

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:	2025/62/90820/W
Site Address:	The Stables adj, 84, Woodhead Road, Holmbridge, Holmfirth, HD9 2NL
Description:	Change of use and alterations to convert existing garage/stables to one dwelling with demolition of conservatory and erection of extension and associated alterations (within a Conservation Area)
Recommending Officer:	Joanna Rednall

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.

Danielle Cooper

AUTHORISED OFFICER

Date: 15/10/2025

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The Site

The site comprises a plot of land located at the end of a residential terraced row, bounded by Woodhead Road to the south-east and Fairfields Road to the north-west. The junction of the two roads lies just to the north-east.

The building located in the middle part of the site measures 6.3m by 5.6m and is two-storey, presenting a single-storey aspect to Fairfields Road owing to the change in ground levels. The upper floor is described as a garage (with access to Fairfields Road), the lower floor as a stable. It is built in stone with a blue slate roof. There is a lean-to extension projecting 2.5m (timber and glass at first floor, stone at ground floor) on the south west side, and between this and no. 84 is a residential garden. The site is enclosed by high stone boundary walls.

The Proposal

The applicant is seeking planning permission for change of use and alterations to convert existing garage/stables to one dwelling with demolition of conservatory and erection of extension and associated alterations (within a Conservation Area).

The proposal involves the demolition of the existing conservatory on the south-west elevation and its replacement with an extension. This extension would project approximately 2.5 metres and span 6.8 metres in width. It features a pitched asymmetrical roof finished in blue slate, with external walls constructed from coursed natural stone with a green oak glazed frame incorporated into the side elevation.

On the northeast-facing elevation, an existing ground-level door will be removed and replaced with a glazed window. Additionally, another existing door on the same elevation will be replaced with new obscure glazing. At first-floor level, facing Fairfields Road, an existing door will also be removed and replaced with a new obscurely glazed window.

A parking area is proposed to the south-east of the dwelling and would accommodate off-street parking for one car.

Internally, the dwelling would serve two bedrooms, a bathroom and a store at ground floor and an open plan kitchen, dining and living room at first floor. The new side extension would facilitate the living room with glazing proposed to the south-west facing elevation.

There is one parking space and bin storage proposed to the north-east elevation of the dwelling as well as private amenity space to the south-west. There would be a 1.5m high timber boarded fence to the boundary between the proposed dwelling and No.84 Woodhead Road.

The planning supporting statement sets out that the proposal follows from a previous (lapsed) approval for the conversion and extension of the application property. This proposal would have a different layout and alternative parking arrangements from the previously approved scheme.

History of Negotiations

Amended plans were submitted in response to comments from Kirklees Council Highway Structures and to address officer concerns regarding the location of the amenity space for the proposed new dwelling/ blue and red line boundaries. These revisions included an updated proposed block plan and highway sections, both of which were considered acceptable. The amended plans were not re-publicised, as they did not result in any fundamental changes to the development as originally proposed.

Planning History

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

2007/90818 ERECTION OF GREENHOUSE EXTENSION TO EXISTING DETACHED GARAGE (WITHIN A CONSERVATION AREA)

Conditional full permission

2021/91568 Erection of extensions and alterations to garage/stable to form one dwelling with associated parking with part removal of boundary wall (within a Conservation Area)

Conditional full permission

2024/91311 Discharge condition 9 (highway retaining wall) on previous permission 2021/91568 for erection of extensions and alterations to garage/stable to form one dwelling with associated parking with part removal of boundary wall (within a Conservation Area)

Discharge of Condition(s) refused

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 a site notice and a press notice.

Final publicity date expired: 17th May 2025

No representations were received as a result of the publicity.

Holme Valley Parish Council comments – Support but with concern for the provision of adequate parking and would prefer an improved Climate Change Statement.

Consultations

KC Conservation and Design: no objection.

KC Highways Development Management (Informal discussion): no objections. The full comments received are summarised in section 4 of this report.

KC Highway Structures: following submission of further information on 16th September, no objections to the proposed development and no conditions are recommended.

Allocation & 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) and the Holme Valley Neighbourhood Development Plan (adopted 8th December 2021).

Local guidance and policy is provided by the Kirklees Local Plan (adopted February 2019) as such the following policy, guidance and legislation is considered relevant to the determination of this application:-

Kirklees Local Plan (LP)

- LP 1: Presumption in favour of sustainable development
- LP 7: Efficient and effective use of land and buildings
- LP 21: Highways and access
- LP 22: Parking
- LP 24: Design
- LP 30: Biodiversity and geodiversity
- LP 31: Strategic Green Infrastructure Network
- LP 35: Historic Environment
- LP 52: Pollution

Holme Valley Neighbourhood Development Plan

The following policies of this plan are considered most relevant:

- Policy 1 – Protecting and Enhancing the Landscape Character of the Holme Valley
- Policy 2 – Protecting and Enhancing the Built Character of the Holme Valley and Promoting High Quality Design
- Policy 12 – Promoting Sustainability
- Policy 13 – Protecting Wildlife and Securing Biodiversity Net Gain

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published 12th December 2024, 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. Considered to be of relevance to

the consideration of this application are policies within the following chapters:

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- 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 change, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment
- Chapter 16 – Conserving and enhancing the historic environment

Supplementary Planning Guidance

Kirklees Highway Design Guide (November 2019)

Holme Valley Neighbourhood Development Plan

Legislation

The Town & Country Planning Act 1990 (as amended).

Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out that in considering planning applications the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Section 72 of the Town & Country Planning (Listed Buildings & Conservation Areas) Act 1990 requires Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

Assessment

The following matters are considered in the assessment below –

1. Principle of development
2. Impact upon visual amenity (including any heritage considerations)
3. Impact upon residential amenity
4. Impact upon highway safety
5. Other matters
6. Representations
7. Conclusion

1 – Principle of development:

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.

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”.

Policy 1 of the Holme Valley Neighbourhood Plan HVNP sets out that development proposal should demonstrate how they have been informed by the key characteristics of the Local Character Assessment (LCA), in this case River Holme Settled Valley Floor

Policy 2 of the HVNP states that new development should protect and enhance local built character and distinctiveness, strengthen the local sense of place by respecting the existing grain of development in the surrounding area, use local materials and detailing which add to the quality or character of the surrounding environment, respect the scale, mass, height and form of existing buildings in the locality and their setting.

The site falls within LCA 4: River Holme Settled Valley Floor. One key characteristic of the area is framed views from the settled valley floor to the upper valley sides and views across to opposing valley slopes and beyond towards the Peak District National Park.

- Framed views from the settled valley floor to the upper valley sides and views across to opposing valley slopes and beyond towards the Peak District National Park.
- Boundary treatments comprised largely of millstone grit walling. The stone walling which runs parallel with Upperthong Lane is representative of local vernacular detailing.
- A network of Public Rights of Way (PRoW) including the Holme Valley Riverside Way which follows the River Holme from Holmbridge through Holmfirth and downstream. National Cycle Route no. 68 follows minor roads through Upperthong towards the centre of Holmfirth before climbing the opposing valley slopes.
- Mill ponds reflect industrial heritage and offer recreation facilities.

Key built characteristic of the area are

- Mill buildings, chimneys and ponds, including Ribbleden Mill with its chimney, associated mill worker houses and ashlar fronted villas link the area to its industrial and commercial heritage and are a legacy of the area’s former textile industry.
- Terraced cottages and distinctive over and under dwellings feature on the steep hillsides with steep ginnels, often with stone setts and narrow roads.
- Narrow winding streets with stepped passageways, stone troughs and setts characterise the sloping hillsides above Holmfirth town centre.

- Small tight knit settlements on the upper slopes are characterised by their former agricultural and domestic textile heritage.
- There are mixed areas of historic and more recent residential and commercial developments.

Under Policy LP31, development proposals within Strategic Green Infrastructure Network should ensure:

- i. The function and connectivity of the green infrastructure network is retained or replaced;
- ii. New or enhanced green infrastructure is designed and integrated into the development scheme where appropriate;
- iii. The scheme integrates into existing and proposed cycling, bridleway and walking routes, particularly the Core Walking and Cycling Network, by providing new connecting links where opportunities exist;
- iv. The protection and enhancement of biodiversity and ecological links, particularly within and connecting to the Kirklees Wildlife Habitat Network.

The development would result in a minor net increase in the built footprint and hardstanding; however, the majority of the existing dwelling's garden space would remain undeveloped. Consequently, it is not anticipated to compromise the function or connectivity of the wider network. The scale and layout of the development would not be conducive to providing new green infrastructure or new connecting links to the Core Walking and Cycling Network. The development is therefore considered to be appropriate in principle under LP31. Implications for trees and biodiversity will be considered in detail later in the Assessment.

New Dwelling:

The 2023 update of the five-year housing land supply position for Kirklees shows 3.96 years supply of housing land, and the 2022 Housing Delivery Test (HDT) measurement which was published on 19th December 2023 demonstrated that Kirklees had achieved a 67% measurement against the required level of housing delivery over a rolling 3-year period (against a pass threshold of 75%).

As the Council is currently unable to demonstrate a five-year supply of deliverable housing sites, and delivery of housing has fallen below the 75% HDT requirement, it is necessary to consider planning applications for housing development in the context of NPPF paragraph 11 which triggers a presumption in favour of sustainable development. This means that for decision making *“Where there are no relevant development plan policies, or the policies which are most important for determining the application are outof-date (NPPF Footnote 8), granting permission unless: (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (NPPF Footnote 7) ; or (ii) any adverse impacts of doing so would significantly*

and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

The Council’s inability to demonstrate a five-year supply of housing land, or pass the Housing Delivery Test, weighs in favour of housing development but this has to be balanced against any adverse impacts of granting the proposal. The judgement in this case is set out in the officer’s assessment.

Chapter 5 of the National Planning Policy Framework clearly identifies that Local Authorities should seek to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraph 70 of the NPPF recognises that: *“Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should... support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes”*.

Policy LP7 of the Kirklees Local Plan states that should encourage the efficient use of previously developed land in sustainable locations provided that it is not of high environmental value and a net density of at least 35 dwellings per hectare should be provided. Principle 4 of the Housebuilders Design Guide seeks to ensure a density of 35 dwellings per hectare or more is achieved. Where a density of 35 dwellings per hectare cannot be achieved, policy LP7 sets out that lower densities will only be acceptable if it is demonstrated that this is necessary to ensure the development is compatible with its surroundings, development viability would be compromised, or to secure particular house types to meet local housing needs.

In principle the conversion and extension of the building would create a small new dwelling that would exceed the minimum space standards set out in the Nationally Described Space Standards and would be in a sustainable location. Furthermore, it would make use of an existing building which would assist with climate change as it would reduce the carbon footprint associated with a complete new-building dwelling. Given that the site would see the change of use of an existing building, it is considered that the proposed density of development, one dwelling, is acceptable in this instance.

2 – Impact upon visual amenity

Policy LP24 (Design) of the Council’s adopted Local Plan sets out that proposals should promote good design by ensuring the form, scale, layout and details of all development respects and enhances the character of the townscape, extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details and minimise impact on residential amenity of future and neighbouring occupiers. Paragraph 135 of the NPPF is also of relevance to the consideration of this application.

The building is not Listed, or within the curtilage of a Listed Building, but is within the Hinchliffe Mill Conservation Area. The historic relationship with 84 Woodhead Road remains unclear, but the building and associated land is considered to make a positive contribution to the character of the Conservation Area owing to the vernacular style of the building and the largely unbroken high boundary walls.

The proposed development would assist in the conservation of the building by allowing it to remain in a productive use. The proposed extension would be subordinate to the original building and would have a similar roof style, although this would be finished with a gable rather than a hip. It would also have a larger glazed opening within the gable. KC Conservation and Design have been consulted on the proposal and have raised no objection to the proposed development, however, have recommended a condition to ensure the proposed materials of the extension match those on the original house. Officers consider the inclusion of such condition necessary in the interests of visual amenity.

In terms of scale, the proposed extension is modest in size relative to the original dwelling and is not considered to dominate the existing built form. The use of matching materials ensures the extension integrates well with both the host property and the surrounding dwellings. The ridge line is set lower than that of the main house, ensuring a subservient appearance, while the overall projection remains limited and does not create a visual imbalance. For these reasons, the extension is considered to be in keeping with the character of the host dwelling and would preserve the setting of the Conservation Area.

To the Woodhead Road elevation, an existing ground floor window would be reinstated with the existing stable door removed with new obscure glazed sash windows to match the design of existing windows on this elevation. To the north-west elevation the existing door would be removed with a new obscure glazed window and central door proposed. The south-west elevation would involve a more extensive use of glazing, but within the context of the site this elevation would front the main amenity space of the dwelling, as such although it would be visible from wider vantage points to the north-east, it would be appropriately screened by existing boundary treatments and as such would not introduce an overly prominent or incongruous addition within the street scene. It should also be noted that this feature would be replacing an existing fully glazed conservatory, therefore officers consider that the new extension, although a more modern addition, would be a more sympathetic addition to the building.

The proposal would provide one parking space to the north-east facing elevation. Principle 11 and 12 of the Housebuilder's Design Guide recommend hard landscaping and car parking to the front should be avoided. Although the proposal would include parking to the front, this would utilise an existing access point which benefits from existing boundary treatment to the sides. As such, officers do not consider the proposed parking space would have a detrimental impact on visual amenity.

In addition to the above, the submitted application form confirms the extension would be finished in natural stone with a blue slate pitched roof. The submitted planning statement sets out that all new/replacement windows are to be painted timber sash windows to match the existing aesthetic, and the reveals will be set back circa 100mm to ensure the existing character of the building is maintained. Officers recommend these details to be secured by condition to ensure the finishes have an appropriate impact on the original building in the interests of visual amenity.

Gutters are specified within the planning statement as black to match the profile of the existing building. The existing corbels will be maintained, and new corbels will be added where necessary to match the existing. These details can be secured by condition.

It is therefore considered that in terms of visual amenity, the proposed would comply with the aforementioned policies of the Kirklees Local Plan and advice within the National Planning Policy Framework.

3 – Impact on residential amenity:

Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework seeks to ensure development has an acceptable impact upon the amenity of neighbouring occupiers. Key Design Principles 3, 4, 5 and 6 of the Council's adopted House Extensions & Alterations SPD seek to ensure development does not have a detrimental impact upon privacy of neighbouring occupiers, cause unacceptable levels of overshadowing or be unacceptably oppressive / overbearing.

Policy 2 of the HVNP sets out that proposals should be designed to minimise harmful impacts on general amenity for present and future occupiers of land and buildings and prevent or reduce pollution as a result of noise, odour, light and other causes. Light pollution should be minimised and security lighting must be appropriate, unobtrusive and energy efficient.

The main habitable windows of the proposed dwelling would face:

- Towards Fairfields Road where they would be 5-6m from the nearest residential curtilage boundary and would face a high retaining wall;
- Towards Woodhead Road where the upper floor lounge and kitchen window would be 17-19m from the nearest facing windows in Small Croft opposite.

Towards Fairfields Road there would be no undue risk of mutual overlooking. The proposed window and doors to this elevation are obscure glazed to protect the residential amenity of the future occupants. It is also noted that the dining room is served by secondary windows, ensuring sufficient outlook and sunlight. Towards Small Croft, the distances would be less than those recommended as "typical minimum separation distances" in the Housebuilders' Design Guide. However, distances between windows need to be considered within the site context, and here it is noted that further along

Woodhead Road past no. 84 the houses on both sides of the road are built up to, or very close to, the highway boundary, so fall far short of the recommended distances. In this context it is considered that the distances between the new dwelling and established development would be acceptable and would not be perceived as intrusive. It is also noted that the ground floor windows to the south east elevation will be obscure glazed to mitigate overlooking impact and to protect residential amenity of future occupiers to these rooms. It is noted that bedroom 2 does not benefit from any secondary windows, with an obscure window only serving the bedroom. However, the LPA consider this arrangement acceptable as the 2021/91568 approval granted the ground floor layout as proposed.

With regard to potential overlooking impacts upon occupiers of No.84, the proposal would result in the side extension with significant glazing facing the side elevation of No.84. Since the two dwellings would be separated by a distance of circa 17m from the facing upper-floor window of No.84 the potential for mutual overlooking would be very limited and is not considered to cause detriment to the living conditions of either dwelling. A 1.5m boundary fence along the site boundaries of the garden will act as screen also, mitigating overlooking impact.

The gross floorspace would be in excess of the minimum required for a two storey, two-bedroom house under the Nationally Described Space Standards.

Amended plans submitted on 21st July 2025 show the outdoor amenity space would be located to the rear/south-west of the dwelling and accessed via the side extension. The scale and siting of the amenity space would be appropriate in relation the dwelling and would be in accordance with the aims of Principle 17 of the Housebuilders Design Guide.

It is noted that the application site is located on a fairly busy main road, where traffic noise has the potential to cause disturbance to future occupants. In response, the applicant has submitted an Acoustic Planning Report, dated November 2021, which includes the results of a noise measurement survey undertaken at the site, as well as a noise impact assessment with appropriate mitigation recommendations.

The report proposes several measures to safeguard future residents from unacceptable levels of road traffic noise. These include increasing the height of boundary walls, keeping windows to habitable rooms closed, and providing suitable background ventilation to maintain internal air quality. The report concludes that, with the incorporation of appropriate glazing and ventilation measures, the internal noise levels in sensitive rooms can meet the relevant standards set by the Council. It is noted that the measures including glazing would be covered by separate building regulations.

Having reviewed the findings of the submitted noise report, officers consider that the proposed development would not have an unacceptable impact on the amenity of future occupiers in relation to noise. While the site fronts a busy road, it is located within a predominantly residential area and is closely

neighbouring by existing dwellings that have the same relationship facing Woodhead Road and Fairfields Road. For these reasons, it is considered the proposal would not lead to detrimental harm to the living conditions of future occupiers with regard to noise.

It is therefore considered that in terms of residential amenity, the proposed would comply with Policy LP24 of the Kirklees Local Plan, Principles 3, 4, 5 and 6 of the adopted House Extensions and Alterations SPD, and advice within Chapter 12 of the National Planning Policy Framework.

4 – Impact on highway safety:

Policies LP21 and LP22 of the Kirklees Local Plan and Chapter 9 of the NPPF 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 and Principles 12 and 19 of the Housebuilders design guide which seek to ensure acceptable levels of off street parking, adequate waste storage facilities are provided, are also considered to be of relevance. Policy 6 of the Holme Valley Neighbourhood Development Plan details that adequate parking should be provided, having reference to the Council's adopted Highways Design Guide.

The development would result in the loss of the existing garage and associated land which could in principle be used for garaging vehicles belonging to the host dwelling, although both the lower floor garage and upper floor stables are of substandard dimensions and it would be difficult to fit in a standard-sized car. It is therefore considered that the loss of existing garaging opportunities is not significant in terms of this application.

The proposed dwelling would only have one parking space. Under the Highways Design Guide, two spaces are normally required for a two-bedroom dwelling.

In this case, it is noted that the carriageway is relatively wide, providing sufficient space for vehicles to park safely along both sides of the road without impeding the free flow of traffic. It is possible for two vehicles to be parked directly outside the frontage of No. 84. Furthermore, the distance from the eastern wall of No. 84 to the bus stop, located just before the junction with Fairfields Road, measures approximately 25 metres. This is considered adequate to accommodate one additional parked vehicle while still allowing buses to stop safely.

Given these circumstances, it is considered that the provision of a single parking space accessed via Fairfields Road represents an acceptable solution. While this would involve vehicles reversing on or off the highway, the low levels of traffic and vehicle speeds on Fairfields Road mean that such manoeuvres are not considered problematic.

Discussions with Kirklees Council Highways Development Management have taken place regarding the proposed parking arrangements. They noted that

the proposal would make use of an existing access and an area that appears to have previously been used for parking. As such, they have raised no objection in principle to the proposed location of the parking space.

Although the proposal results in a shortfall from the two parking spaces typically required for a two-bedroom dwelling, the site is situated in a sustainable location that could support reduced car ownership or car-free living. Officers therefore consider that the proposal would not result in a significant risk to highway safety and is acceptable in these terms.

In conclusion, it is considered that the development would not materially add to highway safety problems or affect the convenient use of the highway by others, in accordance with the aims of Policies LP21 and LP22 of the Kirklees Local Plan and advice within the NPPF.

5 – Other matters:

Ecology

Policy 13 (Protecting Wildlife and Securing Biodiversity Net Gain) of the Home Valley Neighbourhood Plan sets out that development proposals should demonstrate how biodiversity will be protected and enhanced including the local wildlife, ecological networks, designated Local Wildlife Sites and habitats.

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. Whilst it is acknowledged that the site is located within an identified bat alert area, the proposals are relatively modest, and therefore considered unlikely that the proposals would have an impact on the bat population. An informative has been provided however, making the applicant aware that if bats are discovered on site during the works, any development shall cease and the applicant is advised to contact Natural England for advice on how to move forward.

In terms of Biodiversity Net Gain as set out by the statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). The development is considered to benefit from the self build exemption as set out by The Biodiversity Gain Requirements (Exemptions) Regulations 2024 and there is no required for BNG to be provided in respect of the aforementioned legislation. The submitted application form sets out this is the exemption considered to apply in this case.

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.

Considering the modest nature 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. A Climate Change statement has been submitted with this application.

Trees

There are no trees within the site, and there are no trees close to the site that are likely to be affected by the development.

Drainage:

Drainage methods have not been specified on the application form. Owing to the very limited space, a soakaway would probably not work for drainage from the dwelling, and given the small amount of new built it would be disproportionate to require the developer to install run-off restriction technology. The site is not within an area known to be at risk of flooding. It is therefore considered it would support the aims of NPPF Chapter 14.

Land contamination:

The site is not recorded as potentially contaminated or close to any former landfill sites.

Air quality:

To promote sustainable means of transport in accordance with government guidance on air quality mitigation and reducing greenhouse gas emissions, in accordance with the aims outlined within Planning Practice Guidance, Policy LP20 and LP21(g) of the Local Plan and Chapter 15 of the National Planning Policy Framework, it should be conditioned that one new electric vehicle charging point be installed before the dwelling is occupied.

Land Stability

Under Policy LP53, where potential land instability is identified, appropriate measures must be incorporated to ensure that no harm is caused to people or the environment. Given the proximity of the development to the highway retaining wall, consultation was undertaken with Kirklees Council Highway Structures. Initially, officers recommended the inclusion of a pre-commencement condition requiring the submission and written approval of detailed design and construction information, in the interest of ensuring land

stability. In response, the agent submitted existing and proposed cross-sectional details.

Following a review of this information, officers concluded that the proposal would not involve the creation of a new highway retaining wall. Furthermore, the proposed modification to the existing private burr wall supporting Fairfield's Road would not affect its retaining function. As such, it was determined that no structural conditions would be necessary in this case.

6 – Representations:

None 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: 2025/90820

Officer Recommendation: Approve

Conditions

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 (as amended).
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 to accord with Policies LP01, LP02, LP07, LP21, LP22, LP24, LP30, LP31, LP35 & LP52 of the Kirklees Local Plan, Principles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 & 15 of the Council's adopted House Extensions & Alterations Supplementary Planning Document, Policies 1, 2, 12 & 13 of the Holme Valley Neighbourhood Development Plan and Policies within Chapters 2, 5, 9, 11, 12, 14, 15 & 16 of the National Planning Policy Framework.
3. The walling and roofing materials used in any exterior work shall in all respects match those used on the exterior of the existing building.
Reason: In the interests of visual amenity and to ensure that the conserves and enhances the character of the building and of the Hinchliffe Mill Conservation Area, and to accord with the aims of Policy LP24(a) and LP35 of the Kirklees Local Plan.
4. Notwithstanding the details on the application form, all new or replacement window frames shall be either aluminium, or timber with a painted finish applied before the dwelling is first occupied. All windows and doors shall be set back in a reveal of 75-100mm.
Reason: To ensure that the development conserves and enhances the character of the building and of the Hinchliffe Mill Conservation Area, and to accord with the aims of Policies LP24(a) and LP35 of the Kirklees Local Plan and Chapters 12 and 16 of the National Planning Policy Framework.
5. All new or replacement rainwater goods shall be black in colour, and the gutters shall be of traditional profile, supported by corbels and not fixed to a fascia board.

Reason: To ensure that the development conserves and enhances the character of the building and of the Hinchliffe Mill Conservation Area, and to accord with the aims of Policies LP24(a) and LP35 of the Kirklees Local Plan and Chapters 12 and 16 of the National Planning Policy Framework.

6. Before the new dwelling is first occupied, one artificial bat roost feature, made of Woodcrete or a similar durable weatherproof material, shall be installed on the eastern elevation of 84 Woodhead Road, a minimum of 4m above ground level and not directly above a door or window, and shall thereafter be retained.

Reason: To deliver net biodiversity gain in accordance with the aims of Policy LP30 of the Local Plan and Chapter 15 of the National Planning Policy Framework.

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.

Plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Location Plan	25/1145/01b	-	14/10/2025
Existing Block Plan	25/1145/02c	-	14/10/2025
General Arrangements as Existing	25/1145/03a	-	02/04/2025
Proposed Block Plan	25/1145/05c	-	14/10/2025
General Arrangements as Proposed	25/1145/04c	-	16/09/2025
Highway Sections	25-337	P02	16/09/2025
HERITAGE IMPACT ASSESSMENT/ PLANNING SUPPORTING STATEMENT/ D+A STATEMENT dated March 2025	-	-	02/04/2025
Acoustic Planning Report dated 19 th November 2021 by MZA Acoustics	-	-	02/04/2025
Application form	-	-	02/04/2025
Climate Change	-	-	02/04/2025

Plan Type	Reference	Version	Date Received
Statement			

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 2024 and otherwise actively engaged with the applicant in dealing with the application. Amended plans were submitted in response to comments from Kirklees Council Highway Structures and to address officer concerns regarding the location of the amenity space for the proposed new dwelling/ blue and red line boundaries. These revisions included an updated proposed block plan and highway sections, both of which were considered acceptable. The amended plans were not re-publicised, as they did not result in any fundamental changes to the development as originally proposed.

Report Dated:

15/10/2025

No coal