

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:	2026/62/91762/W
Site Address:	Plot 13/14, former Royd Edge Dyeworks, Holmfirth Road, Meltham, Holmfirth, HD9 4BY
Description:	Change of use to convert 2 apartments into one dwelling with amendments to internal layout, parking and landscaping
Recommending Officer:	Danielle Cooper

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: 18th September 2026

OFFICER REPORT

Site Description

The application property is located at the new Royd Edge housing development off Holmfirth Road.

The building is an end terrace and is three stores high, constructed from stone. Two garage doors are located at ground floor level. No on site parking is situated in front of the building.

The building comprises two self-contained flats, each with independent living accommodation. The surrounding area is predominantly residential in character and consists of a mixture of houses and flats.

The apartments currently have 1 garage each and additional parking space to the east (1 space each).

Description of Proposal

The applicant is seeking permission to convert 2 apartments into one dwelling with amendments to internal layout, parking and landscaping.

The proposal seeks to retain one garage space and replace the other garage door with bi-folding doors. Part of the proposal is to also lay additional hardstanding to the front of the building to create 2 additional car parking spaces. The site would therefore result in having 5 car parking spaces. A landscape buffer is proposed to the front of the site.

Part of the proposal also seeks to increase the hardstanding in front of plot No. 15 to create a larger area for on site parking.

The applicant also seeks to remove the bin storage within the red line boundary as approved within the original permission for the wider estate. This would result in the bin storage area serving plots 13 to 18 having the number of bins reduced from 10 to 6 bins. The host building would use this area to store 2 bins still.

The building would become a 4-bedroom dwelling, with a floor area of approx. 182 sqm.

Relevant Planning History

2025/91772 Variation of condition 1 (plans) on previous permission
2024/93328 for variation of condition 1 (plans) on previous permission
2021/92788 – Granted.

2025/91311 Variation of condition 1 (plans and specifications) on previous permission 2021/92788 – Granted.

2025/91033 Discharge of details reserved by condition 6 (Road Management Plan) of previous permission 2024/93328. Approved.

2024/93328 Variation of Condition 1 (plans and specifications) of previous permission 2021/92788 for variation of condition 7 (plans) of previous Reserved Matters approval 2009/92557 for residential development for 30 dwellings with associated parking pursuant to outline permission 2007/92595. Granted.

2023/92761 Discharge of conditions 2 (materials) and 3 (landscape) of previous permission 2021/92788 for variation condition 7 (plans) on previous permission 2009/92557 for reserved matters application for residential development for 30 dwellings. Approved.

2021/92788 Variation condition 7 (plans) on previous permission 2009/92557 – Granted.

2020/90779 - Non-material amendment to previous permission 2009/92557 for Reserved Matters application for residential development for 30 dwellings with associated parking (Outline application 2007/60/92595/W3) – Granted.

2019/90344 - Certificate of lawfulness to confirm commencement of development approved under outline planning permission ref: 2007/92595 pursuant to reserved matters approval ref: 2009/92557 for the erection of 30no. dwellings within the 2-year time limit given in condition 4 – Granted.

2012/91063 – Discharge of condition 21 on previous permission 2007/92595 – Granted

2009/92557 – Reserved Matters application for residential development for 30 dwellings with associated parking – Granted

2007/92595 – Outline Application for Residential Development – Granted (Section 106 agreement dated 03/03/2016)

Negotiations

As a result of alterations being made outside of the red line boundary (extended driveway of No. 15), the agent was asked to increase the red line boundary to include these works. A revised location plan was therefore submitted. Given the minor nature of alterations to the scheme submitted as part of the application further publicity was not considered to be necessary.

The agent also confirmed that the layout of the rear garden area was approved under application ref: 2025/91772.

Swept path analysis plans were also submitted to show that vehicles parking at plot No. 15 can still manoeuvre in and out of the site.

Representations

The application was advertised by site notice, which expired on 07/08/2026.

As a result of the above publicity, 3 letters of representation have been submitted. The comments have been summarised below:

- The proposal would result in the loss of affordable housing at the site. The application should therefore be refused.
- Other larger dwellings within the wider residential estate have not been sold. Therefore there is not a need for larger dwellings at this site.

Consultation Responses

KC Highways (Informal) – No objections.

Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

The site is located within the green belt on the Kirklees Local Plan Proposals Map

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.

Kirklees Local Plan Policies

- **LP 1** – Achieving sustainable development
- **LP 2** – Place shaping
- **LP3** – Location of new development
- **LP7** – Efficient and effective use of land and buildings
- **LP 22** – Parking

- **LP 24** - Design
- **LP57** - The extension, alteration or replacement of existing buildings

Kirklees Council adopted supplementary planning guidance on house extensions on 29th June 2021 which now carries full weight in decision making. This guidance indicates how the Council will usually interpret its policies regarding such built development, although the general thrust of the advice is aligned with both the Kirklees Local Plan (KLP) and the National Planning Policy Framework (NPPF), requiring development to be considerate in terms of the character of the host property and the wider street scene. As such, it is anticipated that this SPD will assist with ensuring enhanced consistency in both approach and outcomes relating to house extensions.

National Policies and Guidance:

National planning policy and guidance includes the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG), 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

- **DM1** – Preparing development proposals
- **DM2** – Information requirements
- **DM3** – Determining development proposals
- **DM6** – Use of planning conditions and obligations
- **S3** – Presumption in favour of sustainable development
- **S4** – Principle of development within settlements
- **CC2** – Mitigation of climate change
- **CC3** – Adaptation to climate change
- **HO7** – Meeting the needs for homes
- **HO8** – Providing affordable homes
- **L2** – Making effective use of land
- **L3** – Achieving appropriate densities
- **GB6** – Control of development in the Green Belt
- **GB7** – Development which is not inappropriate in the Green Belt
- **GB8** – The Golden Rules
- **DP3** – Key principles for well-designed places
- **DP4** – The design process
- **TR3** – Locating development in sustainable locations
- **TR4** – Street design, access and parking
- **P2** – Ground conditions
- **P3** – Living conditions and pollution

Assessment

Principle of development:

The National Planning Policy Framework (NPPF), which is a material consideration in planning decisions, confirms that planning law requires applications for planning permission to be determined in accordance with the

development plan, unless material considerations indicate otherwise. This approach is confirmed within Policy LP1 of the Kirklees Local Plan, which states that when considering development proposals, the Council would take a positive approach that reflects the presumption in favour of sustainable development contained within the Framework. Policy LP1 also clarifies that proposals that accord with the policies in the Kirklees Local Plan would be approved without delay, unless material considerations indicate otherwise. The NPPF, as revised August 2026, establishes a presumption in favour of sustainable development, when considering the principle of development within National Decision Making Policy (NDMP) S3. This states:

1. Decisions on development proposals should apply a presumption in favour of sustainable development. This means:

- a. Policy S4 in this Framework should be applied when considering development proposals within settlements;*
- a. Outside settlements, policy S5 should be applied; and*
- b. In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.*

2. Where a development proposal falls partly within and partly outside a settlement, policies S4 and S5 should be applied to the relevant parts which are inside or outside of the settlement boundary (as appropriate), before coming to an overall view on the proposal.

The NPPF also defines 'settlement'. The definition reads:

Settlement: *Includes cities, towns, villages and other predominantly built-up areas, including land which is allocated or has permission for development which will form part of the built-up area once the development is complete. This includes areas defined as a settlement in the 113 development plan (whether using defined settlement boundaries or equivalent terms, or criteria for identifying settlement extents where boundaries have yet to be defined). Settlements do not include hamlets and scattered groups of houses located outside predominantly built-up areas, unless specifically defined as a settlement in the development plan. For the purpose of this Framework they also exclude villages which lie within and are defined as part of the Green Belt in the development plan.*

Considering the above, given that the site falls within an area washed over with Green Belt designation, the site is considered to be outside a settlement. Accordingly, per S3, policy S5 needs to be considered. However, S5(5) states:

5. This policy does not apply to development proposals in the Green Belt or on land designated as Local Green Space, which should instead be determined in accordance with policies HC8, GB6, GB7 and/or GB8 (as appropriate). However, where development would not be inappropriate in these locations (through the application of policies HC8 and GB7), proposals should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects,

when assessed against the national decision-making policies in this Framework, and applying paragraph 2 of this policy.

As such, the principle of development at this Green Belt site is to be established via an assessment against GB6, GB7, and GB8.

Development within the Green Belt

Policy GB6(1) establishes that development in the Green Belt is inappropriate, unless it falls within one of the categories of GB7. GB6(2) details that:

Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Such circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm resulting from the proposed development, is clearly outweighed by other considerations. In making this assessment, substantial weight should be given to the harm to the Green Belt which would be caused, including harm to its openness.

Accordingly, consideration must first be given to whether any GB7's prescribed forms of appropriate development apply to this enquiry, as set out in GB7(1)(a-h).

Of these, officers only consider GB7(1)(b) applicable to this proposal which states:

"The reuse, extension, alteration or replacement of an existing building, provided that the existing building is of permanent and substantial construction, is lawful in planning terms, and any extension or alteration will not result in a disproportionate increase in size compared to the original building. In the case of proposals for a replacement building, it should be for the same use and not materially larger than the one it replaces"

Policy LP57 of the Kirklees Local Plan is also relevant and relates to the extension, alteration or replacement of existing buildings, specifically stating the following: -

'Proposals for the extension, alteration or replacement of buildings in the Green Belt will normally be acceptable provided that:

- a. in the case of extensions the original building remains the dominant element both in terms of size and overall appearance. The cumulative impact of previous extensions and of other associated buildings will be taken into account. Proposals to extend buildings which have already been extended should have regard to the scale and character of the original part of the building;*
- b. in the case of replacement buildings, the new building must be in the same use as and not be materially larger than the building it is replacing;*
- c. the proposal does not result in a greater impact on openness in terms of the treatment of outdoor areas, including hard standings, curtilages and enclosures and means of access; and*

d. the design and materials should have regard to relevant design policies to ensure that the resultant development does not materially detract from its Green Belt setting'

The proposed external alterations are as follows:

Replace the ground floor garage door for bi-folding doors.
Installation and increased hardstanding to front of properties.
Installation of a soft landscaping buffer to front of property.

The proposed external alterations to the property are considered to be an appropriate design that would not cause any adverse harm to the appearance of the original building. The proposed hardstanding, whilst to the front of the buildings is considered acceptable, as it will match the arrangement of the surrounding buildings. In addition to inclusion of landscape buffer to the front of the building is supported, enhancing visual amenity within the street scape. As such the proposal is considered acceptable in regard to design, scale and size and therefore complies with part GB7 (b) of the NPPF and policy LP57 of the NPPF.

The proposal would result in a reduction in the number of residential units at a time when there is significant pressure to deliver new housing. However, having regard to the site's context and the prevailing character of the surrounding area, it is not considered reasonable or defensible to resist the loss of the existing units in favour of the proposed single dwelling.

It is noted that representations have raised concerns that the proposal would result in the loss of 'an affordable dwelling'. However, the units in question are not formally 'affordable units', per the definition set out within the National Planning Policy Framework; they are market units. The representations seem to consider the units 'affordable', by virtue of being smaller and, therefore, less costly units. While this is noted, this does not meet the formal definition of affordable, as relevant to LP11 and HO8, and therefore the proposal would not conflict with either of these policies.

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.

Impact on visual amenity

Policies DP3 and DP4 contained in Chapter 14 of the NPPF and Local Plan policies LP2, LP7 and LP24 are relevant to the proposed development in relation to design, as is the council's Housebuilders Design Guide SPD and the National Design Guide.

Local Plan policy LP24 sets out that "Good design should be at the core of all proposals in the district ..." and 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, heritage assets and landscape".

The proposal seeks the following alterations:

- Replace the existing garage door with bi-folding doors at ground floor level.
- Installation of hardstanding to the front of the building to create 2 additional car parking spaces.
- A landscape buffer is proposed to the front of the site.
- Part of the proposal also seeks to increase the hardstanding in front of plot No. 15 to create a larger area for on site parking.

The proposed external alterations to the property are considered to be an appropriate design that would not cause any adverse harm to the appearance of the original building. The proposed bi-folding doors are not considered to be ideal, however they would not significantly change the appearance of the front elevation of the property to warrant a refusal.

The proposed hardstanding, whilst to the front of the buildings is considered acceptable, as it will match the arrangement of the surrounding buildings. In addition to inclusion of landscape buffer to the front of the building is supported, enhancing visual amenity within the street scape. As such the proposal is considered acceptable in regard to design, scale and size and therefore complies

The application seeks permission for the following alterations:

- Replacement of the existing garage door with bi-fold doors at ground floor level
- Creation of two additional parking spaces through the installation of hardstanding to the front of the property.
- Provision of a landscaped buffer along the front boundary of the site.
- Extension of the existing hardstanding area serving Plot 15

The proposed external alterations are considered to represent an acceptable form of development that would not result in harm to the character or appearance of the host building. While bi-fold doors are not considered to be the ideal design solution in this context given that the adjoining terraces all feature one entrance door and garages at ground floor level, they would not materially alter the appearance of the front elevation to an extent that would justify refusal of the application.

The proposed hardstanding to the front of the property is also considered acceptable, as it reflects the parking arrangements and character of the surrounding development. Furthermore, the introduction of a landscaped buffer along the frontage is supported, as it would soften the visual impact of the additional hardstanding and enhance the visual amenity of the streetscene. Overall, the proposal is considered acceptable in terms of its design, scale and appearance, and is therefore considered to comply with the relevant policies of the development plan.

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.”*

Policy P3 of the NPPF requires development to provide acceptable living conditions for existing and future occupiers and, amongst other matters, not give rise to unacceptable impacts on daylight and sunlight for neighbouring residents. Regard should also be had to potential impacts arising from noise, artificial light and other forms of pollution where relevant.

The proposed bi-fold doors at ground floor level would provide outward views across the street and, as such, would not give rise to any concerns relating to overlooking or loss of privacy. It is noted that the room is intended to function as a workshop incidental to the residential use of the property and would be partially screened from the street by the proposed landscaped buffer, which is considered acceptable. Given the limited scale of the workshop and its domestic nature, the proposal is not expected to generate noise levels that would adversely affect the amenities of neighbouring occupiers.

The proposed hardstanding to the front of the properties will not result in any adverse harm to neighbouring occupants and therefore is accepted.

The proposed 4 bedroom dwelling is of a sufficient size and scale, meeting the national described space standards.

Having considered the above factors, the proposals are not considered to result in any adverse impact upon the residential amenity of any surrounding neighbouring occupants, complying with Policy LP24 of the Kirklees Local Plan in terms of the amenities of neighbouring properties, and policy P3 of the NPPF.

Impact on highway safety

Policy LP21 of the Kirklees Local Plan requires development to provide safe, convenient, and efficient access for all users, including pedestrians, cyclists, public transport users and vehicles. Proposals must not result in an unacceptable impact on the highway network.

Policy LP22 sets out parking requirements stating that developments should provide appropriate provision for vehicles in accordance with the Council's adopted parking standards. This includes on-site parking for residents and visitors, as well as provision of servicing and deliveries where relevant.

These policies are underpinned by Chapter 15 of the NPPF which requires that development proposals ensure safe and suitable access for all users, mitigate any significant impacts on the transport network, and provide adequate opportunities for sustainable travel.

The proposal seeks to install hardstanding to the front of building to create 2 on site parking spaces, and one parking space within the existing garage would be lost.

It is also noted that the host building benefits from 2 on site parking spaces to the east of the application site as shown on plan. As such the new dwelling would be served by 5 on-site parking spaces which is accepted.

As a consequence of the proposed hardstanding to the front of the application property, the proposal also includes an extension of the hardstanding serving Plot 15. This is intended to ensure that two dedicated on-site parking spaces can continue to be accommodated and accessed safely. Swept path analysis has been submitted demonstrating that vehicles would be able to enter, manoeuvre within, and exit the parking area serving Plot 15, notwithstanding the introduction of the additional parking area and landscaped buffer associated with the neighbouring property. While manoeuvring space would be somewhat reduced, it is considered to remain adequate for its intended purpose. As such the proposal is considered acceptable in this regard.

The proposal also seeks the removal of part of the bin storage area located within the application site, which was approved under the original planning permission for the wider estate. As a result, the shared bin storage area serving Plots 13 to 18 would be reduced in capacity from ten bins to six bins. The application property would continue to utilise this area for the storage of two bins.

It is noted that Plots 15 to 18 already benefit from dedicated bin storage facilities within the curtilage of their properties, with only the collection point being located adjacent to Plot 14 as now proposed. Whilst the capacity of the shared collection area would be reduced, only one bin per dwelling (either general waste or recycling, depending on the collection schedule) would need to be presented at the collection point at any one time. Therefore, it is considered that the reduced bin storage capacity would remain sufficient to serve the development. Consequently, the loss of part of the approved bin storage area to facilitate the proposed hardstanding is considered acceptable and would not result in any adverse impacts on waste storage or collection arrangements.

It is also noted that KC Highways have reviewed the proposed development informally and have raised no objections to the proposed alterations. The proposal is therefore not considered to represent any additional harm in terms of highway safety and as such complies with policies LP21 and LP22 of the Kirklees Local Plan.

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.

The submitted climate change statement notes that materials and trades will be sourced locally, and energy efficient lightbulbs will be installed. As the proposal is a small scale domestic development it is not considered that any further information is required and the information submitted is acceptable.

Ecology

Biodiversity Net Gain (BNG) of 10% for developments is a mandatory requirement in England under the Environment Act 2021, subject to some limited exceptions. Unless exempt, every planning permission granted pursuant to an application submitted after 12 February 2024 is deemed to have been granted subject to a pre-commencement condition requiring a Biodiversity Gain Plan to be submitted and approved by the local planning authority prior to commencement of the development.

The submitted application form outlines that the application falls under the de-minimus exemption and therefore, BNG is not required under this application.

It is noted that the site is located within a bat alert layer and is next to a wildlife habitat network. However, as the proposed works involve alterations to the existing building at ground floor level and for the increase of hardstanding to provide on site parking on land that is already surfaced, there are no concerns that the development may impact on existing habitats and is therefore acceptable.

Contaminated Land

Chapter 17 of the NPPF promotes safe and healthy living environments and requires that land contamination and other environmental constraints are considered and mitigated as part of the planning process.

Policies LP51 and LP53 of the Kirklees Local Plan seek to ensure that development does not cause, or results in exposure to, pollution or environmental risks that would be harmful to human health or the environment. These policies require developments to be appropriately assessed and, where necessary, remediate to ensure that sites are suitable for their intended use.

It is noted that the site is located on potentially contaminated land and is within a high coal risk area. As the proposal only involves minor ground works via the introduction of new hard standing for parking, it is not considered that any investigations are required. A condition will however be imposed to ensure that the reporting of any unexpected land contamination must be submitted to the Local Planning Authority if encountered.

Representations

As a result of the above publicity, 3 letters of representation have been submitted. The comments that have not been previously addressed in this report have been summarised and addressed below:

- Other larger dwellings within the wider residential estate have not been sold. Therefore there is not a need for larger dwellings at this site.

Officer comment: This comment is not a material planning consideration and does not bear weight to the assessment of this proposal.

Conclusion:

The NPPF has introduced a presumption in favour of sustainable development. The policies set out in the NPPF taken as a whole constitute the Government's view of what sustainable development means in practice.

This application has been assessed against relevant policies in the development plan and other material considerations. It is considered that the proposed development would constitute sustainable development and is therefore recommended for approval.

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.

As set out above, 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: 2026/91762

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 with Policies LP1, LP2, LP7, LP20, LP21, LP22, LP24, LP30, LP52, LP53 and LP57 of the Kirklees Local Plan, and Chapters 4, 6, 12, 14, 17, and 19 of the National Planning Policy Framework 2026.

3. The development hereby approved shall not be occupied until all areas indicated to be private drives on the Proposed Site Plan Drawing No. 01_01C, received 02/09/2026, are laid out with a hardened and drained surface in accordance with the Communities and Local Government; and Environment Agency's 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 as amended or any successor guidance. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any Order revoking or re-enacting that Order) these areas shall be so retained, free of obstructions and available for parking thereafter.

Reason: In the interests of visual amenity and traffic safety, to mitigate flood risk arising from surface water run-off, to ensure adequate space within the site for vehicle movements and parking and to comply with Policies LP24 and LP28 of the Kirklees Local Plan and Chapters 14 and 15 of National Planning Policy Framework.

4. In the event that contamination not previously identified by the developer prior to the grant of this planning permission is encountered during the development, all works on site (save for site investigation works) shall cease immediately and the Local Planning authority shall be notified in writing within 2 working days. Works on site shall not recommence until either:

- a) a Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority or,
- a) 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 completion of any measures identified in the approved Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. Unless otherwise approved in writing by the Local Planning Authority, no part of the site shall be brought into use until such time as the whole site has been remediated in accordance with the approved Remediation Strategy and a Validation Report in respect of those works has been approved in writing by the Local Planning Authority.

Reason: To identify and remove unacceptable risks to human health and the environment and in accordance with Policy LP53 of the Kirklees Local Plan and the National Planning Policy Framework.

NOTE: The granting of planning permission does not override any private legal rights or consents that may be required. It is the responsibility of the applicant / developer to ensure that all appropriate consents are in place prior to any development commencing; during the period of construction existing access for neighbouring properties is maintained; and no damage is caused to the access driveway or surrounding properties.

NOTE: To minimise noise disturbance at nearby premises it is generally recommended that activities relating to the erection, construction, alteration, repair or maintenance of buildings, structures or roads shall not take place outside the hours of:

07.30 and 18.30 hours, Mondays to Fridays

08.00 and 13.00hours, Saturdays

With no working Sundays or Public Holidays

In some cases, different site specific hours of operation may be appropriate. Under the Control of Pollution Act 1974, Section 60 Kirklees Environment and Transportation Services can control noise from construction sites by serving a notice. This notice can specify the hours during which the works may be carried out.

Plans and specifications schedule: -

Plan Type	Reference	Date Received
Location plan	00_01A	02/09/2026
Proposed Site Plan	01_01C	02/09/2026
Proposed Floor and Elevation Plans	02_06D	26/06/2026
Planning Statement	-	26/06/2026
Climate change statement	-	26/06/2026

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 Planning 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.

As a result of alterations being made outside of the red line boundary (extended driveway of No. 15), the agent was asked to increase the red line boundary to include these works. A revised location plan was therefore submitted. The application was to be readvertised as the extended red line boundary was minor.

The agent also confirmed that the layout of the rear garden area was approved under application ref: 2025/91772.

Swept path analysis plans were also submitted to show that vehicles parking at plot No. 15 can still manoeuvre in and out of the site.