

**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: 2021/62/91445/W

Site Address: 143, Farfield Road, Almondbury, Huddersfield, HD5
8TF

Description: Erection of two storey side extension and formation of
vehicular access

Recommending Officer: Tom Hunt

DECISION – Full Conditional 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.**

Neil Bearcroft

AUTHORISED OFFICER

Date: 23-Jul-2021

Officer Report

Site Description

2021/91445 – 143, Farfield Road, Almondbury, Huddersfield, HD5 8TF

No. 143 is an end-terraced, two storey dwelling constructed of stone and slate tile hipped roof. It is within a corner plot adjacent to Southfield Road with gardens front, side and rear. It sits in a residential area with similarly constructed houses on the street with evidence of a variety of extensions but no two storey side extensions.

Description of Proposal

Erection of two storey side extension and formation of vehicular access

The proposal relates to a two storey side extension which would be flush with the host building's primary and rear elevations and the original roof measured at 8.8m and eaves at 6.2m approximately. It would project from the side elevation 4m and be 7.5m depth. It would serve a WC, storeroom and reception room with extended hallway at ground floor. The first floor would serve a bedroom and an en-suite. There would be a window to the ground floor and a two paned window to the first storey at the front. To the side elevation, three windows to the ground floor and two windows on the first storey. For the rear, two French doors to the ground and two small windows to the first storey. The construction materials are to match the host dwelling with stone and slate tile and uPVC for the openings.

It is proposed to create new driveway with turning point to the front to be accessed off Southfield Road and the rear to be lawned. The proposed materials are tarmac/brick paviors or concrete.

History of negotiations/amendments received

The case officer considered the application on review and sought no amendments as it met LP policies on visual and residential amenity.

Relevant Planning History

No previous planning applications for this site.

Representations

We are currently undertaking statutory publicity requirements, as set out at Table 1 in the Kirklees Development Management Charter. As such, we have publicised this application via neighbour notification letters which expired on: 01/06/2021

No representations have been received.

Consultation Responses

The Highways Development Team were consulted:

- No objection to the side extension
- Proposed vehicular access would be at location of existing bus stop necessitating relocation at applicant's cost.

Officer Note: This is to be discussed within Impact on Highway Safety in the following Assessment.

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 (LP):

- **LP 1 – Achieving sustainable development**
- **LP 2 – Place shaping**
- **LP21 – Highways and access**
- **LP 22 – Parking**
- **LP 24 – Design**

Kirklees Council has adopted supplementary planning guidance on House Extensions and Alterations in June 2021. The general thrust of the advice is aligned with both the Kirklees Local Plan and the National Planning Policy Framework, requiring development to be considerate in terms of the character of the host property and the wider street scene. This is considered in detail in the report below.

National Policies and Guidance:

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published 20th July 2021, 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 12 – Achieving well-designed places

Assessment

The following matters are considered in the assessment below –

- 1) Principle of development
- 2) Impact on visual amenity (including any heritage considerations)

- 3) Impact on residential amenity
- 4) Impact on highway safety
- 5) Other matters – e.g. trees/ecology (e.g. bats)
- 6) Representations
- 7) Conclusion

1 – Principle of development:

The site is without notation on the Kirklees Local Plan. Policy LP1 states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. LP1 goes on further to stating that:

“The Council will always work pro-actively with applicants jointly to find solutions which mean that the proposal can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”

In this case, it can be stated the principle of development is acceptable subject to the assessment of impacts on visual and residential amenity and highway safety.

2 –Impact on visual amenity:

In terms of visual amenity, general design considerations are set out in Policy LP24 of the Local Plan and Chapter 12 of the NPPF, which seek to secure good design in all developments by ensuring that they respect and enhance the character of the townscape and protect amenity.

LP24 of the Kirklees Local Plan requires extensions to be “subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details”.

The two storey side extension would extend a further 4m to the side with flush elevations and taking into consideration the large corner plot size retaining sufficient garden space and not set adjacent to neighbouring properties to the north west, the proposed would not be considered overdevelopment of the site or risk terracing. The proposal would be constructed flush with the front and rear elevations and roof ridge line, and would be in keeping with the host dwelling using similar fenestration detail, matching materials and would not overly dominate the host dwelling in size. Given these arrangements the extension would be considered to be subservient. There are no existing similar developments in the area however it would be considered that its corner plot position, retaining sufficient garden space and no risk of terracing that the proposed would have an acceptable impact on the streetscene.

The proposal is therefore regarded as acceptable for permission in this regard as it would not significantly harm the visual amenity of the area and be

acceptable and accord with Policy LP24 of the Local Plan and the House Extensions and Alterations draft SPD.

3 – Impact on residential amenity:

The impact of the proposal on the amenity of surrounding properties and future occupiers of the dwellings needs to be considered in relation to Policy LP24 of the Local Plan which seeks to “*provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings.*”

The proposed extension and alterations are assessed upon whether they would have a detrimental effect on residential amenity, adjoining dwellings or any occupier of adjacent land by way of overshadowing, overbearing or overlooking. The closest properties to be affected by the development are No. 145 (northeast), No. 141 (southeast) and No. 109 (southwest).

With regard to No. 141 and 109, the proposed would have a minimum separation distance of 21-24m to the opposite properties positioned front and rear which would be acceptable levels of distance between the properties according to the SPD on House Extensions. Due to its southwesterly position, No. 109 only would have very limited early morning summer overshadowing and No. 141 would experience none, on balance taking into consideration the separation distance and limited impact on light levels the scheme would ensure that there would be no detrimental overbearing, overshadowing or overlooking impact.

Considering impact to No. 141, the side extension would be to the side of No. 143 and northeast of the property with no facing windows, and its bulk blocked by the host dwelling itself due to its position which would on balance be a scheme that would ensure that there be no additional detrimental overbearing, overshadowing or overlooking impact.

A separation distance of over 30m would exist between No. 1 Hulbert Croft separated by the road and partially screened by trees which would ensure that there be no additional detrimental overbearing, overshadowing or overlooking impact.

4 – Impact on highway safety:

Turning to highway safety, Policies LP21 and 22 of the Local Plan have been considered along with the KC Highway Design guide. The policies seek to ensure that new developments have an acceptable impact on highway safety and provide sufficient parking. The proposed development would create a driveway with a turning point within the garden area providing sufficient space for 2 cars where there were none previously; The HDM officer had no objections to this.

Turning to bus stop access, HDM concerns were raised regarding the need to relocate the bus stop due to raised bus stop kerbs and associated markings and the requirement for relocation. The applicant supplied further information including a photograph of the specific access route marked out in red. Following discussion with a Principal Engineer assessing the site, it was considered that the kerb was already lowered and access would be protected by the bus stop clearway markings and therefore was acceptable on highway safety.

A condition ensuing that the parking area is appropriately surfaced will be attached to the decision notice. The proposal would therefore accord with Policies LP21 and LP22.

5 – Other matters:

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.

Due to the limited nature of the development proposed, it is not considered that specific mitigation measures are required to facilitate this development. It is noted that the installation of a permeable driveway surface would reduce the impact of increased risk from excessive rainfall on public drainage and impact of climate change.

6 – Representations:

No representations had been 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: 2021/91445

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 Policy LP24 of the Kirklees Local Plan.

3. The external walls and roofing materials of the extension hereby approved shall in all respects match those used in the construction of the existing building.

Reason: In the interests of visual amenity and to accord with Policy LP24 of the Kirklees Local Plan.

4. 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.

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

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) with regard to obtaining permission for any works in the highway and the 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.

Plans and specifications schedule:-

Plan Type	Reference	Version	Web ID	Date Received
Plans – Location Plan	Location Plan	-	867471	26/04/2021
Plans - Grouped Plans and Elevations	Existing	-	865605	19/04/2021
Plans - Grouped Plans and Elevations	Proposed	-	865606	19/04/2021

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. The case officer undertook negotiations with the applicant and Highways to ensure the proposed scheme would not have adverse impact on highway safety and would not require the bus stop to be relocated.

Report Dated: 23/07/2021

Low Coal Notes