

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:	2026/62/91313/W
Site Address:	147, Mill Moor Road, Meltham, Holmfirth, HD9 5LW
Description:	Erection of two storey extension and associated alterations
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.

Emma Thompson

AUTHORISED OFFICER

Date: 13-Jul-2026

2026/91313

147, Mill Moor Road, Meltham, Holmfirth, HD9 5LW

The Site

147 Mill Moor Road is a two-storey semi-detached dwelling located in Meltham, Holmfirth. The property is constructed in natural stone under a pitched blue slate roof and occupies a generous plot, with lawned garden areas to the north and east and a driveway to the west. A detached flat-roofed garage is positioned to the north of the dwelling, adjacent to Mill Moor Road.

The principal elevation faces west, away from Mill Moor Road, which lies to the north. The dwelling is set back from the established building line along Mill Moor Road and is accessed via an approximately 20 metre long driveway connecting the site to the highway.

The site is located within an established residential area characterised by a mix of detached, semi-detached and terraced dwellings. The site is undesignated on the Kirklees Local Plan Policies Map, however, land to the south is designated as Green Belt.

The Proposal

The applicant is seeking planning permission for erection of two storey extension and associated alterations.

The proposed two-storey extension would project approximately 5 metres from the side / north facing elevation and measure 6.7 metres in depth. It would be set down from the host dwelling and incorporate a pitched roof with an eave height of approximately 6 metres and a ridge height of 8.5 metres.

The extension would be constructed in natural coursed stone with a blue slate roof. The proposed windows and doors would be of uPVC construction.

The existing porch on the west-facing elevation would be rebuilt in stone with a pitched roof finished in blue slate. New steps and a landing are proposed to provide access to the entrance door, with a rooflight positioned above. The proposal would not alter the footprint of the existing porch, it would involve replacing the existing glazed elements with solid walling.

The two storey side extension would include glazing to the side and rear elevations at both ground and first-floor levels, together with two rooflights within the front and rear roof slopes.

Internally, the extension would provide an enlarged kitchen and dining area at ground-floor level, with two bedrooms at first-floor level. As a result, the dwelling would increase from three to four bedrooms.

History of Negotiations

The applicant's agent confirmed the proposed parking arrangements via email dated 3 July.

Planning History

There is no planning history for the site which is considered relevant to the current proposal.

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.

Final publicity date expired: 2 July 2026.

No representations were received as a result of the publicity.

4 letters (which includes hand-written letters, e-mails and on-line representations) of representation have been received. These are summarised as follows:-

Letters of Comment (4)

- The grass verge adjacent to the highway is used for access for vehicles, tractors and horse box's, as the road isn't wide enough to accommodate large vehicles if this area is built on or extended in to. The grass verge is needed for a large turning circle.
- If the walls, garage and hedges are removed to make room for the extension, does this mean there will be more vehicles parked on the highway
- Is there a driveway proposed
- This part of Mill Moor Road is already extremely narrow and further parked vehicles opposite risks access to mine and the neighbouring farming property in addition to narrowing the road which increases poor visibility and increase risk of accidents/reduction in safety.
- Increased parking on the road would restrict access and exit for my business

Parish/ Town Council Comments

N/A.

Consultations

No statutory consultations were requested for this application.

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).

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)

- LP1 Achieving Sustainable Development
- LP2 Place Shaping
- LP21 Highway Safety
- LP22 Parking Provision
- LP24 Design
- LP30 Biodiversity

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.

A consultation draft of the National Planning Policy Framework (the Framework) was published on 16th 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.

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:

-

- Chapter 2 – Achieving sustainable development
- Chapter 9 – Promoting sustainable transport
- Chapter 12 – Achieving well-designed places
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change

Supplementary Planning Guidance

House Extensions and Alterations SPD (June 2021)

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.

Assessment

The following matters are considered in the assessment below –

1. Principle of development
1. Impact upon visual amenity

2. Impact upon residential amenity
3. Impact upon highway safety
4. Other matters
5. Representations
6. Conclusion

1 – Principle of development:

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

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

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”.

In this case, the principle of development in this application is acceptable and shall be assessed against the applicable material planning considerations within the following report.

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.

Key Design Principles 1 and 2 of the Council’s adopted House Extensions & Alterations Supplementary Planning Document (SPD) seek to ensure development is subservient to the host property and in keeping with the character of the locality. Principle 7 of the House Extensions SPD requires development to ensure an appropriately sized and useable area of private outdoor space is retained.

Sections 5.19 and 5.20 of the SPD relate to two storey side extensions:

“5.19 Two-storey side extensions can have a significant effect on the character of the original house and the street. Adequate space between

buildings should be retained to provide a sense of space which is important to the character of an area.

5.20 Two-storey side extensions should:

- not take up all or most of the space to the side of a house;*
- maintain a 1 metre gap to the side boundary to ensure the building is not too close to a neighbouring property; and*
- be set back at least 500mm from the front wall of the house.”*

In this case, the proposed extension would not occupy the full width of the side garden. Whilst it is a side extension, the principal elevation of the host dwelling faces east, meaning the side elevation fronts onto Mill Moor Road and has the potential to project beyond the established building line. However, the submitted proposed block plan demonstrates that the extension would remain behind the prevailing building line along Mill Moor Road. As a result, the development would not appear unduly prominent within the street scene or interrupt the established pattern of development.

Furthermore, given the orientation of the dwelling and the retention of separation to neighbouring properties, the proposal would not create a terracing effect or result in the loss of meaningful spacing between dwellings, which is an important characteristic of the surrounding area. Accordingly, the scale and siting of the extension are not considered to result in significant harm to the character or appearance of the street scene.

In terms of design, the extension would be constructed in natural coursed stone with a blue slate roof to match the existing dwelling. These materials are considered appropriate and would ensure the extension integrates well with the host property.

The extension would measure approximately 5 metres in width, compared with the host dwelling's width of approximately 6.5 metres, and therefore represents a substantial addition. However, the submitted elevations show that the ridge of the extension would be clearly set down from the ridge of the existing dwelling, creating a staggered roofline that allows the original building to remain the dominant element. Consequently, when viewed from public vantage points, particularly from the north along Mill Moor Road, the extension would be readily distinguishable from the original dwelling and would not appear excessively bulky or overbearing. The extension would not extend the full depth of the dwelling and would remain set back from the front elevation behind the existing entrance porch. This creates a staggered built form that reinforces the subservient relationship of the extension, ensuring the host dwelling remains the dominant element within the site. The extension would not unbalance the semi-detached pair due to the larger scale of No.145 Mill Moor Road to the south.

It is also noted that the host dwelling occupies a generous plot, with sufficient space around the building to comfortably accommodate an extension of this scale. The proposal would therefore remain proportionate to both the dwelling and its curtilage. In addition, the orientation of the property, with its principal elevation facing away from the highway, reduces the visual prominence of the extension within the wider street scene. Taken together, these factors ensure that the proposal would preserve the character and appearance of the host and surrounding area.

The external walls of the front porch to the west elevation would be rebuilt in natural stone to match the existing dwelling, with the new lean-to roof finished in blue slate. The proposal would also replace the existing flat-roofed uPVC porch with a more traditional and visually cohesive design that better reflects the character and appearance of the dwelling.

It is therefore considered that in terms of visual amenity, the proposed would comply with Policy LP24 of the Kirklees Local Plan, the adopted House Extensions and Alterations SPD, 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.

The House Extensions and Alterations SPD sets out a number of design principles which will need to be considered when assessing a proposal's impact on residential amenity, which state:

- Principle 3 – that: *“extensions and alterations should be designed to achieve reasonable levels of privacy for both inhabitants, future occupants, and neighbours”.*
- Principle 4 – 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.”*
- Principle 5 – that: *“extensions and alterations should not adversely affect the amount of natural light presently enjoyed by a neighbouring property”.*
- Principle 6 – that: *“extensions and alterations should not unduly reduce the outlook from a neighbouring property.”*

Overlooking / privacy

The proposal would introduce additional glazing to the front and rear elevations at both ground and first-floor level. The front-facing windows on the west elevation would not give rise to any unacceptable overlooking or loss of privacy impacts upon occupants of 149 Mill Moor Road to the west, as they are located at ground-floor level and are screened by the existing boundary treatments.

To the rear (east), the proposed first-floor windows would be located approximately 12 metres from the side elevation of 143A Mill Moor Road. This side elevation does not contain any habitable room windows, and as such the proposal would not result in any unacceptable overlooking or loss of privacy. In addition, mature boundary vegetation, including established trees and hedgerows, provides effective screening between the two properties, further reducing opportunities for overlooking. Having regard to these factors, the proposed development is not considered to have an adverse impact on the residential amenity of neighbouring occupiers in terms of overlooking or loss of privacy.

The proposed side-facing windows would maintain a separation distance of approximately 26 metres from No. 100 Mill Moor Road to the north. This exceeds the minimum separation distance of 21 metres recommended within the Council's Extensions SPD for facing habitable room windows.

Overbearing / loss of light / overshadowing

The proposed extension would be positioned a sufficient distance from neighbouring properties to avoid any unacceptable overbearing impact or significant loss of light. Whilst No. 149 Mill Moor Road is situated to the west of the application site, meaning some overshadowing may occur during the morning, any additional shadowing would largely fall across the access track separating the two properties and the driveway serving No. 149, rather than its principal private amenity space or habitable room windows. Consequently, the proposal is not considered to result in a harmful loss of light or have an unacceptable impact on the living conditions of neighbouring occupiers. Any overshadowing in the evening would occur to the garden space of No.147 and is not considered to have a harmful impact on the neighbour to the rear.

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 policies within 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 Key Design Principle 15 of the adopted House Extensions & Alterations SPD which seek to ensure acceptable levels of off street parking are retained are also considered to be of relevance.

The submitted plans indicate that the proposal would increase the number of bedrooms at the property from three to four. The Council's Extensions Supplementary Planning Document recommends that dwellings with four or more bedrooms should provide three off-street parking spaces.

A site visit and the submitted block plan confirm that the property benefits from a detached garage and a long driveway located to the north of the dwelling. Third-party representations have raised concerns that the proposed intensification of the property could result in additional parking on the highway or adjacent verge, potentially affecting vehicle manoeuvrability and access to neighbouring properties.

However, the driveway measures approximately 12.5 metres in length and is capable of accommodating two vehicles in tandem. In addition, there is a hardstanding area measuring approximately 6.3m by 4.3m to the front of the extension which could accommodate a third parking space, together with a further space within the detached garage. These spaces would be served by the existing vehicular access, and the applicant's agent has confirmed by email that the site is capable of accommodating three off-street parking spaces.

Whilst this arrangement is not ideal, as it would not provide on-site turning and manoeuvring space, the dwelling is located on a residential street subject to speed restrictions. On balance, the proposal is not considered to result in a level of intensification that would give rise to an unacceptable impact on parking provision, highway safety, vehicle manoeuvrability, or the operation of the surrounding highway network. Accordingly, officers consider it would be unreasonable to substantiate a refusal on highway safety and parking grounds in this case.

It is also noted that there is sufficient space within the site boundary to accommodate bin storage and therefore would comply with Key Design Principle 16 of the SPD.

It is therefore considered that 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 – Other matters:

Ecology

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.

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.

6 – Representations:

4 letters of comment were received during the course of this application. These are summarised below:

- The grass verge adjacent to the highway is used for access for vehicles, tractors and horse box's, as the road isn't wide enough to accommodate large vehicles if this area is built on or extended in to. The grass verge is needed for a large turning circle.
Officer response: *This is noted. The proposals impact upon parking has been assessed under section 4 of this report.*
- If the walls, garage and hedges are removed to make room for the extension, does this mean there will be more vehicles parked on the highway
Officer response: *This is noted. The submitted plans do not indicate the garage or any boundary treatments would be removed. The proposals impact upon parking has been assessed under section 4 of this report.*
- Is there a driveway proposed

Officer response: *This is noted. The proposals impact upon parking has been assessed under section 4 of this report.*

- This part of Mill Moor Road is already extremely narrow and further parked vehicles opposite risks access to mine and the neighbouring farming property in addition to narrowing the road which increases poor visibility and increase risk of accidents/reduction in safety.
- **Officer response:** *This is noted. The proposals impact upon parking has been assessed under section 4 of this report.*
- Increased parking on the road would restrict access and exit for my business
- **Officer response:** *This is noted. The proposals impact upon parking has been assessed under section 4 of this report.*

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:

Officer Recommendation:

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).

1. 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

2. The external walls and roofing materials of the two storey side 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 in accordance with Policies LP01, LP02 & LP24 of the Kirklees Local Plan, Principles 1 and 2 the Council's adopted House Extensions and Alterations Supplementary Planning Document and policies within Chapter 12 of the National Planning Policy Framework.

NOTE: Bats and the places they use for shelter or protection (i.e. roosts) are protected under the Habitats Regulations 2017 (as amended). They receive further legal protection under the Wildlife and Countryside Act 1981 (as amended). Section 43 of the Habitats Regulations makes it an offence to: deliberately capture, injure, or kill a bat; deliberately disturb bats; or damage or destroy a bat roost. Where a licence is required to derogate from the Habitats Regulations, a grant of planning permission does not constitute consent to proceed with the works insofar as they affect the species in question. The licence must be applied for separately from Natural England, be granted and all licence conditions be complied with for the works to proceed lawfully.

Plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Location Plan	LP 01	-	18/05/2026
Block Plan	BP 01	-	18/05/2026
Block Plan	BP 02	-	18/05/2026
Planning Drawing	2025/042/03	-	18/05/2026
Climate Change Statement	-	-	18/05/2026
Application form	-	-	18/05/2026

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. The applicant's agent confirmed the proposed parking arrangements via email dated 3 July.

Report Dated: 07/07/2026

Low coal