

**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:	2025/62/93118/W
Site Address:	2, Acorn Drive, Meltham, Holmfirth, HD9 5AJ
Description:	Extension to existing driveway and installation of electric vehicle charging point
Recommending Officer:	Joshua Merriman

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: 22-Jan-2026

Officer Report – 2025/93118

Site Description

The application site refers to 2, Acorn Drive, Meltham, Holmfirth, HD9 5AJ, a two-storey detached property faced in stone, with a pitched, gable tiled roof, and uPVC windows and doors. The application site lies within a relatively uniform street scene, surrounded by properties of a similar size, scale, character, appearance, and age. Furthermore, the dwelling benefits from an area of amenity space to the front, and a hard-standing parking area, garden space, and a storage garage to the rear.

Description of Proposal

The Scheme

The applicant is seeking permission for the extension of the existing driveway and installation of an electric vehicle charging point.

Supporting Information

In addition to the submitted plans the following documents have been submitted to support the application:

- Climate Change Statement
- Planning Statement

During the course of the assessment of the application, the following additional/amended plans/information was submitted for consideration:

15/12/2025 – Proposed Plans and Elevations – 25/1262/04a

History of Negotiations / Amendments Received

The case officer requested that the proposed driveway extension was increased in scale to ensure the second parking space on the hard-standing area was large enough to meet highways standards. Following the communication of this, the agent submitted amended plans showing a parking space that met highways space standards and was considered acceptable with regard to intervisibility in the context of the development and gains from the proposal.

Relevant Planning History

The most relevant planning history relates to the following planning applications

2000/91923 – Outline application for the erection of 25 dwellings and new access to highfield house – Refused.

2010/93009 – Erection of 34 dwellings with garages – Refused (appeal upheld)

2012/90303 – Erection of 4 dwellings (modified proposal) – Conditional Full Permission.

2012/91989 – Discharge of conditions 3, 4, 6, 7, 10 following grant of planning permission 2012/90303 for erection of 4 dwellings (modified proposal) – Discharge of Conditions Approved.

2012/92363 – Non material amendment following grant of planning permission 2010/93009 for erection of 34 dwellings with garages – Approved.

2012/92550 – Erection of dwelling (modified house type) – Conditional Full Permission.

Representations

Publication of the application has been undertaken in accordance with the Council's Development Management Charter.

The application has been publicised on the Council's website and by site notice. The expiry date of the publicity period was the 27/12/2025.

Letters of Support

- Meltham Town Council have expressed their support for the application subject to the fence line moving back and ensuring the car is not parked on the public pavement.

Officer Comment: Noted, the space has been increased in size to prevent the vehicle utilising the space overhanging the pavement.

Consultation Responses

The following consultations have been undertaken for this application with the summarised responses listed below.

KC Highways Development Management – After an initial consultation, amended plans were submitted which, following review by KC Highways has seen the following response provided by them:

'After reviewing the revised plan, whilst the driver/pedestrian visibility splay to the right isn't drawn correctly and would provide a slight shortfall, I acknowledge the highway benefits of providing additional off-street parking, which will provide parking for the Applicants second vehicle, which is currently parked on street. It is considered that in practice pedestrians walking on the shared surface approaching the proposed driveway are likely to be walking in the order of a 0.5m to 1m from the edge of the carriageway and so adequate driver/pedestrian

intervisibility would be provided. Following further consideration HDM have no objection to the proposal.'

Allocation and Policy

The site is allocated unallocated within the Kirklees Local Plan.

The following legislation, policy and guidance is considered relevant to the determination of this application:-

Kirklees Local Plan

- LP1 Achieving Sustainable Development
- LP2 Place Shaping
- LP21 Highway and Access
- LP22 Parking
- LP24 Design
- LP30 Biodiversity and Geodiversity

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published 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.

- Chapter2 Achieving sustainable development
- Chapter12 Achieving well-designed places
- Chapter14 Meeting the challenge of climate change, flooding and coastal change
- Chapter15 Conserving and enhancing the natural environment

A consultation draft of the National Planning Policy Framework (the Framework) was published on 16 December 2025. As a consultation, the document is at an early stage and subject to change. Accordingly, for the purposes of this application, no weight is given to the current consultation document.

Supplementary Planning Documents / guidance

Kirklees Highway Design Guide (adopted November 2019)

The Biodiversity Net Gain Technical Advice Note

Legislation

The Town & Country Planning Act 1990 (as amended).
The Planning and Compulsory Purchase Act 2004.
The Conservation of Habitats and Species Regulations 2017

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

Assessment

The following matters are considered in the assessment below –

1. Principle of development
2. Impact upon the character and appearance of the area
3. Impact upon residential amenity
4. Impact upon highway safety
5. Climate Change
6. Other matters
7. Representations
8. Conclusion

1 – Principle of Development

Policy LP1 of the KLP 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 NPPF.

Paragraph 11 concludes that the presumption in favour of sustainable development does not apply where specific policies in the NPPF indicate development should be restricted. This too will be explored.

Policy LP2 of the KLP sets out that all development proposals should seek to build on the strengths, opportunities and help address challenges identified in the Local Plan.

The dimensions of sustainable development will be considered throughout the proposal.

In terms of extending and making alterations to a property, Policy LP24 of the KLP is relevant, in conjunction with the House Extensions and Alterations SPD and Chapter 12 of the NPPF, regarding design. In this case, the principle of development is considered acceptable, and the proposal shall now be assessed against all other material planning considerations, including visual and residential amenity, as well as highway safety.

These issues along with other policy considerations will be addressed below.

Considering the above policy, the principle of the development is considered to be acceptable on the basis the development is acceptable in regard to the following considerations:

2 – Impact on character and appearance of the area

Visual Amenity

Section 12 of the NPPF discusses good design. Good design is a key aspect of sustainable development, it creates better places in which to live and work and helps to make development acceptable to communities. Local Plan Policies LP1, LP2 and most importantly LP24, are all also relevant. All the policies seek to achieve good quality design that retains a sense of local identity, which is in keeping with the scale of development in the local area and is visually attractive.

Local Plan Policy LP24(a) states that all proposals should promote good design by ensuring the following: *‘the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape’*.

As the hard-standing of the new driveway area will be surfaced in tarmac to match the existing parking area, is not of a significant scale to significantly impact the street scene and appears sympathetic to the numerous parking areas in the housing development, it is considered that this element of the development is acceptable visually. The removal of part of the boundary treatment to accommodate the space is not considered to have a significant impact.

The proposed EV charging point is also not considered of a great enough scale to significantly impact the visual amenities / character of the street scene and will be located in a relatively hidden location.

Therefore, the proposed development is considered to comply with Policies LP1, LP2, and LP24 of the Kirklees Local Plan, and Policies within Chapters 12 and 16 of the National Planning Policy Framework.

3. Impact on Residential Amenity

Sections 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 135 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.

Given the limited scale of the development, and fact there would be minimal structures as part of the proposal, it is considered that the development will not have any significant impact upon overshadowing, overbearing, light, outlook, or privacy of neighbouring occupiers. Furthermore, the use of an additional area as a parking space will not increase the footfall of the site to a degree that impacts neighbouring occupiers privacy.

It is therefore considered that in terms of residential amenity, the proposed would comply with Policy LP24 of the Kirklees Local Plan, and Policies within Paragraph 135 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 seeks to ensure acceptable levels of off-street parking are retained are also considered to be of relevance.

It should be noted that although nothing specific is detailed on the submitted plans, the site will retain adequate space for waste storage.

The proposal details an increase in the number of off-street parking spaces at the property, taking a vehicle from the property off the road and onto the application site. Following a consultation with KC Highways, the proposal was considered acceptable. Although the intervisibility from the proposed parking space was not entirely provided, it was thought that the benefits of the scheme outweighed the small negatives of this part of the proposal, and the development was considered acceptable. This is detailed within the consultation response set out earlier in this report.

The development is set back adequately from the highway and as a result will have no significant impact upon highway safety. A condition of approval would be that the development is undertaken in accordance with the submitted plans. In addition the condition recommended by the highways team, which requires that the development is surfaced such that loose materials and surface water does not discharge or transfer onto the highway would be included upon any grant of permission.

It is therefore considered that, subject to condition, in terms of access and highway safety / parking the proposed would comply with Policies LP21 and LP22 of the Kirklees Local Plan, Principle 15 of the Council's Street Design Guide and Chapter 9 of the National Planning Policy Framework.

5. 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 scale and nature of the proposed development, especially that it is for private use, it is considered that the proposed development would not have an impact on climate change that needs mitigation to address the climate change emergency. Particularly as the proposal would promote use of electric vehicles. The proposed development would therefore comply with Chapter 14 of the National Planning Policy Framework.

6. Other Matters

Impact upon Ecology

Chapter 15 of the National Planning Policy Framework is 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 twite buffer area, the proposals are relatively modest, and in this case being for a single storey extension would not impact upon the existing roof space which has the potential for providing a roost for twites. Therefore it is considered unlikely that the proposals would have a significant impact on the twite population.

7. Representations

No representations have been received.

8. 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, the proposed development would constitute sustainable development and is therefore recommended for approval.

**Recommendation
PERMISSION**

CONDITIONAL FULL

Decision Authorisation: Delegated Powers

Application Number: 2025/93118

Officer Recommendation: Conditional Full Permission

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, LP21, LP22 & LP24 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 and Policies within Chapters 2, 9, 12 and 14 of the National Planning Policy Framework
3. The proposed parking area shall not be brought in to use until all areas shown on the approved plan to be used by vehicles and pedestrians has been laid out, surfaced and drained such that loose materials and surface water does not discharge or transfer onto the highway, which shall thereafter be retained.
Reason: To ensure the free and safe use of the highway, in the interest of highway safety to accord with policies LP21 and LP22 of the Kirklees Local Plan and the Council's adopted Highways Design Guide.

Plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Location Plan	01	-	14/11/2025
Existing Block Plan	02	-	14/11/2025
Existing Plan and Street Scene Elevation	03	-	14/11/2025
Proposed Plans and Elevations	25/1262/04a	-	15/12/2025
Application Forms	-	-	14/11/2025
Climate Change Statement	-	-	14/11/2025
Planning Statement	-	-	14/11/2025

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. Amendments were sought and submitted to address highway concerns.