

**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: 2021/62/93265/W

Site Address: 29, Deer Croft Crescent, Salendine Nook,
Huddersfield, HD3 3SG

Description: Erection of extensions and alterations

Recommending Officer: Stuart Howden

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: 07-Dec-2021

Officer Report

Site Description

29 Deer Croft Crescent, Salendine Nook, Huddersfield, HD3 3SG

29 Deer Croft Crescent comprises a two storey semi-detached dwelling predominantly constructed from render under a interlocking roof tile roof. A conservatory protrudes from the rear wall of the dwelling. The roof space within the dwelling has been converted so as to provide additional living accommodation.

The dwelling is set back from Deer Croft Crescent, which it is accessed from. There is a garden to the front of the dwelling, as well as a driveway, which runs to the side of the dwelling to the rear. There is a detached flat single storey garage building to the rear of the dwelling.

The locality has a predominantly residential character, with the north east side of Deer Croft Crescent consisting predominantly of relatively similar two storey semi-detached dwellings which are set within a strong building line. Some of these dwellings have been extended to their side. Across the road from the site are semi-detached bungalow dwellings.

The site is not within a conservation area, nor are there any listed buildings within close proximity to the site.

Description of Proposal

Planning permission is sought for the erection of extensions and alterations. It is proposed to demolish the existing conservatory to the rear of the dwelling and garage to the rear of the site, and to erect a side and rear extension.

The side element would be two storey in height and would have a width of approximately 3 metres. The front wall of this element would be set slightly back (~0.3 metre) from the front wall of the dwelling. This side element would have similar roof pitch to the existing dwelling, but the ridge height would be slightly lower than the existing dwelling. However, the extension would have a gable side elevation and this would result in an increase in the roof space. The width of this element would reduce towards the rear to approximately 2.4 metres as the wall would step back.

The rear element proposed would be part two storey, part single storey. A two storey gable is proposed to protrude off the rear wall of the existing dwelling and side extending element, and would have a side wall flush with this proposed side extension. The two storey gable is proposed to have a width of approximately 4.9 metres, and would protrude approximately 2 metres beyond the rear wall of the existing dwelling. The gable would have a similar eaves height to the existing dwelling, but the ridge would be set below the ridge of the existing dwelling.

The single storey element would cover the entire width of the dwelling, including the proposed side extension element, and would be a depth of approximately 4.3 metres from the rear wall of the existing dwelling (and would project to the front of the two storey rear gable element). It would have a lean-to roof and would have a maximum height of approximately 3.5 metres and an eaves height of approximately 2.7 metres.

The extensions are proposed to be constructed from render (but with stonework to the front ground floor level to match the existing dwelling) under tiles to match the existing dwelling.

The proposal would result in 6 bedrooms within the dwelling (increasing from 4).

The proposal would result in the loss of space to the side of the dwelling for on-site vehicular parking, but it is proposed to provide a parking area to the front of the dwelling, including the removal of a front boundary wall and the widening of a dropped kerb.

History of negotiations/amendments received

Officers raised concerns with the original proposal, especially in relation to the scale of the overall development, notably the bulk of the rear gable and the lack of subservience with the side extending element. In addition to this, Officers raised concerns with the lack of parking on-site to accommodate such development. The applicant amended the plans to address Officer concerns, including the set back of the front wall of the side element, the reduction in height of the gable to the rear and the provision of parking to the front of the site.

Relevant Planning History

N/A at application site.

Representations

Final publicity date Expires:
Neighbour letters expired on 12th October 2021

No representations received.

Amended plans have been received as outlined above, but in terms of the alterations to the design of the extension, these have reduced the scale of the development slightly, therefore it was not considered necessary to re-consult (i.e. no third party would be prejudiced). Furthermore, the amended plans have resulted in an increased hardstanding area to the front of the site with a widened drop kerb, but these works could be installed under permitted development therefore it was not considered necessary to reconsult as a result of this.

Consultation Responses

N/A

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 Proposals Map.

Kirklees Local Plan (LP):

- **LP 1** – Achieving Sustainable Development
- **LP 2** – Place Shaping
- **LP 21** – Highway Safety
- **LP 22** – Parking Provision
- **LP 24** – Design
- **LP 33** – Trees
- **LP 51** – 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 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 2** – Achieving Sustainable Development
- **Chapter 4** – Decision Making
- **Chapter 9** – Promoting Sustainable Transport
- **Chapter 12** – Achieving Well-Designed Places
- **Chapter 14** – Meeting the Challenge of Climate Change, Coastal Change and Flooding
- **Chapter 15** – Conserving and Enhancing the Natural Environment

Other Material Considerations

- Kirklees Highways Design Guide SPD (2019)
- Kirklees House Extensions and Alterations SPD (2021)

Assessment

The following matters are considered in the assessment below –

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

1 – Principle of development:

The site is without notation on the Kirklees Local Plan. Chapter 2 of the NPPF states that:

“Planning policies and decisions should play an active role in guiding development towards sustainable solutions...”

Chapter 2 of the NPPF goes onto further state that objectives should:

“support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places...”

In line with the NPPF, policy LP1 of the Kirklees Local Plan declares that:

“...the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.”

LP1 goes further and states:

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

In this instance, it can be stated that the principle of development of this application is acceptable; and as a result, is subject to the assessment of impacts on visual and residential amenity, as well as highway safety and any other impacts that may arise.

2 –Impact on visual amenity:

The NPPF offers guidance relating to design in Chapter 12 (achieving well designed places) whereby 126 provides a principal consideration concerning design which states:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better

places in which to live and work and helps make development acceptable to communities.”

Kirklees Local Plan policies LP1, LP2 and significantly LP24 all also seek to achieve good quality, visually attractive, sustainable design to correspond with the scale of development in the local area, thus retaining a sense of local identity.

LP24 states that proposals should promote good design by ensuring:

“a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape...”

and

‘c. extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details...’

Paragraph 129 of the NPPF states that design guides and codes can be prepared at an area-wide, neighbourhood or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. In addition to this, Paragraph 134 of the NPPF outlines that Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Kirklees has an adopted House Extensions and Alterations SPD.

Principle 1 of the Kirklees House Extensions and Alterations SPD states that extensions and alterations to residential properties should be in keeping with the appearance, scale, design and local character of the area and the street scene. In addition, Principle 2 of this SPD states that extensions should not dominate or be larger than the original house and should be in keeping with the existing building in terms of scale, materials and detail.

The proposal relates to a side and rear extension to the dwelling.

In relation to the proposed two storey side element, Chapter 5.3 of the Kirklees House Extensions and Alterations SPD relates to side extensions and states that side extensions should be located and designed to minimise the impact on the local character of the area. The design should reflect the design of the original building in terms of roof style, pitch materials and detailing.

The SPD also outlines that two storey side extensions can have a significant effect on the character of the original house and the street. It goes on to note that adequate space between buildings should be retained to provide a sense of space which is important to the character of an area. Spaces between houses, including driveways, are important in providing a sense of space, local character and attractive appearance of an area and should be retained.

The SPD notes that two-storey extensions can cause a negative impact on the street when used to close the gap between semi-detached or detached houses. This can create a terracing effect in a non-terraced street.

The SPD goes on to note that such extensions should:

- ideally be visually smaller in relation to the original house;
- be set back at least 500mm from the front of the original house to provide a vertical break from the roof plane and for the lowering of the ridgeline from the original house;
- have a roof design that follows the form of the existing roof; and
- retain a gap of at least 1 metre to boundary walls to avoid a terracing effect and to retain rear access to gardens.

With regard to the proposed two storey side extending element, its set back would be less than the 500mm recommended within the House Extensions and Alterations SPD (it would be 300mm), and as it would run to the shared boundary with No.31 Deer Croft Crescent it would not retain a gap of at least 1 metre to the shared boundary.

Despite this, the proposed side extending element would still have some set back from the front wall of the existing dwelling, would have a similar roof pitch to the existing dwelling and would have a lower ridge height to the existing dwelling, and as a result of this Officer still consider the side extending element would appear subservient to the existing dwelling from the street scene (it is worth noting that there are other two storey side extensions along Deer Croft Crescent that do not benefit from any set back, such as No's.27 and 29). In addition to this, whilst the side element would run close to the shared side boundary, as No.31 has not extended to the side and there would still be a driveway between the side wall of the extension and the side wall of No.31, some openness would be retained thereby preventing a terracing effect. Further to this, there are other two storey side extensions along Deer Croft Crescent which run to the side boundaries of properties (for instance No.33). The side extension element would also be constructed from materials to match the existing dwelling. It is therefore considered that this element on its own would be acceptable from a visual amenity perspective.

With regards to the part two storey/part single storey rear extending element, Chapter 5.1 of the House Extensions and Alterations SPD provides advice on rear extensions. The SPD states that:

“Rear extensions should maintain the quality of the residential environment and relate well to the neighbouring buildings. Rear extensions should generally not be visible from the street and should retain a reasonable living environment for the property being extended.”

The SPD goes on to provide general advice on such extensions noting that:

- a reasonable amount of back garden should be retained;
- the extension should be set behind the original building;
- the external access to the rear garden should be maintained;

- the extension should respect the original house in terms of its size and scale;
- the materials should be sympathetic to the original house;
- it should not have an adverse impact by way of overshadowing or loss of outlook on neighbouring properties.

The SPD goes on to provide some guidelines on two storey rear extensions (some of which are recommended for residential amenity reasons and will be discussed in the next subsection). In relation rear extensions, it outlines they should generally:

- be proportionate to the size of the original house and garden;
- not normally exceed 50% of the total area of land around the original house (including previous extensions and outbuildings);
- not project out more than 3 metres from the rear wall of the original house or by 4 metres for detached properties;
- not exceed a height at the eaves of 3 metres where the extension is within 1.5 metres of the property boundary (where they exceed 3 metres in length, the eaves height should generally not exceed 2.5 metres);
- be separated from the property boundary, such as a wall, fence or hedge, by at least 1.5 metre (1 metre gap if single storey extension); and
- not adversely affect habitable room windows where they adjoin a neighbour's boundary;
- Single storey rear extensions should not exceed 4 metres in height.

The overall rear extending element would be a relatively large addition to the dwelling and whilst the single storey element would not exceed 4 metres in height, the extensions would go beyond a number of thresholds as advised within the SPD, for instance:

- the extension would project more than 4 metres beyond the rear wall of the original house (~4.3 metres).
- the eaves height of the two storey rear extension, which would be right on the boundary with No.31, would exceed 3 metres.
- As the extension would be right on the shared side boundaries, there would not be a 1 metre gap with these boundaries.

That said, a number of these guidelines are considered to be in place to protect the amenities of neighbouring properties which will be discussed in the next subsection. Further to this, the majority of the rear garden would still be retained as a result of the proposed rear extension, and this element of the proposal would not be highly visible from within the streetscene given its siting to the rear of the site, behind the buildings along Deer Croft Crescent. It is also considered that the extension to the rear would be relatively harmonious with the existing dwelling in terms of form and appearance. Of note, the gable extension proposed to the rear has been reduced in height during the processing of this application thereby reducing the bulk of this gable. This

gable element would also have a similar eaves height to the existing dwelling. Matching materials are also proposed.

Whilst the side and rear extension cumulatively would be a large addition to the existing dwelling, as noted, the rear element would not be a highly prominent feature within the street scene and the proposal would still retain a good a reasonable sized garden to the rear. Furthermore, Principle 17 of the Householder Extensions and Alterations SPD is also considered relevant here, which relates to access for all users, and states that: *“Extensions and alterations to existing houses should consider how the needs of a range of different users can be met in facilitating access and movement.”* The text supporting Principle 17 states that extensions for disabled people may need to be larger than the council would normally permit, and could be acceptable where appropriate evidence of need can be demonstrated. Some of these works to extend the dwelling are proposed for such a reason and Officers have no reason to doubt this.

The loss of the majority of the garden area to the front of the site and its replacement with hardstanding (so as to provide parking to the front) would be unfortunate as it would urbanise the front of the site, especially as the locality has a suburban character. Nonetheless, other properties within the vicinity had done similar (albeit, most have not widened the dropped kerb to the front and have retained the dwarf wall to the front), and such works can be done under permitted development. Therefore, this element of the proposal is considered acceptable from a visual amenity perspective.

Given the above, and on balance, it is considered that the proposed extension would not cause detrimental harm to the visual amenities of the locality in accordance with Policy LP24 of the Local Plan and Chapter 12 of the NPPF.

3 – Impact on residential amenity:

Section B and C of LP24 states that alterations to existing buildings should:

“...maintain appropriate distances between buildings’ and ‘...minimise impact on residential amenity of future and neighbouring occupiers.”

Further to this, Paragraph 130 of the National Planning Policy Framework states that planning decisions should ensure that developments have a high standard of amenity for existing and future users.

Principle 3 of the Kirklees Householder Extensions and Alterations SPD sets out that extensions and alterations should be designed to achieve reasonable levels of privacy for both inhabitants, future occupants and neighbours. In addition, Principle 4 notes that extensions and alterations should consider the design and layout of habitable and non-habitable rooms to reduce conflict between neighbouring properties relating to privacy, light and outlook. Furthermore, Principle 5 states that extensions and alterations should not adversely affect the amount of natural light presently enjoyed by a neighbouring property, and recommends that a horizontal 45 degree line from

a neighbouring habitable room window is not breached. Principle 6 states extensions and alterations should not unduly reduce the outlook from a neighbouring property.

27 Deer Croft Crescent

No.27 is attached to No.29 and is located to the north west of the site. No.27 has not been extended to the rear. The proposed rear single storey extension element would protrude beyond the rear wall of No.27 by approximately 4.3 metres. The nearest ground floor rear facing window to the site serves a habitable room (living/dining room) and the proposed extension would breach the horizontal 45 degree line when measured from the centre of this window. Nonetheless, this single storey extension element would be replacing an existing extension of 3.7 metres in depth. The living/dining room is also dual aspect. Whilst the eaves height would exceed 2.5 metres which is the maximum recommended within the Kirklees Householder Extension and Alterations SPD when next to a shared boundary, it would still only be 2.7 metres in height and the overall height would not exceed 4 metres (as recommended within the SPD). Given the above factors, whilst it is considered there may be some overshadowing and loss of light experienced by No.27 as a result of the single storey rear extending element, this is not considered to be to a detrimental level.

Given the 2 metres depth of the two storey rear gable element and its set off from the boundary shared with No.27, it is considered that this element would not breach the 45 degree line from rear facing first floor habitable windows within No.27, and would therefore prevent undue overshadowing of the neighbouring garden and undue loss of light to the rooms within the dwelling.

First windows are proposed in the rear elevation of the gable extension element to the rear, but it is considered these would achieve oblique views over the rear garden of No.27 and such views are already gained over this garden from existing windows within No.29, as well as No.25 Deer Croft Crescent.

Overall, it is considered that the proposal would not cause undue harm to the amenities of No.27 in terms of loss of light, overlooking or loss of privacy, overshadowing, or the creation of an overbearing effect.

31 Deer Croft Crescent

No.31 is a two storey semi-detached dwelling to the south east of the site. As a consequence of the proposal, the dwelling would move closer to the dwelling at No.31.

Whilst the dwelling would extend beyond the rear wall of No.31 as a result of the proposal, the rear extension would not breach the horizontal 45 degree line when measured from the nearest rear facing ground floor and first floor rear facing windows within No.31. It is therefore considered that the proposed development would not cause a detrimental loss of light to rear facing

windows within No.31. Further to this, the two storey gable element, would not protrude beyond the rear wall of No.31, and despite the single storey rear element being adjacent to the side boundary, it is considered that it would not unduly overbear or overshadow the rear garden of No.31 given its relatively modest height, depth and the orientation of the site (being to the north of No.31).

Whilst the dwelling would run adjacent to the side boundary shared with No.31 as a result of the side extension element of the proposal, this would be adjacent to the driveway used by No.31 and not a private amenity area. So, whilst somewhat overbearing, this is not considered to cause detrimental harm to the amenities of No.31. There is a side facing window within No.31 facing towards the site at first floor level, and the proposal would negatively impact upon the outlook of this window given its close proximity and scale. However, this window appears to serve a landing (not a habitable room) and this relationship is therefore considered acceptable (i.e. it would not unduly harm the amenities of the occupiers of No.31).

Whilst first windows are proposed in the rear elevation of the gable extension element to the rear, it is considered these would achieve oblique views over the rear garden of No.31 and such views are already gained over this garden from existing windows within No.29, as well as No.33 Deer Croft Crescent.

Overall, it is considered that the proposal would not cause undue harm to the amenities of No.31 in terms of loss of light, overlooking or loss of privacy, overshadowing, or the creation of an overbearing effect.

Properties to Rear, which Front Hill Top Road

The proposed development would be over 17 metres away from the rear boundary of the site, and over 27 metres away from the rear walls of properties facing Hill Top Road. These separation distances would exceed the minimum recommended separation distances as set out within the Householder Extensions and Alterations SPD (21 metres between rear windows), and are considered to be sufficient so as to prevent undue harm to the amenity of properties on Hill Top Road in terms of loss of light, overlooking or loss of privacy, loss of outlook and the creation of an overbearing impact.

Other Properties

The proposed development is considered to be a sufficient distance away from any other properties not referred to above so as to prevent undue harm to their amenity in terms of loss of light, loss of privacy or overlooking, or the creation of an overbearing effect

Given the above, it is considered that the proposed development would not cause undue harm to the amenities of any neighbouring residential properties in accordance with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

4 – Impact on highway safety:

The proposal would result in the creation of an additional bedroom taking the dwelling to a 6 bedroom dwelling.

The Kirklees Highways Design Guide SPD outlines that Kirklees Council has not set local parking standards, but notes that as an initial point of reference for 4+ bedroom dwellings, they should provide two off street spaces. However, the SPD outlines that consideration to the accessibility of the development, the availability of and opportunities for public transport and local car ownership levels should also be given.

The proposal would result in the loss of space for parking to the side of the dwelling and there would not be enough hardstanding at the site for three vehicles as a result (the site would be able to accommodate one vehicle as a result). Given this, Officers raised concerns with the applicant and noted that further space for parking would need to be provided on site so as to prevent on-street parking that could cause highways safety issues. As a result, the applicant has proposed to extend the hard surfaced area to the front of the dwelling and widen the dropped kerb, and as a result Officers consider that the site could potentially accommodate 3 cars. Whilst cars would likely have to reverse out onto the road from these spaces given the limited room on site for turning and manoeuvring, such an arrangement is considered acceptable given that this is a similar arrangement to other properties along the street and that Deer Croft Crescent is not classified. However, it is considered that this proposed enlarged parking should be provided prior to the first occupation of the extension hereby approved and this matter can be conditioned.

Subject to a compliance condition in relation to the parking area, it is considered that the impact upon highway safety is acceptable. The proposed development is therefore considered to comply with Policies LP21 and LP22 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.

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 predates 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.

Considering the relatively small-scale of the proposed development, it is considered that the proposed development would not have an impact on climate change that needs mitigation to address the climate change emergency. The proposed development would therefore comply with Policy LP51 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

6 – Representations:

No representation have 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 proposed development, on balance, would constitute sustainable development and is therefore recommended for approval.

Recommendation

Approve

Decision Authorisation - Delegated Powers

Application Number: 2021/93265

Officer Recommendation: Approval

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, LP24 and LP51 of the Kirklees Local Plan and Chapters 9, 12, 14 and 15 of the National Planning Policy Framework.

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 and Chapter 12 of the National Planning Policy Framework.

4. Prior to the first occupation of the extension hereby approved, the areas indicated to be off-street parking for three vehicles on Drawing No. DCC05 Revision A shall be laid out with a hardened and drained surface 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 as amended or any successor guidance. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any Order revoking or re-enacting that Order) these areas shall be so retained, free of obstructions and available for parking thereafter.

Reason: In the interests of visual amenity and traffic safety, to mitigate flood risk arising from surface water run-off, to ensure adequate space within the site for vehicle movements and parking and to comply with Policies LP21, LP22 and LP24 of the Kirklees Local Plan and Chapters 9 and 12 of National Planning Policy Framework.

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 work 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: 01484 221000) 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 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

Plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Application Form	-	-	18 th August 2021
Location Plan	DCC01	-	18 th August 2021
Existing Site Plan	DCC02	-	18 th August 2021
Existing Floor Plans	DCC03	-	18 th August 2021
Existing Elevations	DCC04	-	18 th August 2021
Proposed Site Plan	DCC05	A	28 th October 2021
Proposed Floor Plans	DCC06	A	28 th October 2021
Proposed Elevations	DCC07	A	28 th October 2021
Applicant Statement	DCC08		18 th August 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.

Officers raised concerns with the initial plans, especially in relation to the scale of the overall development, notably the bulk of the rear gable and the lack of subservience with the side extending element. In addition to this, Officers raised concerns with the lack of parking on-site to accommodate such development. The applicant amended the plans to address Officer concerns,

including the set back of the front wall of the side element, the reduction in height of the gable to the rear and the provision of parking to the front of the site.

Report Dated: 06.12.2021

Coal Mining – LOW