

**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:	2023/62/90491/W
Site Address:	Teas Me, 6, Albert Street, Lockwood, Huddersfield, HD1 3PR
Description:	Erection of extension to existing building for outdoor dining/smoking use
Recommending Officer:	Lucy Taylor

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.

John Holmes

AUTHORISED OFFICER

Date: 17th October 2023

Officer Report.

Reference: 2023/90491

Location: Teas Me, 6, Albert Street, Lockwood, Huddersfield, HD1 3PR

Proposal: Erection of extension to existing building for outdoor dining/smoking use

Site Description.

6 Albert Street is a single storey building located along Albert Street, Lockwood. The building is sandstone block and timber cladding (painted white), with a black flat roof above. The building functions as a cafe. To the western side of the building, there is a car park.

The building is located within a Priority Employment Area within the Kirklees Local Plan. The site is surrounded by commercially functioning buildings, including large retail units, car garages and petrol stations. The nearest residential uses are located over 40 metres from the site, including 3 Albert Street and Victoria Court to the north.

The site is located across land which has been Allocated within EA Flood Zone 2 and EA Flood Zone 3.

Description of Proposal.

Planning permission is sought for the erection of an extension to the existing building and for outdoor dining/smoking use.

The proposed extension would have the following dimensions:

- Projection (Max) – 11.3 metres
- Projection (Min) – 6 metres
- Width – 12.55 metres
- Height – 3.2 metres

The external walls of the extension would be faced in materials to match the existing building (sandstone block and timber cladding painted white) and a flat roof would be erected above, black in colour to match existing.

Fenestration detailing would consist of windows and access doors. The windows would have black frames to match the appearance of existing fenestration to the building.

History of Negotiations/Amendments Received.

Following a formal consultation response from KC Policy, the applicant/planning agent provided a justification statement via email to justify

the scale of the extension proposed and why the proposal can only be facilitated in that location to accord with Policy LP13 of the Kirklees Local Plan.

KC Policy was formally re-consulted in relation to the submitted justification statement, concluding that the applicant sufficiently justified the location of the proposed extension in light of relevant policy considerations.

In the initial consultation response from KC Highways Development Management, it was concluded that the proposal did not provide enough information and that clarification on the size of the existing café and proposed extension were required, as well as a revised car park layout.

The applicant/planning agent provided this requested information to KC Highways Development Management, submitting amended plans on 18th September 2023.

KC Highways Development Management were informally re-consulted on the amended plans, concluding that they had no further objection to the proposals.

Relevant Planning History.

Relevant planning history for this site is summarised as follows: -

- 2003/90157 – Change of use from offices to café. *Granted Conditional Full Permission.*

Publicity & Representations.

The Council are currently undertaking the legal statutory publicity requirements, as set out at Table 1 in the Kirklees Development Management Charter. As such, this application has been publicised via neighbour notification letters.

Final publicity date expired 20th June 2023 – no representations were received.

Consultations.

KC Policy (formal) –

Flood Risk (LP27) – The proposal is exempt from a sequential test as specified in footnote 56 of the NPPF, with a footprint of less than 250sqm (approx. 160sqm).

Priority Employment Area (LP8) – The proposal will have no conflict with established employment uses in the area and in terms of policy LP8, the proposal is considered acceptable.

Town Centres (LP13) – The applicant has sufficiently justified the location for the proposed extension in accordance with LP13.

KC Highways Development Management (formal & informal) – Following the submission of amended plans on 18th September to address the concerns raised within the formal consultation response, KC Highways confirmed via informal consultation that they had no objection to the proposals.

KC Environmental Health (formal) – Raised no objection with the inclusion of conditions and footnotes regarding unexpected contamination and electric vehicle charging points. In addition, Environmental Health made reference to the need for the applicant to ensure compliance with the requirements of the Health Act 2006 with regards to smoke free premises.

Allocations & Policies.

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 located within land which has been Allocated within EA Flood Zone 2 and EA Flood Zone 3.

The site is located within an area with a known presence of bats.

The site is located within an area identified by the Coal Authority as being at low risk of ground movement as a result of former mining activity.

Kirklees Local Plan:

- LP1 – Achieving Sustainable Development
- LP2 – Place Shaping
- LP8 – Priority Employment Area
- LP13 – Town Centres
- LP20 – Sustainable Travel
- LP21 – Highway Safety
- LP22 – Parking Provision
- LP27 – Flood Risk
- LP24 – Design
- LP30 – Biodiversity & Geodiversity
- LP47 – Healthy, Active and Safe Lifestyles
- LP51 – Protection and Improvement of Local Air Quality
- LP53 – Contaminated and Unstable Land

Supplementary Planning Documents:

Highways Design Guide SPD (2019)

National Policies and Guidance:

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published 5th September 2023, together with Circulars, Parliamentary 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, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment

Assessment.

The following matters will be considered as part of the assessment of the proposal.

- 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

1.1 Sustainable Development:

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 on to further state that objectives should: *“support strong, vibrant and healthy communities, providing the supply of housing required to meet the needs of present and future generations; and by fostering a well-designed and safe built environment...”*

In line with the NPPF, Policy LP1 of the Kirklees Local Plan (KLP) declares that: *“...the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.”*

Policy 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.”

Policy LP2 sets out that all development proposals should seek to build on the strengths, opportunities and help address challenges identified in the Local Plan. Policy LP24 of the KLP is relevant and states that *“good design should be at the core of all proposals in the district”*.

1.2 Priority Employment Area & Town Centre Use:

The site is located within a Priority Employment Area (PEA 23), therefore, Policy LP8 (Safeguarding Employment Land and Premises) applies in this case. As the use proposed is considered as ‘employment generating’ (as defined in the Local Plan glossary), part one of this policy is relevant: Proposals for development or re-development of employment generating uses (as defined in the glossary) located within the PEA will be supported where there is no conflict with the established employment uses in the area.

Upon formal consultation with KC Policy, it was concluded that the proposal would have no conflict with the established employment uses in the area and in terms of Policy LP8, the scheme is considered acceptable. This conclusion is drawn having regard to the glossary which sets out that, in addition to B1 (now class E), B2 and B8 uses, enterprises which provide jobs, for example, retail, hotel, assembly and leisure and certain non-residential Sui Generis uses are also considered appropriate within employment areas.

In instances where the site is out of centre and the proposal includes main town centres uses, then Policy LP13 will need to be applied. The proposal is to extend a main town centre use in an out of centre location. The submitted floor plans indicate that the proposed extension would be greater than the existing premises and would include a servery counter and a bar, as such, it would not be considered ancillary to the overall operation.

The applicant has provided information to justify the proposed extension and explain why the proposal can only be facilitated in that location, this was via a justification statement sent to the case officer over email.

KC Policy was re-consulted on the submitted justification statement, concluding that it sufficiently justified the location for the proposed extension and is accordance with LP13, setting out the following:

Teas Me is an existing business which utilises the heavy footfall from surrounding businesses and residential properties within the area and provides breakfast and lunch services both eat in and takeaway. The proposal seeks to improve the existing facilities including disabled toilets, provide car parking (disabled and electric car charging), whilst increasing its capacity to be able to accommodate families in the local area with its improved catering space.

Survey work carried out by the applicant suggests that the expansion will attract people that are in walking distance of the proposal. The improved facilities and parking would be advantageous providing benefits to the users. The extension will improve the aesthetics of the area and tidy up the car parking area to the west of the site.

The existing use is established and whilst it would be intensified, in this case it is not considered it would be reasonable of the LPA to expect the location to be in a more sequentially preferable location given it is to serve as part of the existing, already out of town centre, use of the site.

In this instance, it can be stated that the principle of development in this application could be acceptable, subject to the assessment of impacts on visual and residential amenity, as well as highway safety and any other impacts that may arise. These will be discussed below.

1) Impact on Visual Amenity

The NPPF offers guidance relating to design in chapter 12 (achieving well designed places) whereby paragraph 126 provides a principal consideration concerning design which states: *“The creation of high-quality 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.”*

Paragraph 130 of the NPPF is of relevance, in particular the following parts:-
- *‘b) Planning policies and decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping’*
- *‘c) Planning policies and decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change’*

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

Whilst the proposed extension would be of a relatively large size/scale, greater than the existing premises, it is considered that the site can sufficiently

support the proposal without resulting in overdevelopment. In addition, the extension is to be faced in matching materials, with a flat roof above, which by form, naturally works to reduce undue levels of bulking or massing. Therefore, the overall design of the extension is considered to support a subservient appearance visually, when viewed in conjunction with the existing premises and wider area.

Whilst the proposed extension would increase the overall size of Teas Me as a building, the character of the surrounding area is such that it would sufficiently support this increase in size/scale, characterised by large commercial buildings. Given the retained single storey, flat roofed appearance of Teas Me, it is considered that the works would not result in any detriment visually, with the building to remain significantly smaller than most of the immediately neighbouring premises.

The proposed alterations to the car park would not alter the existing setting of the site, with this land to the west currently hard-surfaced and utilised for parking. Therefore, this part of the proposal would not result in any changes to the existing character of this area within the streetscene.

For all of the reasons outlined above, it is considered that the proposal would not cause detrimental harm to the visual amenities of the host building or locality. Therefore, the proposed development is considered to comply with Chapter 12 of the National Planning Policy Framework and LP24 of the Kirklees Local Plan.

2) 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.

The following premises immediately neighbour the site: -

- Victoria Steakhouse, 51 Lockwood Road – this building is located to the north of the site and functions with a primary classification as commercial, a secondary classification as retail and a tertiary classification as restaurant/cafeteria.
- Independent Electrical Services, 53 Lockwood Road – this building is located to the west of the site and functions with a primary classification as commercial, a secondary classification as industrial and a tertiary classification as warehouse/store/storage depot.
- Atlas Heating Supplies, 28 Albert Street – this building is located south of the site and functions with a primary classification as commercial, a

secondary classification as retail and a tertiary classification as shop/showroom.

- Electricity Distribution Site – this is located to the east of the site.

Given the above, it is not considered that the works to Teas Me would result in any undue impacts of overbearing, overshadowing, or overlooking.

The nearest residential uses are located over 40 metres from the site, including 3 Albert Street and Victoria Court to the north.

Upon formal consultation with KC Environmental Health, no concerns regarding noise or odour were raised. Whilst the proposed extension has the capabilities to increase the number of customers visiting Teas Me, the premises currently functions under the same use as proposed, a cafe. Therefore, given that the surrounding premises are commercial in their use and that the nearest residential uses are located over 40 metres away, it is not considered that the proposal would give rise to harmful levels of noise or odour pollution.

For these reasons, the proposed development at Teas Me is not considered to cause undue harm to the residential amenities of neighbouring properties. It is therefore considered that the proposed development complies with Chapter 12 of the NPPF and LP24 of the Kirklees Local Plan.

3) Impact on Highway Safety

Policies LP21 and LP22 of the Kirklees Local Plan relate to access and highway safety and are considered to be relevant to the consideration of this application. The Council's adopted Highway Design Guide is also of relevance, which seeks to secure acceptable levels of parking.

The Council's Highways Development Management Team were both formally and informally consulted as part of the determination of this application. Following the submission of revised plans on 18th September 2023, Highways Officers concluded the following:

Whilst the number of spaces falls short of the number that would normally be expected for this size of development, the car park is being sufficiently improved and the parking on the surrounding road network is extensively controlled by the provision of Traffic Regulation Orders. Therefore, Highways Development Management do not object to the proposals on the grounds of road safety and concluded the revised car park layout to be acceptable.

Highways Officers note that, upon any grant of approval, a condition should be included regarding surfacing and drainage of approved vehicle parking areas.

In the interests of supporting and encouraging low emission vehicles and in the interest of air quality enhancement, upon any grant of approval, a

condition will be included regarding the provision of electric vehicle charging points.

In turn, with the inclusion of the aforementioned conditions, the proposal is considered to appropriately accord with Chapter 9 of the NPPF and Policies LP21 and LP22 of the Kirklees Local Plan.

4) 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.

As part of this application, a Climate Change Statement was submitted which set out sustainable design mitigation measures. Given the scale and nature of development proposed, it is not considered that the proposed development would have an impact on climate change that needs further mitigation to address the climate change emergency. The proposed development would therefore comply with Chapter 14 of the NPPF and Policy LP51 of the Kirklees Local Plan.

Bats:

Paragraphs 174, 180, 181 and 182 of Chapter 15 of the National Planning Policy Framework are relevant, together with The Conservation of Habitats and Species Regulations 2017 which protect, by law, the habitat and animals of certain species including newts, bats and badgers.

Policy LP30 of the Kirklees Local Plan requires that proposals protect Habitats and Species of Principal Importance.

The application site lies within the bat alert layer on the Council's GIS system.

Given the age / design of the building it is not considered necessary for a full assessment of the roof space to be undertaken in this case given the low likelihood for roosting bats to be present.

Even so, as a cautionary measure, in the event of any grant of permission a note would be added to the decision notice, stating that if bats are found

development shall cease and the advice of a licensed bat worked sought. This is to accord with the aims of Chapter 15 of the NPPF.

Flood Risk:

The proposed extension is located within Flood Zone 2 and 3 (EA) and Flood Zone 3a (SFRA). Buildings used for restaurants, cafes and hot food takeaways are a less vulnerable use set out in the flood risk vulnerability classification, Annex 3 of the NPPF. NPPG states that the Sequential Test should be applied to 'Major' and 'Non-major development' proposed in areas at risk of flooding, unless the application is for a development type that is exempt from the test, as specified in footnote 56 of the National Planning Policy Framework. Footnote 56 states that small non-residential extensions (with a footprint of less than 250sqm) are exempt therefore a sequential test is not required. The proposed extension is approximately 106sqm.

As part of this application, a Level 2 Flood Risk Assessment was submitted, which concludes that the development can be considered appropriate for the Flood Zone in accordance with the NPPF.

5) Representations

No representations were received.

6) 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: 2023/90491

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 Policies LP1, LP2, LP8, LP13, LP20, LP21, LP22, LP24, LP27, LP30, LP47, LP51 & LP53 of the Kirklees Local Plan and policies within Chapters 2, 4, 9, 12, 14 & 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 and be thereafter retained.

Reason: In the interests of visual amenity and to accord with Policies LP2 & LP24 of the Kirklees Local Plan and policies within Chapter 12 of the National Planning Policy Framework.

4. In the event that contamination, or the presence of coal not previously identified by the developer prior to the grant of this planning permission is encountered during the development, all groundworks in the affected area (except for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. Groundworks in the affected area shall not recommence until either (a) a Remediation Strategy by a suitably competent person 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 the completion of any measures identified in the approved Remediation Strategy a Verification Report shall be submitted to the Local Planning Authority. No part of the site shall be brought into use until such time as that part of the site has been remediated in accordance with the approved Remediation Strategy and a Verification Report in respect of those works has been approved in writing by the Local Planning Authority.

Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph No.'s 183 and 184 of the National Planning Policy Framework.

5. 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:

- One Standard Electric Vehicle Charging Point providing a continuous supply of at least 16A (3.5kW) for at least 10% of non-residential parking spaces

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

The agreed dedicated facilities for charging electric vehicles are to be installed, maintained and 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 LP20, LP24 and LP47 of the Kirklees Local Plan, Chapters 2, 9 and 15 of the National Planning Policy Framework and the West Yorkshire Low Emission Strategy (WYLES).

6. 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 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) this shall be so retained, free of obstructions and available for parking.

Reason: In the interests of amenity and traffic safety, to ensure adequate space within the site for vehicle movements and parking and to ensure that the additional hardstanding area is appropriately drained to mitigate flood risk in accordance with Policies LP21, LP22, LP28 and LP34 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

Note: All contamination reports shall be prepared by a suitably competent person, as defined in Annex 2 of the National Planning Policy Framework 2021. Reports must be prepared in accordance with the following guidance:

- *Land Contamination Risk Management (LCRM)*
- BS 10175:2011+ A2:2017 *Investigation of Potentially Contaminated Sites. Code of Practice*
- *Development on Land Affected by Contamination – Technical Guidance for Developers, Landowners & Consultants – (v11.2) June 2020* by the Yorkshire and Lincolnshire Pollution Advisory Group.

The conditions relate to Planning Control only. Approval under the Building Regulations may also be required, and the applicant should contact their Building Control Provider for further information. Any other necessary consent must be obtained from the appropriate authority. If the applicant commences work without discharging conditions, they will be at risk of enforcement action and invalidating the permission if the planning condition is a pre-commencement condition.

Note: Electric Vehicle Charging Points

- A Standard Electric Vehicle Charging Point is one which is capable of providing a continuous supply of at least 16A (3.5kW) and up to 32A (7kW). The higher output is more likely to be futureproof.
- At non-residential developments, the requirement for one standard electric vehicle charging point for at least 10% of parking spaces may initially be reduced to one charging point for at least 5% of parking spaces with the remainder provided at an agreed trigger point.
- For developments where some or all of the parking is likely to be used for shorter stay parking (30mins to 4 hours), Fast (7-23kW) or Rapid (43kW+) charging points will be more appropriate. If Fast or Rapid charging points are proposed together with restrictions on the times that vehicles are allowed to be parked at these points, then a lower number of charging points may be acceptable.
- The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity and the installation must comply with all applicable electrical requirements in force at the time of installation.

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. If bats are discovered on site development shall cease and the applicant is advised to contact Natural England for advice.

Note: The application site is located in a low risk coal area.

Plans and Specifications Schedule:-

Plan Type	Reference	Version	Date Received
Location and Site Plans	HD3462-01	-	18/09/23
Existing Plans and Elevations	HAD3462-02	-	18/09/23
Proposed Plans and Wall Calculations	HAD3462-03	-	18/09/23
Proposed Elevations	HAD3462-04	-	18/09/23
Proposed Site Plan	HAD3462-05RevA	-	18/09/23
Existing and Proposed Site Plans	HAD3462-06revA	-	18/09/23
Climate Change Statement	-	-	03/05/23
Flood Risk	-	-	02/05/23

Assessment			
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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 preapplication advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application.

Following a formal consultation response from KC Policy, the applicant/planning agent provided a justification statement via email to justify the scale of the extension proposed and why the proposal can only be facilitated in that location to accord with Policy LP13 of the Kirklees Local Plan.

The applicant/planning agent provided amended plans on 18th September 2023 in response to the formal consultation from KC Highways Development Management.

Report Dated:

16/10/23
