

**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: 2020/60/94042/E

Site Address: Land Adj, 56, Low Road, Dewsbury Moor, Dewsbury,
WF13 3PR

Description: Outline application for erection of residential
development for one dwelling

Recommending Officer: Olivia Roberts

DECISION – CONDITIONAL OUTLINE 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.

Paul Dowd

AUTHORISED OFFICER

Date: 16-Jun-2021

Officer Report

Site Description

The application site relates to a parcel of land, which is located to the north of 56 Low Road in Dewsbury, within a residential area. The site used to be occupied by the Dewsbury Moor Social Club. This has been demolished and the site is now fenced off and vacant. The site is located at a higher land level than the access road, with land levels sloping upwards within the site to the east. The west of the site fronts onto Low Road, bounded by a stone wall to this elevation. The properties within the immediate vicinity of the site are predominantly terraced or semi-detached in nature and constructed from stone.

Description of Proposal

The application seeks outline permission for the erection of one detached dwelling. The application seeks to agree the principle, access, layout and scale, with appearance and landscaping to be reserved for future consideration under reserved matters.

The indicative plans and supporting information show a detached, four-bedroom, two-storey dwelling is proposed, which would be located centrally within the site. Access would be taken from Low Road, with a driveway and three off-street parking spaces to the north and a garden to the south. A bin storage area has been indicated to the eastern elevation of the proposed dwelling.

The dwelling would have a width of 6.35m, a depth of 9.55m and an overall height of 8m. The land levels provided on the submitted site plan demonstrate that the ridge height of the dwelling would be roughly in line with that of the adjacent property 62 Low Road to the north and approximately 1.6m higher than no. 56 Low Road to the south.

The application details that materials will be brick with concrete roof tiles, along with uPVC windows and uPVC or composite doors.

History of negotiations/amendments received

The following additional information and amended plans have been requested during consideration of the application:

- A plan showing the scale of the dwelling in relation to the two adjacent properties
- Amended and additional information relating to highway safety, including the adjustment of the point of access, to avoid the ramp to the adjacent traffic calming platform, the gradient of the driveway, the provision of a third parking space to serve the dwelling and bin collection points.

An amended site plan was submitted by the applicant's agent during consideration of the application and details of this plan are set out above. Due to the nature of the amended plans, which proposed minor alterations to the access and layout of the scheme, as well as confirming the height of the dwelling in relationship to the adjacent properties, it was not considered necessary to advertise the amended plans to the public.

Relevant Planning History

2016/93170 – Erection of seven apartments. Granted.

2016/90439 – Erection of ten apartments. Refused.

2007/95323 – Erection of eight two-bedroom apartments and two one-bedroom apartments. Granted.

2004/92221 – Outline application for erection of one block of eight flats. Granted.

2000/92718 – Outline permission for erection of one block of eight flats. Granted.

97/90562 – Change of use from working men's club to boxing gym/boys club and community rooms. Granted.

Representations

The application was advertised by neighbour letters which expired on 16th February 2021. No representations were received following this publicity.

Parish/Town Council comments: not applicable.

Consultation Responses

A summary of the consultation responses received is set out below. All consultation responses shall be discussed in more detail in the relevant sections of this report.

KC Highways Development Management (HDM) – No objections, subject to a condition relating to the surfacing of the areas proposed for parking.

KC Environmental Health – No objections subject to conditions relating to land contaminated and the provision of an electric vehicle charging point.

The Coal Authority – No objection subject to conditions.

Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be 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 maps.

Kirklees Local Plan:

- LP 1 – Achieving sustainable development
- LP 2 – Place shaping
- LP 3 – Location of new development
- LP 20 – Sustainable travel
- LP 21 – Highway and access
- LP 22 – Parking
- LP 24 – Design
- LP 28 – Drainage
- LP 51 – Protection and improvement of local air quality
- LP 53 – Contaminated land

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 9 – Promoting sustainable transport
- Chapter 11 – Making effective use of land
- Chapter 12 – Achieving well-designed places
- Chapter 14 – Meeting the challenge of climate, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment

Assessment

The following matters are considered in the assessment below –

- 1) Principle of development
- 2) Impact on visual amenity
- 3) Impact on residential amenity
- 4) Impact on highway safety
- 5) Other matters
- 6) Representations
- 7) Conclusion

1 – 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 (KLP). This policy stipulates that proposals that accord with policies in the KLP 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.

The application site relates to previously developed land which is located with a residential area. There are accessible local services in this residential neighbourhood and good connectivity to town and city centres nearby. Therefore, it is in a sustainable location suitable for residential development.

As set out in the Kirklees Council's Authority Monitoring Report, the assessment of the required housing (taking account of under-delivery since the Local Plan base date and the required 5% buffer) compared with the deliverable housing capacity, windfall allowance, lapse rate and demolitions allowance, shows that the current land supply position in Kirklees is 5.88 years supply. The 5% buffer is required following the publication of the 2020 Housing Delivery Test results for Kirklees (published 19th January 2021).

As the KLP was adopted within the last five years the five-year supply calculation is based on the housing requirement set out in the Local Plan (adopted 27th February 2019). Chapter 5 of the NPPF clearly identifies that Local Authority's should seek to boost the supply of housing significantly. Housing applications should be considered in the context of the presumption in favour of sustainable development.

On this basis, the principle of development is considered acceptable, and the proposal shall now be assessed against all other material planning considerations, including visual and residential amenity as well as highway safety.

2 –Impact on visual amenity:

The application seeks outline planning permission for one dwelling, with the matters of scale, layout and access under consideration and appearance and landscaping reserved for consideration under a reserved matters application.

The proposal comprises a detached, two storey dwelling. The submitted layout is considered acceptable from a visual amenity perspective. The dwelling would be located centrally within the site and it is considered that a sufficient area of amenity space, as well as space for vehicle parking and turning, would be provided within its curtilage. The dwelling would be set forward of the adjacent property to the north, 62 North Road and would not project beyond the front elevation 56 Low Road to the south. It is noted that the surrounding area includes a variety of house types and, whilst those immediately surrounding the application site are semi-detached or terraced in nature, there are other detached properties within the street scene. The dwelling would be positioned so that adequate space would be achieved between its side elevations and the adjacent properties, to prevent the proposal from amounting to an overdevelopment of the site or appearing out of keeping with the character of the surrounding area. The scale of the dwelling, as indicated on the submitted plans, is considered acceptable for a site of this size and it is considered that it would be in keeping with the scale of the two adjacent properties, which are both two-storey in nature. The ridge height of the dwelling would be roughly the same as that of 62 North Road to

the north and it would sit approximately 1.6m above the ridge height of 56 Low Road to the south. It is noted that there is some variation in the height of the dwellings within the surrounding area and it is considered that the dwelling would sit comfortably within the street scene and amongst the neighbouring properties.

Appearance is not included as a matter for consideration. However, it is considered that a building could be designed that is both sympathetic to the local character and that integrates well with the surrounding area, due to the varied nature of the properties which surround the application site. Elevation drawings have been provided which show an indicative design and the application form suggests that the dwelling would be constructed from brick with grey concrete roof tiles. Whilst the elevation drawings are purely indicative at this stage, the gable element to the front elevation is considered loosely to reflect the gable elements on the adjacent terrace properties to the north and the use of brick is considered to ensure that the dwelling would fit well within its surroundings. It is considered that a development can be designed to meet the aims of Chapter 12 of the NPPF, thereby contributing positively to the surrounding area, in accordance with Policy LP24 of the KLP.

3 – Impact on residential amenity:

The scale and layout of the dwelling are under consideration as part of this application. The dwelling would be located centrally within the site, and the layout would achieve space around the dwelling, which would reduce any potential impact on the adjoining occupants. The scale and height of the dwelling would be similar to the neighbouring two-storey properties. Whilst the dwelling would be set forward in relation to the property to the north, 62 North Road, it is considered that its positioning in the plot would prevent there from being any harmful overbearing or overshadowing impact to the neighbouring properties. Whilst the property benefits from openings in its side elevations, these do not appear to serve primary habitable rooms and, as such, it is considered that any impact on these openings, by the proposed dwelling, would not be detrimental to the amenity of the occupiers.

Whilst appearance is a reserved matter, indicative floor plans and elevations have been provided that are considered to demonstrate the general arrangement, which is likely to be established between the application dwelling and neighbouring properties at the reserved matters stage. The dwelling would be located at a higher level than the properties that are located to the west of Low Road, with 19m retained between the front elevation of the dwelling and the rear elevation of 10 Coney Walk. It is considered that this level difference, as well as the distance retained, would be sufficient to prevent harmful overlooking to the properties to the front of the site.

15m would be retained between the rear elevation of the dwelling and the rear elevation of 1 Beckett Crescent. The proposed dwelling would not have a direct relationship with the properties to the rear and it is considered that the relationship would be sufficient to prevent there from being significant harm to the occupants of the properties. It is considered that habitable openings could be positioned on the proposed dwelling in such a way as to not detract from the privacy of the dwellings located to the sides of the application site.

It is considered that the scale and layout will not result in any loss of amenity to any existing occupants. The dwelling is considered to provide an adequate level of both indoor and outdoor amenity space for future occupants. Accordingly, it is considered that the scale and layout of development accords with the aims of policy LP24 (b) and (c) of the KLP in terms of residential amenity and, as such, it is acceptable.

4 – Impact on highway safety:

The proposal is for the erection of a detached dwelling on land adjacent to 56 Low Road with access, layout and scale under consideration. The dwelling would have four-bedrooms and, during consideration of the application, a revised site plan was submitted showing the provision of three parking spaces to the northern elevation of the dwelling, with a driveway, which would allow for internal turning within the site. Access to the site would be taken from Low Road, via a sloped driveway, which would lead into the site. A bin storage area has been indicated to the rear elevation of the dwelling. Following receipt of the additional information, which was requested by the Council's Highways DM officer, no concerns were raised from a highway safety perspective. It is considered that sufficient provision for off-street parking and vehicle movement would be provided within the site and the site plan is considered to demonstrate that sufficient site lines would be achieved from the proposed access. Whilst bin collection points have not been illustrated on the submitted plan, officers consider that bins would be able to be presented to the edge of Low Road on collection day, without obstructing the proposed driveway or footway along Low Road. A similar arrangement exists with the neighbouring properties.

Subject to the inclusion of a condition regarding the surfacing of the proposed parking spaces, it is considered that the scheme would be acceptable from a highway safety perspective, thus complying with Policies LP21 and LP22 of the KLP.

5 – Other matters:

Ecology

The eastern most element of the application site is located within the bat alert layer. The site currently comprises vacant land and it is noted that no demolition is proposed as part of the development. The impact of the proposal on ecology, bats and bat roosts is considered acceptable, according with Policy LP30 of the KLP.

Coal Mining Legacy

The Coal Authority has reviewed the proposal and confirmed that the application site falls within the defined Development High Risk Area. Therefore, within the application site and surrounding area there are coal mining features and hazards, which need to be considered in relation to the determination of this planning application.

The application is supported by a Coal Mining Risk Assessment prepared by Geoinvestigate Ltd. The report has been informed by an appropriate range of sources and information. Having reviewed the available coal mining and geological information, the Coal Mining Risk Assessment concludes that possible shallow unrecorded mine working could affect surface ground stability at the site. The report makes recommendations for the carrying out of intrusive ground investigations.

The Coal Authority has reviewed the submitted information and it concurs with the recommendations of the Coal Mining Risk Assessment report; that coal mining legacy potentially poses a risk to the proposed development and that investigations are required, along with possible remedial measures, to ensure the safety and stability of the proposed development. Two conditions have, therefore, been recommended which shall be attached to the decision notice to accord with Policy LP53 of the KLP and Chapter 15 of the NPPF.

Drainage

Policy LP28 of the KLP establishes a hierarchy of drainage solutions, with a Sustainable Urban Drainage System being the most preferable solution and the Main Sewer the least preferable option. The application form states that all surface water is to be disposed of by soakaway, though no further information has been provided.

To reduce the risk of flooding and to comply with the Policy LP28 of the KLP, a condition should be inserted to the decision notice to require a scheme to be submitted and approved before development on the superstructure of the new dwelling commences, which demonstrates an adequately designed soakaway, as an effective means of surface water disposal on the site.

Contaminated Land

The Council's Environmental Health officer was consulted during consideration of the application and raised no objections, subject to conditions. This is due to previous coal mining history at the site and the potential for subsequent land contamination. The details of the scheme have been reviewed and the inclusion of a condition regarding the reporting of unexpected contamination is considered appropriate in this case.

Carbon Budget

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 relates to a minor development proposal for the erection of a single dwelling. In line with the Council's objectives for promoting sustainable methods of transport, as well as helping to reduce carbon emissions, a condition relating to the provision of an electric car charging point is recommended. This would be in accordance with the aims of Policies LP24 and LP51 of the KLP as well as the aims of Chapter 9 of the NPPF.

Conditions

Relevant conditions are referred to in the main body of this report. Some conditions would be pre-commencement and, as such, agreement has been sought from applicant's agent prior to issuing the decision.

6 – Representations:

No representations were received.

7 – 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 development would constitute sustainable development and is, therefore, recommended for approval.

Recommendation: **Approve**

Decision Authorisation - Delegated Powers

Application Number: 2020/94042

Officer Recommendation: Approve

Conditions and Reasons

1. Approval of the details of the appearance and landscaping of the site (hereinafter called the 'reserved matters') shall be obtained from the Local Planning Authority in writing before development is commenced.

Reason: No details of the matter referred to having been submitted they are reserved for the subsequent approval in writing of the Local Planning Authority.

2. Plans and particulars of the reserved matters referred to in Condition 1 above, relating to the appearance and landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out in full accordance with the approved plans.

Reason: No details of the matter referred to having been submitted they are reserved for the subsequent approval in writing of the Local Planning Authority

3. Application for approval of any reserved matter shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: Pursuant to the requirements of Section 92 of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be begun either before the expiration of two years from the final approval of reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: Pursuant to the requirements of Section 92 of the Town and Country Planning Act 1990.

5. The development hereby permitted shall be carried out in complete accordance with the plans and specifications 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 Policies LP1, LP2, LP21, LP22 and LP24 of the Kirklees Local Plan and advice within the National Planning Policy Framework.

6. Unless otherwise agreed in writing, 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

Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded; and thereafter retained, free of obstructions and available for parking thereafter.

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.

7. Before the electrical system is installed 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

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 interests 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.

8. If 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 agreed 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 agreed 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 the aims of Chapter 15 of the National Planning Policy Framework.

9. No development shall commence until:

- a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past shallow coal mining activity;
- b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full to ensure that the site is made safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason: The undertaking of intrusive site investigations, prior to the commencement of development, is considered necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is to ensure the safety and stability of the development, in accordance with paragraphs 178 and 179 of the National Planning Policy Framework and Policy LP53 of the Kirklees Local Plan.

10. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: To ensure that the development is carried out in accordance with the approved details and that all necessary remediation measures are adopted in full before the development is brought into use. This is to ensure the safety and stability of the development in accordance with paragraphs 178 and 179 of the National Planning Policy Framework and Policy LP53 of the Kirklees Local Plan.

11. No removal of hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nest immediately before the vegetation is clear and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting birds interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: To prevent significant ecological harm in respect of direct impacts to birds, their eggs, nests and young and to accord with Policy LP30 and the requirements of section 15 of the National Planning Policy Framework.

12. Before development on the superstructure of the new dwelling commences, a scheme shall be submitted to and approved in writing by the Local Planning Authority demonstrating an adequately designed soakaway as an effective means of drainage of surface water on the site. The dwelling 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 Policy LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

NOTE:

- A Standard electric vehicle charging point is one which is can provide 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 least 16A (3.5kW) and have Type 2 sockets would 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: All contamination reports shall be prepared in accordance with Model Procedures for the Management of Land Contamination – Contaminated Land report 11 (CLR11), National Planning Policy Framework (NPPF) and the Council's Advice for Development documents or any subsequent revisions of those documents.

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 (Kirklees Street Scene: 01484 221000) regarding 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 the work approved by this planning permission requires written approval from the Highways Structures section for works near or abutting highway and any retaining structures. Contact Highways Structures Section on Tel No. 01484-221000 who can advise further on this matter.

NOTE: Due to its location, a bat roost may be present on site. Bats are a European protected species under regulation 41 of the Conservation of Habitats and Species Regulations 2010. It is an offence for anyone intentionally to kill, injure or handle a bat, disturb a roosting bat, or sell or offer a bat for sale without a licence. It is also an offence to damage, destroy or obstruct access to any place used by bats for shelter, whether they are present or not.

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 13.00 hours, 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 may 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
Location Plan	2020-120 SLP	-	18/12/2020
Proposed Site Plan	2020-120 300	B	07/05/2021
Proposed Plans & Elevations	2020-120 200	-	18/12/2020

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 has, 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.

An amended site plan was submitted during consideration of the application in response to a consultation response by the Council's Highway Development Management team and to provide additional information regarding the scale of the dwelling.

Report Dated:

15/06/2021