its immediate surroundings. These trees are set within the application site entirely and they do not relate to all other trees along Healey

Lane, hence not making a major contribution to the character of the street scene. Although it would have been preferable to preserve all mature trees within the site, officers consider in this instance that the adverse impact arising from the loss of trees would be outweighed by the other benefits such as maintaining a sufficient supply of homes. As the trees are not subject to any statutory protection, it can be fell at any time without prior approval of the local planning authority. Taking these factors into account and on balance, officers are of an opinion that the proposal would not conflict with policy LP33 of the KLP.

Drainage

Policy LP28 of the KLP establishes a hierarchy of drainage solutions with Sustainable Urban Drainage Systems being the most preferable solution and Main Sewer the least preferable solution. The applicant states in the application

form that the surface water is to be discharged to main sewer. This is not consistent with the hierarchy of drainage solution in policy LP28 of the KLP and it is likely to add pressure to the existing drainage network.

In order to minimise the surface water runoff and to conform to policy LP28 of the KLP, a condition should be added to the decision notice to require a scheme detailing surface water and land drainage be submitted and approved before the development commences. Subject to this condition, the proposal would be in line with policy LP28 of the KLP and chapter 14 of the NPPF

Climate change

On 12th November 2019, the Council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan pre-dates the declaration of a climate emergency and the net zero carbon target, however it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications the Council will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

The proposal is for erecting a pair of new semi-detached dwellings. As such it would be reasonable and necessary to impose a condition to require two electric vehicle charging points be made available to the future occupiers. This condition would help promote sustainable mode of transport by encouraging the use of electric and ultra-low emission vehicles. This would assist in achieving the carbon neutral target, to which the Council has committed, and the planning objectives set out in chapter 8 of the NPPF and policies LP24 and LP51 of the KLP.

Representations

No representations received as a result of the statutory publicity.

Conclusion

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 proposal would be in compliance with the relevant policies in the KLP and the NPPF. It would not significantly impact on visual and residential amenity and highway safety. Furthermore, the recommended conditions relating to electric vehicle charging point and drainage would ensure that the development proposal is resilient to climate change and consistent with the policy objectives in respect of promoting sustainable mode of transport and reducing air pollution.

Taking these factors into account, officers are satisfied that the development would constitute sustainable development as defined in the NPPF. It is therefore recommended for approval.

Recommendation – Approve

Decision Authorisation - Delegated Powers

Application Number: 2019/93761

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 so as to ensure the satisfactory appearance of the development on completion, and to accord with Policies LP21, LP22 and LP24 of the Kirklees Local Plan and Chapters 12 and 13 of the National Planning Policy Framework.

3. The dwellings hereby approved shall be faced in natural stone with slate roof, as specified on the submitted application forms. Samples of all facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority before development commences on the superstructure of the dwelling hereby approved. The development shall be constructed in accordance with the approved details and thereafter retained.

Reason: In the interest of visual amenity, to ensure a satisfactory appearance of development on completion in accordance with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

4. In the event that contamination not previously identified by the developer prior to the grant of this planning permission is encountered during the development, all works on site (save for site investigation works) shall cease immediately and the local planning authority shall be notified in writing within 2 working days. Unless otherwise approved in writing with the local planning authority, works on site shall not recommence until either (a) a Remediation Strategy has been submitted to and approved in writing by the local planning authority or (b) the local planning authority has confirmed in writing that remediation measures are not required. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures. Thereafter remediation of the site shall be carried out and completed in accordance with the approved Remediation Strategy.

Following completion of any measures identified in the approved Remediation Strategy a Validation Report shall be submitted to the local planning authority. Unless otherwise approved in writing with the local planning authority, no part of the site shall be brought into use until such time as the whole site has been remediated in accordance with the approved Remediation Strategy and a

Validation Report in respect of those works has been approved in writing by the local planning authority.

Reason: To identify and remove unacceptable risks to human health and the environment and in accordance with Policy LP53 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

5. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 as amended (or any Order revoking or re-enacting that Order) no development included within Classes A, B, D and E of Part 1 and Class A of Part 2 of Schedule 2 to that Order shall be carried out within the application site outlined in red in the approved location plan 1859-D-20-001 without prior approval of the Local Planning Authority in writing.

Reason: To ensure that the proposed development safeguards residential amenity of nos.56 and 82 Healey Lane, to prevent the overdevelopment of the site, to avoid detrimental impact on the appearance of the dwellings hereby approved as well as the character of their immediate surroundings in accordance with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

6. Notwithstanding the approved plans and drawings, details of the position, height, materials and cross section of all boundary treatments shall be submitted to and approved by the Local Planning Authority in writing before any boundary treatments are first erected. The boundary treatments shall thereafter be erected in accordance with the approved details before the dwellings hereby approved is first occupied and thereafter retained.

Reason: In the interest of visual amenity and so as to avoid harm to the living conditions of the occupants of the neighbouring residential properties nos.56 and 82 Healey Lane by reason of loss of privacy in accordance with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

7. Notwithstanding the details in the submitted application form a scheme detailing surface water and land drainage shall be submitted to and approved in writing by the Local Planning Authority before development on the superstructure of the new dwellings commences. Where soakaways are proposed, the submitted scheme shall demonstrate an adequately designed soakaway as an effective means of drainage of surface water on the site. Where a septic tank is proposed, details shall be submitted to demonstrate that this is sufficient to meet the requirements on the site. The dwellings shall not be occupied until such approved drainage scheme has been provided on the site to serve the development. The development shall be thereafter retained in accordance with the approved details.

Reason: In the interests of satisfactory and sustainable drainage to accord with Policy LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

8. Before development commences a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultra-low emission vehicles shall be submitted to and approved in writing by the Local Planning

Authority. The scheme shall meet at least the following minimum standard for numbers and power output:-

- A Standard Electric Vehicle Charging point (of a minimum output of 16A/3.5kW) for each residential unit that has a dedicated parking space
- One Standard Electric Vehicle Charging Point for every 10 unallocated residential parking spaces

Buildings and parking spaces that are to be provided with charging points shall not be brought into use until the charging points are installed and operational. Charging points installed shall be retained thereafter.

Reason: In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement, to comply with the aims and objectives of Policies LP24 and LP51 of the Kirklees Local Plan and Chapters 2, 9 and 15 of the National Planning Policy Framework.

9. Before any dwelling is occupied turning facilities shall be provided in accordance with the details shown on drawing no 1589-D-20-003-B. The turning facilities shall thereafter be made available for use at all times by vehicles and shall be kept free from obstruction to such use.

Reason: In the interests of highway safety and to achieve a satisfactory layout and to accord with Policies LP21 and LP22 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

10. Prior to the development being brought into use, the approved vehicle parking 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 ensure all area for parking and turning is appropriately drained in accordance with Policies LP21 and LP22 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

11. Notwithstanding the submitted plans and information, a scheme detailing the relocation of the bus stop on Healey Lane shall be submitted to and approved in writing by the Local Planning Authority before any development commences on the superstructure of the dwellings hereby approved. The bus stop shall therefore be relocated before the dwellings are first brought into use and thereafter retained.

Reason: In the interests of highway safety, to achieve a satisfactory layout and to avoid disruption to the flow of traffic on a classified road in accordance with Policies LP21 and LP22 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

12. The parking areas serving the development hereby permitted shall be allocated with one space per dwelling being provided at the front of the application site and one space per dwelling at the rear of the application site.

Reason: In the interests of highway safety, to achieve a satisfactory layout and to avoid disruption to the flow of traffic on a classified road in accordance with Policy LP21 and LP22 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

13. The development shall not be occupied until the bathroom windows in the east (side) elevation and the west (side) elevation of the semi-detached dwellings hereby approved have been obscure glazed to a minimum of grade 5. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any Order revoking or re-enacting that Order) the obscure glazing shall thereafter be retained.

Reason: To avoid harm to the living conditions of the occupants of the neighbouring properties at nos.56 and 82 Healey Lane by reason of loss of privacy in accordance with Policy LP24 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

NOTE: Please note that the granting of planning permission does not overrule private legal rights of ownership and it is your responsibility to ensure you have the legal right to carry out the approved works as construction and maintenance or parking of vehicles may involve access to land outside your ownership or subject to private rights of way.

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.

NOTE: The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer, Flint Street, Fartown, Huddersfield (Kirklees Street Care: 0800 7318765) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

NOTE: It is the applicant's responsibility to find out whether any works approved by this planning permission, which involve excavating or working near public highway and any highway structures including retaining walls, will require written approval from the Council's Highways Structures Section. Please contact the Highways Structures Section on Tel No. 01484-225397 for further advice on this matter.

Plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Lower ground floor plan	1589-D-004	B	04-Dec-2019
Upper ground floor plan	1589-D-005	B	04-Dec-2019
First floor plan	1589-D-006	B	04-Dec-2019
Second floor plan	1589-D-007	B	04-Dec-2019
Existing site plan	1589-D-002		04-Dec-2019
Proposed site plan	1589-D-003	B	04-Dec-2019
Design and access statement			04-Dec-2019
Proposed elevations	1589-D-008	B	04-Dec-2019
Location plan	1589-D-001		04-Dec-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 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. No amendments are sought in this instance as the development proposal is considered acceptable in its current form when taking into account the planning history and site context.

Report Dated: 27-Feb-2020