

KIRKLEES COUNCIL
PLANNING SERVICE
LIST OF PLANNING APPLICATIONS TO BE DECIDED BY
PLANNING SUB-COMMITTEE (HEAVY WOOLLEN AREA)

01-Sep-2016

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985
BACKGROUND PAPERS

**There is a file for each planning application containing
application form, plans and background papers.**

Simon Taylor – 01484 221000

**NOTE: For clarification the page numbering referred to
shall be those set out in the contents page**

In respect of the consideration of all the planning applications on this Agenda the following information applies:

PLANNING POLICY

The statutory development plan comprises:

The Unitary Development Plan (UDP). These reports will refer only to those policies of the UDP 'saved' under the direction of the Secretary of State beyond September 2007.

The statutory development plan is the starting point in the consideration of planning applications for the development or use of land unless material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act 2004).

The Local Plan will provide the evidence base for all new and retained allocations including POL. The Local Plan process will assess whether sites should be allocated for development or protected from development including whether there are exceptional circumstances to return POL sites back to Green Belt. The Local Plan process is underway and the public consultation on the draft local plan took place between 9th November 2015 and 1st February 2016.

Annex 1 of the National Planning Policy Framework explains how weight may be given to policies in emerging plans. At this point in time, the draft local plan policies and proposals are not considered to be at a sufficiently advanced stage to carry weight in decision making for individual planning applications. The Local Planning Authority must therefore rely on existing policies (saved) in the UDP, national planning policy and guidance.

National Policy/ Guidelines

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published 27th March 2012, the Planning Practice Guidance Suite (PPGS) 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.

REPRESENTATIONS

Cabinet agreed the Development Management Charter in July 2015. This sets out how people and organisations will be enabled and encouraged to be involved in the development management process relating to planning applications.

The applications have been publicised by way of press notice, site notice and neighbour letters (as appropriate) in accordance with the Development Management Charter and in full accordance with the requirements of regulation, statute and national guidance.

EQUALITY ISSUES

The Council has a general duty under section 149 Equality Act 2010 to have due regard to eliminating conduct that is prohibited by the Act, advancing equality of opportunity and fostering good relations between people who share a protected characteristic and people who do not share that characteristic. The relevant protected characteristics are:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- religion or belief;
- sex;
- sexual orientation.

In the event that a specific development proposal has particular equality implications, the report will detail how the duty to have “due regard” to them has been discharged.

HUMAN RIGHTS

The Council has had regard to the Human Rights Act 1998, and in particular:-

- Article 8 - Right to respect for private and family life.
- Article 1 of the First Protocol - Right to peaceful enjoyment of property and possessions.

The Council considers that the recommendations within the reports are in accordance with the law, proportionate and both necessary to protect the rights and freedoms of others and in the public interest.

PLANNING CONDITIONS AND OBLIGATIONS

Paragraph 203 of The National Planning Policy Framework (NPPF) requires that Local Planning Authorities consider whether otherwise unacceptable development could be made acceptable through the use of planning condition or obligations.

The Community Infrastructure Levy Regulations 2010 stipulates that planning obligations (also known as section 106 agreements – of the Town and Country Planning Act 1990) should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

The NPPF and further guidance in the PPGS launched on 6th March 2014 require that planning conditions should only be imposed where they meet a series of key tests; these are in summary:

1. necessary;
2. relevant to planning and;
3. to the development to be permitted;
4. enforceable;
5. precise and;
6. reasonable in all other respects

Recommendations made with respect to the applications brought before the Planning sub-committee have been made in accordance with the above requirements.

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Application No: 2015/91005

Type of application: 62 - FULL APPLICATION

Proposal: Change of use from warehouse to a mixed use comprising warehouse, food processing, cash and carry and specialist retail foodstore and formation of car park

Location: Wellington Mills, 7, Purlwell Lane, Batley, WF17 5BH

Grid Ref: 424023.0 423994.0

Ward: Batley East Ward

Applicant: Y Mulla

Agent: Robert Halstead Chartered Surveyor

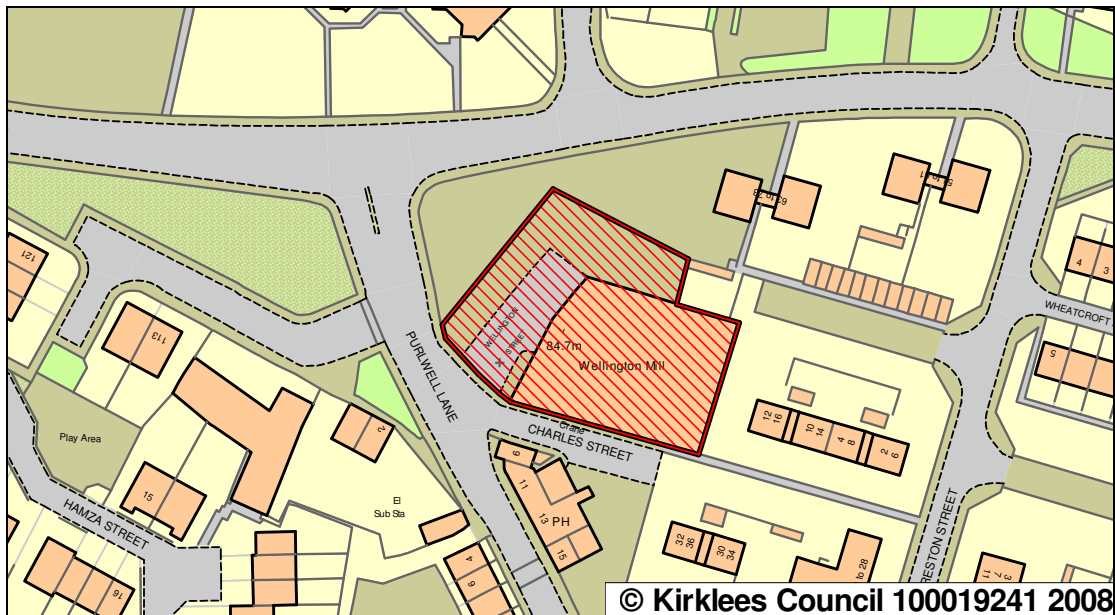
Target Date: 15-Sep-2016

Recommendation: RF1 - REFUSAL

Please click the following link for guidance notes on public speaking at planning committees, including how to pre-register your intention to speak.

<http://www.kirklees.gov.uk/beta/planning-applications/pdf/public-speaking-committee.pdf>

LOCATION PLAN



Map not to scale – for identification purposes only

1. SUMMARY OF APPLICATION

The principle of the change of use of the warehouse building to a mixed use comprising warehouse, food processing, cash and carry and specialist retail food store is considered, on balance, to be acceptable in principle. The applicant has failed to demonstrate however, that adequate servicing and off-street parking facilities can be provided to serve the intensified use, and without such facilities there would be a detrimental impact on highway safety and the amenity of local residents. To approve the application would be contrary to Policies T10 and D2 of the Kirklees Unitary Development Plan which stipulates that new development should not prejudice highway safety or amenity.

RECOMMENDATION: Refusal of the planning application and recommend enforcement action is taken to remove the unauthorised uses on the site.

2. INFORMATION

The application is brought to Heavy Woollen Planning Sub-Committee due to the significant number of representations that have been received.

This is in accordance with the Council's Scheme of Delegation.

3. SITE DESCRIPTION / PROPOSAL

Site Description:

The application site comprises a warehouse building occupied by Mullaco Foods. The principal use of the building is as a warehouse for the storage and distribution of convenience goods, together with a cash and carry operation for the supply of Asian food to schools, restaurants, caterers, hot food takeaways and other eating establishments. In addition there are other uses operating within the building which include a food processing unit for the cutting and de-boning of halal meat, and a retail food store which retails specialist Asian food to the general public. To the west of the mill is a parking area secured by 2m high security fencing. The surrounding area is of mixed use with residential properties to the south and east and retail properties to the west. The site is unallocated on the Unitary Development Plan Proposals Map.

Proposal:

The application seeks retrospective planning permission for the change of use of the warehouse building to a mixed use comprising warehouse, food processing, cash and carry and specialist retail food store. The application form states the proposed opening hours are unknown.

Permission is also sought for the formation of an extension to the existing car park to the north of the site to provide 27 parking spaces including 1 disabled

space, and 12 bike stands. It is proposed the car park would be surfaced in bitmac and secured by a palisade fence.

4. BACKGROUND AND HISTORY

2015/90211 – Change of use from warehouse to mixed use comprising warehouse, food processing, cash and carry and specialist retail food store – Withdrawn

2013/90907 – Erection of 2m high security fence and gates – Conditional Full Permission

2010/92229 – Certificate of lawfulness for a proposed use of part of building as a wholesale cash and carry warehouse – Granted

2004/91879 – Change of use to extend wholesale business and to include retail sales area and erection of new entrance – Withdrawn

96/91759 – Change of use of part of ground floor from wholesale to retail use, formation of associated car park and closure of highway – Refused

95/90867 – Change of use of redundant warehouse to retail outlet with associated car parking - Refused

5. PLANNING POLICY

The site is unallocated on the Unitary Development Plan Proposals Map.

Unitary Development Plan:

D2 – Unallocated Land
S1 – Town Centres/Local Centres shopping
T10 – Highway safety
EP4 – Noise sensitive development
NE9 – Retention of mature trees

National Planning Policy Framework:

Chapter 1 – Building a strong, competitive economy
Chapter 2 – Ensuring the vitality of town centres
Chapter 11 – Conserving and Enhancing the Natural Environment

6. CONSULTATIONS

The following is a brief summary of Consultee advice (more details are contained in the assessment section of the report, where appropriate).

K.C Highway Development Management – Object

K.C Environmental Services – No objections

K.C Policy – No objections

7. REPRESENTATIONS

140 objections and a petition with 24 printed names have been received. This includes a number of photographs and videos which show deliveries to the site being made by large articulated vehicles, at early times in the morning, and the use of forklift trucks on the highway.

The main concerns raised are as follows:

Highway Safety Concerns

- The proposed parking area would not be sufficient for the proposed operations. Customers currently park on-street and on third party land, obstructing access for residents.
- Concern about unsafe deliveries which include fork lift trucks unloading in the highway and lorries reversing out into the wrong lane causing tailbacks and obstructions on Purlwell Lane.
- Forklift trucks run on the road, concern about the safety of pedestrians and children.
- Parking on Purlwell lane is not safe, concern there has been a number of road traffic accidents
- Concern pallets are left on the footpath obstructing passage for pedestrians and vehicles.
- Delivery vehicles park dangerously on footpaths.
- Parking facilities are inadequate for staff and customers which who park on in surrounding streets.

Residential Amenity Concerns

- Use of the loading bay affects the amenity of neighbouring residents through loss of privacy.
- Vehicles obstruct the front doors of neighbouring properties.
- Flood lights are on during the night
- Concern about noise pollution from delivery vehicles reversing into Charles Street and from the freezers.
- Concern the development is disturbing the peace of the elderly retired people living at Wellington Court Shelter Homes

Other Concerns

- The proposed retail and mixed use is not appropriate in a built up residential area.
- Concern about the cumulative impact of the proposal with Blakeridge Mills for a petrol station, a supermarket and 181 apartments which will create 150 jobs and it has more than 300 car parking spaces.
- The Council have set a precedent since 1990 in refusing retail activity.
- There is a strong opposition to the disposal of public space which will not solve highway and parking issues.

- Local businesses are suffering from the lack of parking for customers and staff
- Concern about vehicle damage due to slates falling off the roof of Mullaco
- Mullaco trespass on third party land

8. ASSESSMENT

Background:

Mullaco is predominately a wholesale operation that sells to schools, caterers and restaurants. Wellington Mills has been used as a warehouse for Mullaco for over 25 years, with approximately 1,060sq m of storage space on the ground floor. The business also has a retail outlet at 35 Oxford Street, Mount Pleasant, approximately 500m to the south of Wellington Mills. Mullaco have more recently introduced a meat cutting plant where halal meat is boned, cut and packaged for sale and a retail shop. The business has now expanded into the upper floor of the building which was previously occupied by Premier Beds.

General Principle/Policy:

The site has no specific allocation on the Unitary Development Plan Proposals Map. Policy D2 of the Unitary Development Plan (UDP) states “planning permission for the development (including change of use) of land and buildings without specific notation on the proposals map, and not subject to specific policies in the plan, will be granted provided that the proposals do not prejudice [a specific set of considerations]”. All these considerations are addressed later in this assessment.

The mixed use development comprises the following uses:

Ground Floor

- Meat cutting, boning and preparation area
- Butchers area
- Wholesale cash and carry/retail sales area
- Food packaging area

First Floor

- Warehouse area
- Offices and administrative area

Chapter 1 of the National Planning Policy Framework states that significant weight should be placed on the need to support economic growth through the planning system. To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. The site however, is located approximately 200m from the edge of Batley Town Centre.

Paragraph 24 of the NPPF states Local Planning Authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date local plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available, should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and Local Planning Authorities should demonstrate flexibility on issues such as format and scale.

The applicant has provided a supporting retail statement prepared by Compass Planning. The applicants report note that most uses within Wellington Mills are considered appropriate in this location, however the Council consider that some products sold within the cash and carry fall outside of that category and constitute A1 retail activity. It is noted that the Cash and Carry operation at Wellington Mills has been regularised by the granting of a Certificate of Lawful Development.

Whilst Mullaco sell to companies direct from its warehouse and online to customers, it is common for trade customers to make purchases off the shelf in a shop type environment. The applicants report note that the majority of goods sold fall within a category that could be described as bulky goods for sale to trade. However, some goods are suitable for domestic purchases, particularly for large family's e.g. fizzy drinks and crisps, cooking oil sold in bulk, rice and pulses, and spices packaged on site. There are also product ranges that fall outside what could be considered to be bulky in nature, such as table sauces, smaller cuts of meat and pre-packed fermented and cured meats. These can be purchased by trade, who may need to purchase a few smaller items for a single event but they are also suitable for the general public. Members of the public therefore use the store for convenience goods purchases.

The applicants report note the goods sold serve a specific Asian Market, which they state are not readily available from wholesale/cash and carry operations or most convenience goods stores. They note the only similar specialist Asian retailers are Mullaco at Mount Pleasant, Kolla Brothers on Warwick Road, and Dadipatel on Banks Street. They consider that the store at Mount Pleasant can no longer meet the demands of its customer base and there is a need for more retail floor space for specialist Asian foods to save people travelling further afield to purchase specialist Asian food products. They consider that as the storage, butchers, packaging and wholesale operations take place at Wellington Mills, there is a strong business case for additional sales to the public to take place at Wellington Mills. This however, is not sufficient to satisfy planning policy.

Sequential Test Assessment:

The operational requirements set the parameters when assessing the suitability, availability and viability of sequentially preferable sites. In business terms The applicants report considers there are benefits in having all uses in one location. Whilst the retail element has to be considered in isolation they argue that it is not reasonable to disaggregate items that fall within non-bulky ranges as the business will not be able to meet to requirements of its trade customers, nor will it be viable to set up a separate shop to sell these items. They note the number of product lines is low and provide quantity and value for money rather than a wide choice, such that the demand for less bulky items alone would be insufficient for a small shop. To demonstrate the necessary flexibility whilst applying the sequential test the applicants report has searched for available units with a range from 280 sq m to 480 sq m. The existing cash and carry area is 380 sq m (net).

In terms of search area, the applicants report note that a non-wholesale trade would be local as the range of goods sold are fairly limited, and the area of search that they have undertaken includes Batley Town Centre, the Local Centres of Mount Pleasant and Batley Road, and Neighbourhood Centres of Batley Carr, Healey, Lower Soothill, Lower Staincliffe and Staincliffe.

The applicants report refer to The Council's Shopping Centre Occupancy Survey 2014, although this was later updated in November 2015. This assessment therefore, refers to the conclusions of the report by Compass Planning, together with the updated Council's Shopping Centre Occupancy Survey 2015.

Their conclusions of the sequential test are that there no vacant units between 280 – 480 sq m in or around Batley Town Centre or the Local or Neighbourhood Centres. The largest vacant unit is 197 sq m at 82 Commercial Street in Batley Town Centre.

There are a number of vacant units in and around Alfred's Way, including 82 Commercial Street that could be combined to provide sufficient floorspace however Compass Planning note that there are issues preventing them being suitable or viable.

The applicants report note that if 82 Commercial Street were combined with the 4 adjacent units on Alfred's Way the combined floorspace would be 372 sq m (net). Compass Planning note that whilst this would be large enough, the footprint of the units would be 'L' shaped which would prevent ease of display of products and wide isles for customers to manoeuvre shopping trolleys. The conversion would also incur costs and make relocation unviable. Additionally, the floor levels of each unit are at different heights such that a stepped floor area would be inevitable making it very difficult for shoppers with shopping trolleys, as well as not meeting accessibility standards. There is a lack of immediate parking which is a prerequisite as trade customers need to be able to move their purchases easily from store to a van or car, usually in a trolley. There is no immediate parking, with the nearest available being Tesco's car

park. The change in levels from the store to the car park would be difficult to overcome and controlling a full trolley difficult, especially down the slope in Alfred's way. This would make the location unattractive for customers and it is concluded the units in Alfred's Way are unsuitable and unviable.

The applicants report note the same arguments exclude the units on the other side of Alfred's Way which have a combined floorspace of 357 sq m (net). The units would combine to make an irregular shaped unit, the floor plates are on different levels, there would be large conversion costs and there is no immediate car parking for customers. The applicants report therefore consider these units are unsuitable and unviable.

In looking at the assessment by Compass Planning, together with the updated Council's Shopping Centre Occupancy Survey 2015, it is concluded that at the present time there are no sequentially preferable premises that are suitable, available, and viable for the proposed retail development. The proposed development is 200m from the edge of Batley Town centre, and the applicants report consider there are significant opportunities for linked trips whilst people are visiting Batley Town Centre, which is one of the objectives of the application of the sequential test. It is considered that the applicant has met the requirements of the sequential test.

Retail Impact:

The retail floor space of the proposed development falls well below the threshold of 2,500 sq m above which the NPPF states that an impact assessment is required. However it is useful to understand the impact of the proposed retail development on Batley town centre.

The proposed development caters for the sale of Asian food, groceries, fresh produce, fresh halal meat and poultry, and Mullaco sell Asian brands from India, Pakistan and the Middle East. The applicants report note's therefore that any trade diverted to the development would come from specific stores selling a similar range of goods and products. There go on to say that there are very few shops in the area specialising in the sale of such products, the main ones being Kolla Brothers on Warwick Road and Dadipatel in Mount Pleasant. There are additional smaller shops in Mount Pleasant. They note these shops show they are struggling to cope with demand as they have expanded where possible but operate in tight restricted units.

The proposed development has been trading for several months, and the applicants report notes there has been no discernible impact on existing stores, and that due to the range of shops and services in Batley town centre there will be no impact on Batley town centre.

Conclusion of the retail assessment:

In applying the sequential test, no alternative premises have been identified that are in sequentially preferable locations, and which would be suitable, available, and viable for the retail element of the proposed development.

Furthermore, there is some difficulty in disaggregating the bulky and non-bulky items, with the latter deemed insufficient to make a stand-alone shop for the sale of these items financially viable. In terms of trade diversion, due to the nature of the goods sold, it is considered that it would be unlikely that there would be a significant impact on the vitality and viability of Batley town centre. In conclusion therefore, whilst the NPPF requires applications for main town centre uses to be located in town centres, it is difficult to substantiate an objection in this particular case.

If the planning application was to be considered acceptable in all other regards, it is considered appropriate that the retail activity be limited to the area currently used for the wholesale cash and carry operation, which shall not exceed 380 sq m and that not more than 30% of floor space shall display goods that are not bulky in nature.

Impact on highway safety:

Policy T10 of the UDP sets out the matters against which new development will be assessed in terms of highway safety. To accommodate the proposed expansion, permission is sought for the formation of an extension to the existing car park to the north of the site to provide 27 parking spaces including 1 disabled space, and 12 bike stands. The existing dropped crossing access from Charles Street would be retained.

A significant number of concerns have been raised in the representations about the impact on highway safety, in particular with regard to car parking capacity and safe delivery of goods. Evidence has been provided via photographs and videos which show deliveries to the site being made by large articulated vehicles, and the use of forklift trucks on the highway. The impacts of this on the amenity of local residents are also expressed, and include the disruption arising from customers and delivery vehicles parking indiscriminately on the road, obstructing the free flow of traffic and blocking access for residents, together with the risks to residents walking and driving within the vicinity of the site.

The application is supported by a Transport Assessment and Addendum by HY Consulting.

Car Parking

The area of the warehouse is 2124sqm, which includes 380sqm of cash and carry / retail sales, 522sqm of food preparation, office and ancillary areas, and 1222sqm of retained storage and distribution. UDP Standards for the proposed use classes require a total of 27 spaces for customers and staff. The existing parking arrangement on site currently do not provide sufficient space to accommodate 27 car parking spaces, there is estimated to be about 14 spaces currently laid out on site. The amount of car parking required to meet the UDP requirement relies on the applicant acquiring land in third party ownership to expand the car parking area. If the applicant could use the additional land required to provide the parking area then the plan supplied by

the applicant showing 28 spaces provided would be acceptable from a parking requirement. This is subject however, to it being available for parking at all times and not being blocked by delivery vehicles, or used as external storage (goods /pallets) which in the event the land was available to extend the hard standing area could be controlled by planning condition. As the Use of the building has already commenced, for a planning condition to be used to ensure the extra parking area is provided a degree of certainty that the third party land can be acquired is necessary in meeting the tests of a planning condition.

Servicing

Servicing and deliveries currently take place via the car park and the loading bay at the side of the building of Charles Street. The applicants advise that 40% of deliveries are made by Mercedes Sprinter size vans, with the remainder using 7.5T or 12T rigid vehicles. Larger vehicles amount to about two vehicles per week and average loading / unloading takes between 10 to 30 minutes.

Residents have provided evidence of service deliveries being unloaded on-street, with fork lift trucks are used to transport goods into the premises. Wooden pallets and other materials have also been observed to be stored within the car park.

The applicant was asked to provide a detailed car park and servicing management plan to include measures to ensure that deliveries are undertaken off the highway (fork lifts are not allowed to load or unload on the highway) details of the size of delivery vehicles, and confirmation that the car park will be available for use by customers.

The applicant has provided a brief document setting out a number of intentions. It is proposed that there would be a total of 28 car parking spaces, with 4 designated for staff, and a disabled parking space. It is the applicants intention to that no storage of materials / pallets will be allowed within the car park, and for goods delivered by HGV to be stored at Global Storage and Logistics in Soothill Lane, Batley and collected by Mullaco in their own van, with the size of vehicles being used to collect and transport goods being limited to a 3.5 to 7.5T goods vehicle. It goes on to say that the delivery area in the car park would be marked out using yellow hatching, although some deliveries may need to take place on Charles Street and that signs will be erected in the car park to advise customers of use of the fork lift truck. A letter has also been submitted from Global Storage & Logistics Ltd to confirm Mullaco have storage facilities at their premises.

However, whilst these stated intentions are credible, there is insufficient information as to how the car park will be efficiently managed for customer and staff parking, and for deliveries and safe access. It also requires on the applicant acquiring third party land. The Car Park Management Plan is required to be a stand alone document which clearly sets out how it would be operated, and against which enforcement action could be clearly taken. There

are no details of how reversing movements of delivery vehicles would be safely managed within the customer parking area, or details of how fork lift trucks will operate in the car park area and how they will be managed. Furthermore, there are no details of the suitability of the alternative depot for managing vehicle deliveries from Mullaco, and how delivery drivers will be informed of the second depot and that there are no turning facilities within the parking area for HGV vehicles. A maximum of four spaces for staff parking are proposed but there are no details of how Mullaco will promote none car trips to reduce staff parking. There are also no proposed waiting restrictions for customer car parking.

The applicant has failed to demonstrate that adequate servicing and off-street parking facilities can be provided to serve the intensified use. In light of the compelling evidence supplied by local residents showing the current servicing arrangements which are causing disruption to the amenity of the surrounding area it is necessary to ensure that the applicant's permanent servicing solutions are robust and deliverable. Without a proper solution, there would be an unacceptable impact on the amenity of local residents as presently experienced, and on the basis of the inadequate car park management plan submitted, amenity issues could not be adequately mitigated against by imposing conditions.

To approve the application would be contrary to Policy T10 and D2 of the Unitary Development Plan which stipulates that new development should not prejudice highway safety and to not affect amenity.

Impact on visual amenity:

The external alterations include the provision of an expanded car parking area on land to the north of the existing car park. This is an area of grassed land with mature trees. It is proposed the car park would be laid out and surfaced with bitmac and secured with a palisade fence.

The proposal would result in the loss of landscaped land surrounding the building, however it is considered that this would not have a detrimental impact on visual amenity as a reasonable portion of the grassed / landscaped area would be retained. The mature trees would be unaffected by the proposal.

Impact on residential amenity:

The surrounding area is of mixed used, with the nearest neighbouring properties being located off Charles Street and Purlwell Lane to the south, Preston Street to the east and properties off Wellington Street to the north. A number of concerns have been raised in the representations received regarding residential amenity as précised above.

The impact on these surrounding residents arises from the change of use introducing a retail use into the premises which results in an increase in an intensification of the use of the premises. The aspect that would be most likely

to impact on nearby residents would be increased vehicle movements to and from the premises causing noise disturbance. This would most likely affect the residents of neighbouring properties off Charles Street and Purlwell Lane to the south whose properties are located within close proximity to the entrance to the car park, and the existing loading bay. Environmental Services have advised that they consider that the current activity is unlikely to give rise to significant adverse effects on these occupiers, particularly during the day time if suitable parking provision and servicing is provided on site. However the use of the site was to continue throughout the night-time then the potential to cause noise disturbance to nearby residents would increase. It is considered that as the current use of the site is causing harm to the amenity of residents and the applicant has not produced satisfactory car parking management proposals to overcome the concerns about impacts on the surrounding residents that it is reasonable to recommend refusal of the application on this material planning consideration.

It would be possible to overcome noise disturbance concerns by the imposition of conditions that restrict the hours of use relating the activities that have the potential to cause noise disturbance. Potential hours of use conditions would restrict the premises to not be open to customers outside the hours of 08:00 to 21:00 Monday to Saturday and 10:00 to 18:00 Sundays, and that there is no deliveries to or dispatches from the premises and no external fork lift truck movements outside the hours of 08:00 to 20:00 Monday to Saturdays, with no deliveries or external fork lift truck movements on Sundays or Bank Holidays. Subject to conditions residential amenity issues could be addressed. However in light of the lack of certainty or detail around the proposed car park management plan which is necessary to mitigate the retail use of the site which presently cannot be adequately addressed through planning conditions, the current operations of the site are causing harm to the amenity of neighbouring residents which is contrary to Policy D2 of the adopted UDP.

Enforcement:

The authorised use of the site is as a warehouse and distribution centre, and a cash and carry. It is advised that in the absence of sufficient information as to how the proposed car park will be efficiently managed for customer and staff parking, and for deliveries and safe access, that enforcement action is taken to remove the retail use to the general public in the interests of highway and public safety. Members should note that should enforcement action be successful in removing the unauthorised elements that the site could operate lawfully as a warehouse and distribution centre, and a cash and carry which has no planning conditions or restrictions outside of the lawful use.

Representations:

140 objections and a petition with 24 printed names have been received. In so far as they have not been addressed above:

Use of the loading bay affects the amenity of neighbouring residents through loss of privacy.

Response: The loading door is located off Charles Street directly opposite neighbouring properties with windows which look onto the site. This is an established warehouse building which has operated for over 25 years. The loading area therefore is lawful but it is acknowledged there are no current planning conditions restricting its use which is causing harm to residents.

Vehicles obstruct the front doors of neighbouring properties.

Response: There is insufficient information as to how the car park will be efficiently managed for deliveries and safe access or for customer and staff parking. The issue of the impact on amenity from the current operations of the site will be the subject of enforcement action.

Flood lights are on during the night

Response: The issue of the impact on amenity from the current operations of the site will be the subject of enforcement action but this would only relate to the retail use of the site. Planning Enforcement will investigate the concerns about flood lighting

Concern about noise pollution from delivery vehicles reversing into Charles Street and from the freezers

Response: The issue of noise pollution from deliveries could be controlled by operating hours suggested. However as this application is recommended for refusal Planning Enforcement will investigate where in the premises the freezers are located and whether they are subject to planning control.

Concern the development is disturbing the peace of the elderly retired people living at Wellington Court Shelter Homes

Response: If the application was considered to be acceptable, delivery times and opening hours would be restricted so as not to have a detrimental impact on the amenity of residents at Wellington Court. However as this application is recommended for refusal the retail element will be likely the subject of enforcement action.

The proposed retail and mixed use is not appropriate in a built up residential area.

Response: The use of the premises is acceptable in sequential testing terms but the impacts on the amenity of the surrounding neighbours will be reviewed by planning enforcement to determine what elements are subject to planning control. It is considered that it would be possible subject to conditions about opening times and delivery times to overcome these concerns if the car park management plan could be agreed.

Concern about the cumulative impact of the proposal with Blakeridge Mills for a petrol station, a supermarket and 181 apartments which will create 150 jobs and it has more than 300 car parking spaces.

Response: The acceptability of the development in this location has been assessed in respect of a retail impact and impact on highway safety.

The Council have set a precedent since 1990 in refusing retail activity.

Response: Each application is assessed on its own merits.

There is a strong opposition to the disposal of public space which will not solve highway and parking issues.

Response: The proposal would result in the loss of landscaped land surrounding the building, however it is considered that this would not have a detrimental impact on visual amenity as a reasonable portion of the grassed / landscaped area would be retained.

Local businesses are suffering from the lack of parking for customers and staff

Response: This has been addressed in the request for additional car parking surveys as presented in the addendum to the Transport Statement. The proposal would need to ensure there were 27 parking spaces available for use at all times.

Concern about vehicle damage due to slates falling off the roof of Mullaco

Response: This is a not a matter which is material to this assessment of this application.

Muallo trespass on third party land

Response: This matter concerns the deliveries being undertaken. There is insufficient information to demonstrate that safe deliveries can be undertaken safely.

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 proposals do not accord with the development plan as the applicant has failed to demonstrate that adequate servicing and off-street parking facilities can be provided to serve the intensified use. It is considered that the adverse impacts of granting permission would have an unacceptable impact on the amenity of local residents and this would significantly and demonstrably outweigh any benefits of the development when assessed against policies in the NPPF and other material considerations. Furthermore, on the basis of the inadequate car park management plan submitted, amenity issues could not be adequately mitigated against by imposing conditions.

9. RECOMMENDATION:

Refusal

1. The proposal has failed to demonstrate that adequate servicing and off-street parking facilities can be provided to serve the intensified use. There is insufficient information as to how the car park will be efficiently managed for customer and staff parking, operational requirements, deliveries and safe access. Without this information, the proposal would have an unacceptable impact on the amenity of local residents arising from disruption from customers and delivery vehicles parking indiscriminately on the road, obstructing the free and safe flow of traffic and blocking access for residents, together with the risks to residents walking and driving within the vicinity of the site. Furthermore, on the basis of the inadequate car park management plan submitted, these issues could not be adequately mitigated against by imposing conditions. To approve the application would be contrary to Policies T10 and D2 of the Kirklees Unitary Development Plan which stipulates that new development should not prejudice highway safety or residential amenity.

This recommendation is based on the following plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Location Plan			09.04.15
Ground Floor Layout	'Scheme as proposed'		09.04.15
Proposed Car Park Extension	'Scheme as proposed'		27.10.15
Proposed car Park Layout			18.08.16
Transport Assessment	15110 / October 2015		21.12.15
Transport Assessment Addendum	15110/December 2015		12.01.16
Letter from Mullaco re Delivery Vehicles			12.01.16
Swept Path Analysis			27.10.15
Retail Statement			09.04.15
Letter from Global Consulting			21.07.16
Car Park / Servicing Management Plan			18.08.16

Application No: 2016/91054

Type of application: 62HH - FULL APPLICATION

Proposal: *Erection of single storey rear and first floor side extensions*

Location: *The Orchard, Far Common Road, Mirfield, WF14 0DQ*

Grid Ref: 419247.0 421893.0

Ward: *Liversedge and Gomersal Ward*

Applicant: *Mr Dhesi*

Agent: *Zeshan Khawaja*

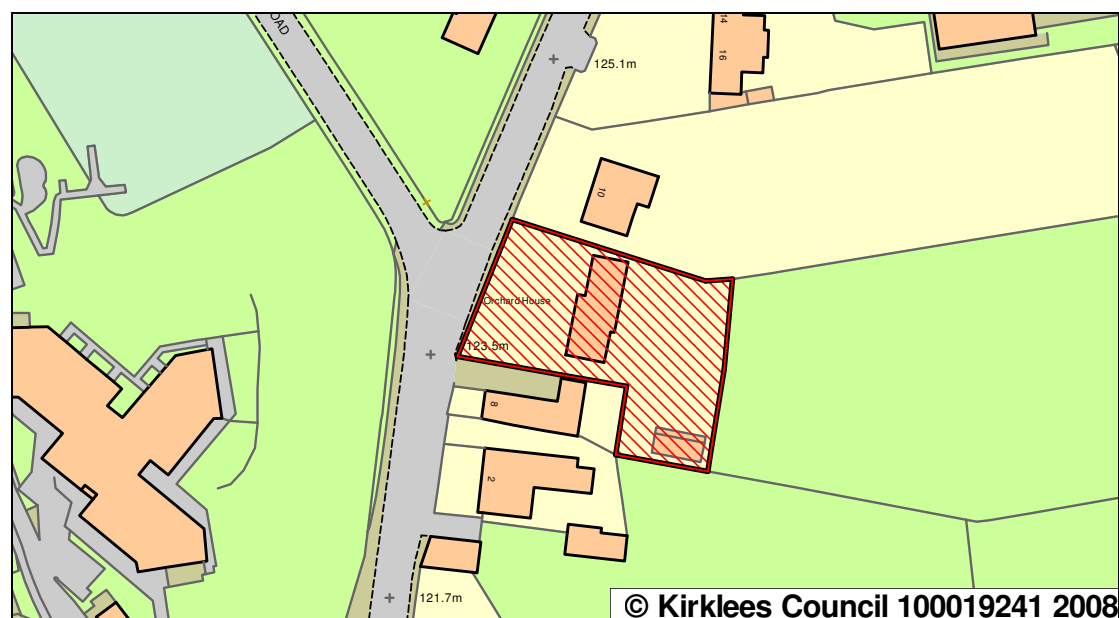
Target Date: *01-Jun-2016*

Recommendation: *RF1 - REFUSAL*

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<http://www.kirklees.gov.uk/beta/planning-applications/pdf/public-speaking-committee.pdf>

LOCATION PLAN



Map not to scale – for identification purposes only

1. SUMMARY OF APPLICATION

The application seeks permission for the erection of a single storey rear extension and a first floor side extension of a detached two storey dwelling at The Orchard, Far Common Road, in Mirfield. The application site is located within the Green Belt but following research on the original permission for the dwelling, these extensions are not considered to be disproportionate additions. The principle of extending the property is acceptable.

The single storey rear extension is acceptable by reason of its scale and design. However, the first floor extension, by virtue of its design and scale is considered by officers to be unacceptable as it would result in harm to the visual amenity of the host dwelling, contrary to the aims of policies BE1, BE2, BE13, and BE14 of the Unitary Development Plan, as well as the National Planning Policy Framework.

RECOMMENDATION:

REFUSE

2. INFORMATION

The application is brought to the Heavy Woollen Planning Sub-Committee at the request of Councillor David Hall who states:

“My reasons are that I find the design of the first floor above the garage acceptable and in keeping with other buildings, and would not detract from the amenity of the Green Belt in any way. Also that there have been no objections from any neighbours to this application”.

The chair of the Sub-Committee has confirmed that Councillor Hall’s reasons for making this request are valid having regard to the Councillor’s Protocol for Planning Sub-Committees.

3. SITE DESCRIPTION / PROPOSAL

Site Description

The application relates to a two storey detached dwelling known as The Orchard, which is located on Far Common Road in Mirfield. The dwelling is set back a significant distance from Far Common Road and is on a similar level as the road. The property is faced in natural stone and has Marley tiles for the roofing material and uPVC openings.

To the front of the property there is large amount of amenity space with is block paved and grass. To the rear of the property there is a significant amount of grassed space (over 20 metres which gently slopes upwards). The dwelling benefits from a conservatory to the rear and a detached garage to the south-east on the boundary with no. 8 Far Common Road.

To the north of the site is no. 10 Far Common Road, a detached dwelling located in a large plot. This dwelling is set slightly further forward than the application site with a distance of approximately 3 metres between the sites. There is dense hedging on the boundary between these sites.

To the south of the site is no. 8 Far Common Road, a detached dwelling located approximately 5.5 metres from the application site and is located in a large plot. This dwelling projects forward of the application site.

Both of the above neighbouring dwellings have a different character and appearance to the host dwelling.

Proposal

Planning permission is sought for the erection of a single storey extension to the rear of the dwelling and a first floor side extension above the existing attached garage.

The resultant extensions would provide ground floor accommodation to serve a sunroom and first floor accommodation to serve a bedroom and en suite. The proposal includes the demolition of the existing conservatory to the rear.

The single storey extension would project from the rear of the original dwelling by 7 metres, would be 7.5 metres in width and 4.1 metres in overall height (2.7 metres to eaves). The extension would include glazing panels, bi-fold doors and rooflights in the side roofslope.

The first floor side extension would project above the existing garage. The first floor side extension would project 6.1 metres from the side of the original dwelling, would be 8.2 metres in length and the garage (including the extension) would be 8 metres in overall height (5.5 metres to eaves). The extension would have an eaves and ridge height that is consistent with that of the host dwelling.

The walls of the extensions would be constructed from natural stone, the roofing materials would be Marley tiles, and the openings would be white uPVC to match the existing.

4. BACKGROUND AND HISTORY

2015/94009 – Erection of boundary wall and installation of railings
APPROVED (No. 10)

87/05185 – Erection of detached dwelling and integral garage APPROVED
(land adj. 10 Far Common Road)

5. PLANNING POLICY

The application site is allocated as Green Belt on the Kirklees Unitary Development Plan proposals map.

Kirklees Unitary Development Plan

D11 – Green Belt
BE1 – Design principles
BE2 – Quality of design
BE13 – Extensions to dwellings (design principles)
BE14 – Extensions to dwellings (scale)
NE9 – Retention of mature trees
T10 – Highway safety
T19 – Parking Provision

National Planning Policy Framework

Chapter 7 - Requiring good design
Chapter 9 – Protecting Green Belt land

Other relevant guidance

Mirfield Design Statement 2002

6. CONSULTATIONS

No consultation responses were required to be carried out.

7. REPRESENTATIONS

No representations have been received from any members of the public.

Councillor David Hall has requested the application be referred to the Heavy Woollen Planning Sub-Committee for the reason set out in section 2 of this report.

8. ASSESSMENT

Principle of Development:

The site is located within the Green Belt and therefore the principle of extending a property within the Green Belt needs to be considered. Chapter 9 of the NPPF states that the Government consider that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, with the essence of characteristics of the Green Belt being their openness and permanence. It also states that an extension or alteration of a building (providing that it does not result in disproportionate additions over and above the size of the original building) need not be inappropriate in the Green Belt. This is also reflected in policy D11 of the UDP.

Therefore, the principle of extending a dwelling which is located within the Green Belt can be acceptable providing that it does not have a detrimental impact on visual/residential amenity, highway safety or on the openness of the Green Belt.

In this case, following research into the size of the original dwelling (granted under application reference: 87/05185), it is considered that the proposed extensions do not represent disproportionate additions to the original dwelling, especially given that the existing conservatory is to be removed. The principle of development is acceptable.

The report will now discuss the following issues: the impact on residential amenity, the impact on visual amenity (including an assessment of Green Belt policy), and highways safety.

Impact on Visual Amenity:

Firstly, the impact on the openness of the Green Belt will be considered. This section will then be split into two areas; the ground floor rear extension and the first floor side extension.

Impact on openness of Green Belt

Chapter 9 of the NPPF states that extensions within the Green Belt are appropriate development subject to not being disproportionate additions over and above the size of the original building.

The impact on the openness of the Green Belt is acceptable and the proposal is in accordance with policy D11 of the UDP. With specific regard to disproportionate additions to the host building, following a site visit and a review of the planning history of the site, it is considered that there are no further additions to the site following the erection of a conservatory (which is likely to have been erected under permitted development). This conservatory is to be demolished.

The original host dwelling would remain the dominant element of the site in terms of size. This is considered to be the case because the first floor extension would not enlarge the footprint of the original dwelling and the rear extension would not extend the full width of the rear elevation (and is replacing an existing conservatory). Additionally, the rear extension is likely to be permitted under the householder prior notification scheme (permitted development rights have not been removed and no neighbours have objected to this application).

The proposal is in accordance with this particular element of UDP policy D11.

Furthermore, Policy D11 also states that extensions to traditional buildings in the Green Belt need to take into account the effect on the character of the existing building. Although it is acknowledged that there are traditional

features within the appearance of the building and some of these are replicated in the proposed extension, in this case, the host building is not of a traditional appearance and therefore this element of UDP policy D11 is not given significant weight.

Ground floor rear extension

Although it is acknowledged that the projection of 7 metres from the rear of the site is larger than that set out in UDP policy BE14 (which states that extensions should not project more than 3 metres on closely spaced dwellings), the extension would be read as a subservient addition due to being single storey in height and having the appearance of a contemporary residential extension which harmonises with the host dwelling which is set within a reasonable sized curtilage.

Within the area, there are a variety of dwellings with different characters and appearances. The erection of the rear extension would not harm the character of the area especially given that it cannot be seen in the streetscene.

The extension would be constructed from materials to match the existing and openings of a similar style to those in the main building. The glazed elements of the extension would add a contemporary element to the proposal which would complement the appearance of the main dwelling.

The ground floor rear extension is considered acceptable from a visual amenity perspective.

First floor side extension

The impact of the first floor extension is considered, by officers, to be harmful to visual amenity and the proposal would not be in accordance with the relevant Kirklees UDP policies. This section of the report will assess the harm caused by the location and design of this extension in terms of its scale in relation to the host dwelling.

The principal of an extension at first floor level above the existing garage would be acceptable. However, with regards to the design, the extension is considered to not relate harmoniously to the host dwelling. Whilst the materials are proposed to match the existing, the design of the first floor extension would sit awkwardly in relation to the host dwelling by virtue of its projection and its roof form.

When considering extensions to dwellings it is important that extensions achieve some degree of subservience. The usual method for achieving this is to set the extension back from the front wall of the dwelling and thus also lower the ridge line of the roof. The set back which is needed will depend upon a number of factors including the proportions and dimensions of the extension and the prominence of the extension. A set back also helps to avoid the awkward joining of new and old materials and allows the development of the property to be read in its fabric.

By virtue of its unsympathetic design, scale and massing, it is considered by officers that the extension would relate awkwardly and detract from the character of the host dwelling as well as unbalance the appearance of the host dwelling. The extension would be an unduly prominent feature of the site, particularly due to its projection to the front, roof design, and ridge height. Whilst it is acknowledged that first floor extensions are not an unusual feature in residential areas, the proposed extension would be a dominant and inappropriate form of development in this location. It is considered that the host dwelling would lose its character and the extension would detract from its appearance.

Whilst the host dwelling is set back significantly from highway, the extension would be visible when viewing The Orchard from Far Common Road to the south-east. Given this set back and high boundary treatment along the front boundary, views of the dwelling would not be significant. Given the character of the area and the variety of dwellings, the extension would not be viewed in a uniform context and therefore is not considered to significantly harm the streetscene but, for the reasons set out above, would be harmful to the character of the host dwelling itself.

Officers have been in negotiations with the applicant to try and amend the design and siting of the extension to create a subservient addition to the host dwelling and which would not relate incongruously to the main building. However, the applicant does not wish to amend their proposal. In light of this, a determination has been requested on the basis of the originally submitted plans.

Due to the reasons stated above, the first floor side extension would dominate the front elevation of the modest host dwelling and detract from its character by virtue of its scale and design. The extension would be harmful to visual amenity with regards to the appearance of the host dwelling, contrary to policies BE1, BE2, BE13 and BE14 of the UDP, as well as the aims of chapter 7 of the NPPF.

Paragraph 64 of the NPPF states that applications should be refused which represent poor design. In this case, officers consider that the proposal, for the reasons highlighted within the report, would detract from the character of the host dwelling and would therefore be harmful to visual amenity.

Impact on Residential Amenity:

This section will assess the impact on neighbouring properties individually. No representations have been received.

Impact on no. 8 Far Common Road

The impact on no. 8 Far Common Road is acceptable. The rear extension is set a significant distance away from no. 8 and is single storey in height. For this reason, there would be no impact on the occupiers of this neighbouring dwelling in terms of overbearing or overlooking/loss of privacy.

With regards to the first floor side extension, this would add additional bulk and massing close to this neighbouring dwelling. However, the extension would not project further than the existing dwelling, its roof would be hipped away from the boundary, and there would be no windows in the side elevation of no. 8 Far Common Road facing this site. For this reason, there would be no overbearing impact on the occupiers of this dwelling (which has a blank side elevation facing the application site).

In terms of overlooking/loss of privacy, there are two openings serving a bedroom and an en-suite which have been marked on the plan as being obscurely glazed. In order to ensure that these windows would not be changed in the future (which may lead to a loss of privacy), should the application be approved, a condition could be imposed. Any additional windows in the first floor side extension facing no. 8 would be controlled by the Town and Country Planning (General Permitted Development) Order 2015.

Impact on no. 10 Far Common Road

The impact on no. 10 Far Common Road is acceptable. The first floor side extension is to the south of the main dwelling and therefore would not impact on the occupiers of this dwelling in any way.

With regards to the rear extension, it is acknowledged that a projection of 7 metres from the rear of the original dwelling would be relatively large, however this is not a closely-spaced dwelling and therefore, would not be contrary to the aims of UDP policy BE14. Furthermore, it is likely that the extension could be erected under permitted development rights (householder prior notification scheme). The relationship between the dwellings, in which no. 10 is set further forward, along with the fact that the extension would be set off the boundary by 0.8 metres, the roof would be hipped away and the extension would be single storey, meaning that there would be no overbearing impact on the occupiers of this neighbouring dwelling. Additionally, there is dense hedging on the boundary with this site.

With regards to overlooking/loss of privacy, there are no windows proposed in the side elevation facing this site. However, although it is acknowledged that there is dense hedging along the boundary between these dwellings, this could be removed without planning permission and windows could be inserted. This may lead to overlooking into the rear amenity space of no. 10. For this reason, should the application be approved, a condition would be required to ensure that no new openings were inserted in the northern elevation of the rear extension.

Impact on surrounding properties

There are no dwellings to the front and rear of the site for a significant distance and therefore there would be no harm to residential amenity of the occupiers of these dwellings.

Overall

In conclusion, it is considered that the proposal would be acceptable in terms of residential amenity. The application would be compliant with the aims of Policies D11, BE1 and BE14 of the UDP.

Impact on Highway Safety:

The proposed extension would lead to an increase in the number of bedrooms from 4 to 5. For this reason, the amount of parking provision that is required (3 spaces) would not alter. In this case, there is a sufficient amount of space to the front of the dwelling to accommodate three car parking spaces and achieve internal turning.

As such, the proposal would have an acceptable impact on highway safety and be compliant with the aims of Policies T10 and T19 of the UDP.

Other matters:

Impact on Protected Trees

Protected trees (Tree Preservation Orders - TPO34a/97/g4 and TPO34a/97/g3) are located on the opposite side of the highway and therefore there would be no damage to these trees or their roots as a result of the proposal. The proposal would therefore comply with the aims of policy NE9 of the UDP.

There are no other matters considered relevant to the determination of this application.

Representations

No representations have been received.

Ward Councillor David Hall has requested the application be referred to Heavy Woollen Planning Sub-Committee for the reasons set out in section 2 of this report. His comments have been addressed in the main assessment above.

Conclusion:

To conclude, the ground floor rear extension is considered acceptable however, the first floor side extension is considered to result in an adverse impact upon the visual amenity of the host dwelling.

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 Kirklees Unitary Development Plan and other material considerations. It is considered that the first floor element of the proposal's do not accord with the development plan and that there are specific policies in the NPPF that indicate development should be restricted.

9. RECOMMENDATION

REFUSE

1. The proposal, by virtue of the design and scale of the first floor extension would result in an unduly dominant extension on the principal elevation of the host dwelling. This would impact adversely upon the visual amenity of the host dwelling and therefore the proposal would be contrary to Policies BE1, BE2, BE13 and BE14 of the Unitary Development Plan as well as the aims of chapter 7 of the National Planning Policy Framework.

This recommendation is based on the following plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Location plan	1:1250	-	05.04.2016
Proposed first floor plan and existing first floor plan and existing rear elevation	16/1946/D3	-	05.04.2016
Proposed elevations	16/1946/D4	-	05.04.2016
Existing side elevations and proposed ground floor plan	16/1964/D2	-	05.04.2016
Existing ground floor plan and existing front elevation	16/1946/D1	-	05.04.2016
Proposed roof plan, site plan and location plan	16/1946/D5	-	05.04.2016

Application No: 2016/92102

Type of application: 62HH - FULL APPLICATION

Proposal: *Erection of single storey side and rear extensions (within a Conservation Area)*

Location: 4, Linefield Road, Batley, WF17 0ES

Grid Ref: 424730.0 424470.0

Ward: *Batley East Ward*

Applicant: *Mr M Mulla*

Agent: *Stuart Hartley*

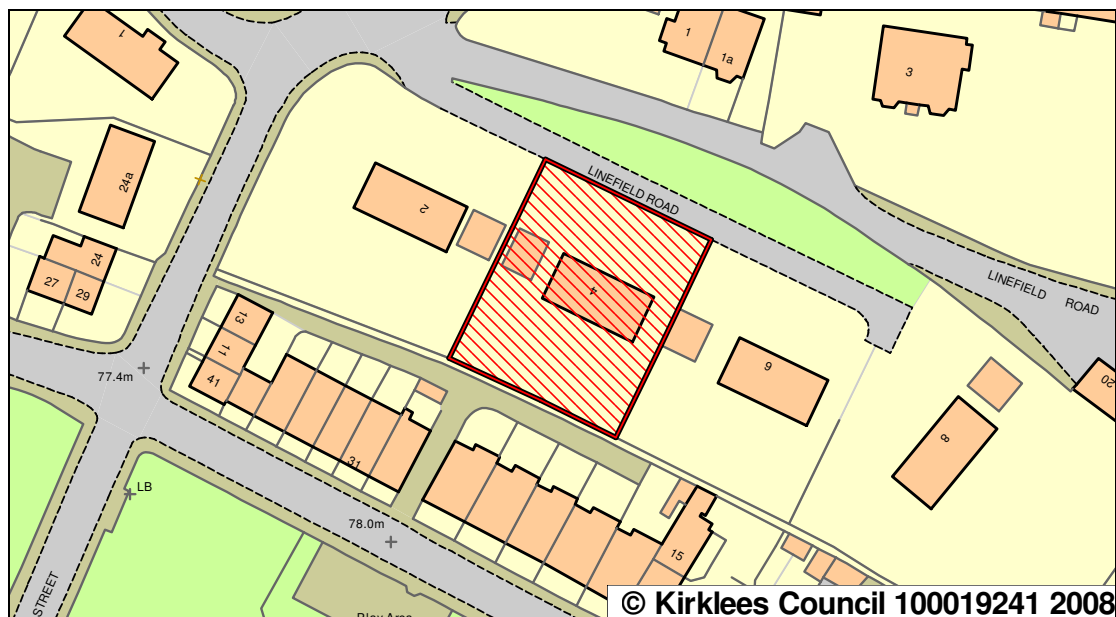
Target Date: *19-Aug-2016*

Recommendation: *RF1 - REFUSAL*

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<http://www.kirklees.gov.uk/beta/planning-applications/pdf/public-speaking-committee.pdf>

LOCATION PLAN



Map not to scale – for identification purposes only

1. SUMMARY OF APPLICATION

The application seeks permission for the erection of two single storey side extensions and a rear extension at no.4 Linefield Road in Batley. The application site is a detached chalet style bungalow constructed from artificial stone for the external walls, tiles for the roofing materials and upvc for the openings.

The application site is located within the Upper Batley Conservation Area. The principle of extending the dwelling is acceptable subject to the extensions harmonising with the host dwelling.

The single storey rear extension element of the proposal is acceptable. The single storey side extensions are unacceptable due to their scale and design, including their impact on the streetscene, and would be harmful to visual amenity, neither preserving nor enhancing the setting of the Upper Batley Conservation Area. The proposal is contrary to the aims of policies BE1, BE2, BE5, BE13 and BE14 of Unitary Development Plan and the Upper Batley Conservation Area Appraisal, as well as the aims of Chapters 7 and 12 of the National Planning Policy Framework.

RECOMMENDATION:

REFUSE

2. INFORMATION

The application is brought to the Heavy Woolen Planning Sub-Committee at the request of Councillor Mahmood Akhtar who states:

“I request that the application be brought to HW Sub-Committee so that members can carefully consider the design of the extensions and the impact they would have upon the Conservation Area setting.”

The chair of the Sub-Committee has confirmed that Councillor Akhtar’s reasons for making this request are valid having regard to the Councillor’s Protocol for Planning Sub-Committees.

3. SITE DESCRIPTION / PROPOSAL

Site Description

The application relates to a detached chalet style bungalow on Linefield Road in Batley. The dwelling is set back from the highway and is on a similar level to its neighbouring dwellings. The property is faced in artificial stone and has tiles for the roofing material and uPVC openings.

To the front of the property there is amenity space which is predominantly grassed with a garage to the side. To the rear of the property there is a significant amount of grassed space which is screened by hedging to the southeast, southwest and northwest.

To the northwest of the site is no. 2 Linefield Road, a detached chalet style bungalow of a similar appearance to the applications site. This dwelling is constructed of similar materials as no. 4 and also benefits from a detached garage and a reasonable amount of amenity space to the front, rear, and western side.

To the north east of the site is no. 6 Linefield Road, a detached chalet style bungalow of a similar appearance to the applications site. This dwelling is constructed of similar materials as no. 4 and also benefits from a detached garage and a large amount of amenity space to the front and rear.

The dwellings are located within the Upper Batley Conservation Area which benefits from a Conservation Area appraisal. This will be discussed in the visual amenity section of the report.

Proposal

Planning permission is sought for the erection of a single storey extension to the rear of the dwelling and two single storey side extensions.

The resultant extensions would provide accommodation to serve a utility room and proposed enlarged kitchen and dining area. It would also provide 2 en-suites, a sun room, enlargements to two existing bedrooms, and a new master bedroom.

Rear extension

The extension would project 3.2 metres from the rear of the site, it would be 11.4 metres in width and 3.9 metres in overall height (3.2 metres to the eaves).

Side extensions

The extension proposed to the northeast would project 3.15 metres, would be 10.5 metres in length, and 5 metres in overall height (2.8 to the eaves).

There are two extensions proposed to the northwest of the dwelling. Each of these extensions would project 3 metres from the side of the dwelling, would be 3.3 metres in width, and 4.9 metres in overall height (2.4 metres to eaves). These would be attached to the existing detached garage and a new corridor would provide access into the garage from within the host dwelling.

The walls of the extensions would be constructed from artificial stone, the roofing material would be tiles, and the openings would be white uPVC to match the existing.

4. BACKGROUND AND HISTORY

93/03547 – Erection of extension APPROVED (no. 4 Linefield Road)

87/00282 - Erection of detached bungalow APPROVED (plot 2, Linefield Road)

5. PLANNING POLICY

The application site is located within the Upper Batley Conservation Area on the Kirklees Unitary Development Plan proposals map.

Kirklees Unitary Development Plan

D2 – Unallocated land

BE1 – Design principles

BE2 – Quality of design

BE5 – Conservation Areas

BE13 – Extensions to dwellings (design principles)

BE14 – Extensions to dwellings (scale)

T10 – Highway safety

T19 – Parking Provision

G6 – Land contamination

NE9 – Retention of mature trees

National Planning Policy Framework

Chapter 7 - Requiring good design

Chapter 11 – Conserving and enhancing the natural environment

Chapter 12 – Conserving and enhancing the historic environment

Other relevant documents

Upper Batley Conservation Area Appraisal – adopted document providing guidance on the character of the conservation area.

6. CONSULTATIONS

The following is a brief summary of consultee advice (more details are contained in the assessment section of the report, where appropriate).

K.C. Conservation and Design – Due to the lack of quality in the design and the impact upon the street scene it is recommended that the application is refused.

K.C Environmental Health – The existing building and proposed extension are on land that is shown to be potentially contaminated from its former use. The proposed extension is a significant enlargement to the property. The end use will be residential which is particularly sensitive to contaminate land issues. Conditions relating to contaminated land recommended.

7. REPRESENTATIONS

No neighbour representations have been received.

Councillor Akhtar has requested the application be referred to the Heavy Woollen Planning Sub-Committee for the reason set out in section 2 of this report.

8. ASSESSMENT

Principle of Development:

The site is within the Upper Batley Conservation Area. Section 72 of the Listed Buildings & Conservation Areas Act (1990) requires that special attention shall be paid in the exercise of planning functions to the desirability of preserving or enhancing the appearance or character of the Conservation Area. This is mirrored in Policy BE5 of the Unitary Development Plan together with guidance in Chapter 12 of the National Planning Policy Framework.

The report will now discuss the following issues: the impact on residential amenity, the impact on visual amenity (including an assessment of conservation area policy) and highways safety.

Impact on Visual Amenity:

The impact on the Upper Batley Conservation Area will be considered. This section will then be split into two areas; the ground floor rear extension and the side extensions.

Impact on Upper Batley Conservation Area

Within the Upper Batley Conservation Area appraisal, Linefield Road is not mentioned specifically. The Appraisal at section 6 of the document references the importance of open space and tree coverage which it notes comprises an important feature of the revised Upper Batley conservation area. The conclusion of the Appraisal at section 13 states “the proposed expansion of the conservation area does not mean that new development will not permitted, but that such development will be of high quality and respect the open space and gardens which are integral to the character and setting of Upper Batley conservation area”. This development proposal would erode the space between neighbouring properties which overall is a positive feature of the Conservation Area which is contrary to the aims of the Appraisal. Following a formal consultation with the Council’s Conservation and Design team, it has been stated the bungalows are of late 20th century construction

building on land that formed the railway cutting. Whilst the buildings are within the conservation area they are of little significance to the character of the conservation area which is typified by a mix of Victorian villas and late Victorian industrial buildings and cottages. The appraisal for the conservation area makes no reference to the sites significance however, due to their inclusion any alteration needs to comply with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Overall therefore the proposed extension would not accord with the aims of the Conservation Area appraisal as the spaces between the building, which albeit have a neutral effect upon the character and appearance of this part of the conservation area would be eroded and therefore the impact on the conservation area from the development would fail to preserve or enhance the character and appearance of this part of the conservation area.

Design

Ground floor rear extension

Although it is acknowledged that the extension has a flat roof, it cannot be seen from the streetscene and is constructed from materials to match the existing. The extension is set down from the ridge of the host dwelling and is read as a subservient addition. The openings are of a similar design, scale and materials and the glazing and roof lantern add a contemporary element to the extension. The extension is not the full width of the dwellinghouse and would only project as far as the existing dressing room/en suite. Although it is acknowledged that this is a slightly larger projection than what is generally supported on closely spaced dwellings under policy BE14 of the UDP (approximately 3.2 metres), the extension is set well off the boundary with neighbouring properties and there is a large amount of amenity space remaining at the front and rear of the site which would not result in any overdevelopment of the site.

It is likely that this extension could be erected under permitted development rights and therefore this is given some limited weight when determining whether the extension is acceptable.

Side extensions

There is a uniform layout of development along this part of Linefield Road with regular gaps between the detached garages and chalet style properties. It is considered that the side extensions would break this uniformity, resulting in a development extending the full width of the site, harmful the character of the area which has been designated as being of special architectural or historic interest. Although it is acknowledged that the conservation area was designated after the dwellings were constructed, conservation policy still needs to be considered. The extensions would, in the view of officers, relate awkwardly to the host dwelling and would comprise a dominant and inappropriate form of development in this location. The host dwelling would, in

the opinion of officers, lose its character and unbalance the streetscene by virtue of elongating the host dwelling significantly.

By virtue of their unsympathetic scale and massing, it is considered that the extensions would relate awkwardly and detract from the character of the host dwelling and unbalance the appearance of the streetscene, and would neither preserve nor enhance the Upper Batley Conservation Area. Given that the extensions are to the side of the dwelling, a terracing effect needs to be considered. In this case, the extensions would close the gaps between the garages and would create a harmful terracing impact.

Proposals for new development within conservation areas, including extensions or changes of use to existing buildings, should respect the architectural qualities surrounding buildings and their materials of construction, and contribute to the preservation or enhancement of the character or appearance of the area. The side extensions would dominate the front elevation of the modest host dwelling and detract from its character by virtue of its scale and design. The extension would be harmful to visual amenity with regards to the appearance of the host dwelling, contrary to policies BE1, BE2, BE5, BE13 and BE14 of the UDP, as well as the aims of Chapter 7 and Chapter 12 of the NPPF.

Officer's has been in negotiations with the applicant to achieve an amended design and siting of the extension to create a subservient addition to the host dwelling which would not relate incongruously to the main building. However, the applicant does not wish to amend their proposal due to not achieving the desired accommodation. In light of this, a determination has been requested on the basis of the originally submitted plans.

Paragraph 64 of the NPPF states that applications should be refused which represent poor design. In this case, although the host dwelling itself is not of especially high architectural quality, paragraph 64 also discusses how development should take opportunities for improving the character and quality of an area. Officers consider that the proposal, for the reasons highlighted within the report, would detract from the character of the host dwelling and the immediate streetscene and would therefore be harmful to visual amenity and would not improve the appearance of the host dwelling within the conservation area.

Furthermore, there is no fall-back position. This is because side extensions within a conservation area do not fall under permitted development legislation.

Impact on Residential Amenity:

This section will individually assess the impact on neighbouring properties. No representations have been received from any members of the public.

Impact on no. 2 Linefield Road

Given that there is a garage (which is a non-habitable room) on either side of the boundary as well as heavy screening and a significant distance between the neighbouring dwelling and the proposed extensions, there would be no harm to the residential amenity for the occupiers of this neighbouring property with regards to overbearing.

With regards to overlooking/loss of privacy, there is a window in the side elevation of the proposed rear extension facing this site which serves a habitable room. However, given the distance to the boundary (approximately 9 metres with a further 7 metres to the main dwelling at no. 2) and the fact that this is a secondary window (main opening in the rear elevation), it is considered by officers that this would not lead to a harmful level of overlooking/loss of privacy. The side extensions would be joined to the existing garage and therefore would be screened.

Impact on no. 6 Linefield Road

This neighbouring dwelling benefits from a garage on the boundary to the southeast of no. 4 Linefield Road. For this reason, the side extensions would be screened by this and there would be no overbearing. With regards to the rear extension, this is set off the boundary by 4 metres and is single storey in height. The extensions would not cause harm to the residential amenity to the occupiers of no.6 in terms of overbearing.

With regards to overlooking and a loss of privacy, there are no openings proposed in the side elevation of the rear extension or side extensions. The side extension would be screened by the neighbouring garage.

Although it is acknowledged that there is heavy screening on the boundary with this site, this could be removed without planning permission and there is only a distance of 4 metres between the rear extension and the rear amenity space of no. 6. For this reason, should the application be approved, a condition would be recommended to remove permitted development rights for new openings in this elevation to avoid overlooking into this rear amenity space.

Impact on surrounding properties

There is a significant distance between dwellings at the front of the site and dwellings at the rear of the site to avoid any impact to the residential amenity of the occupiers of these dwellings.

Overall

In conclusion, it is considered that the proposal would be acceptable in terms of residential amenity. The application would be compliant with Policies D2, BE1 and BE14 of the UDP.

Impact on Highway Safety:

The proposed extension would lead to an increase in the number of bedrooms from 3 to 4. For this reason, the amount of parking provision that is required (3 spaces) would not alter. The extension would not be erected on land used for parking and the driveway can accommodate two car parking spaces. The garage would additionally accommodate one vehicle meaning 3 parking spaces can be provided on site. The proposal is in accordance with policy T19 of the Kirklees UDP. Given the quiet nature of this part of Linefield Road, reversing onto the highway would not cause highways safety issues and the proposal is in accordance with policy T10 of the UDP.

Other matters:

Contaminated Land

Following consultation with the Council's Environmental Health team, the site is on land that is shown to be potentially contaminated. Residential uses are particularly sensitive to contaminated land and therefore, should the application be approved, 4 conditions are recommended with regards to contaminated land. The inclusion of these conditions would ensure that the proposal would accord with policy G6 of the UDP and chapter 11 of the NPPF.

Impact on Protected Trees (TPO23/77/a1)

This area of protected trees is a significant distance from the application site and therefore there would not be any harm to the trees or their roots as a result of the development. The proposals are therefore considered to accord with the aims of policy NE9 of the UDP.

There are no other matters considered relevant to the determination of this application.

Representations

No representations have been received from any members of the public.

Ward Councillor Akhtar's comments are considered to be addressed in the assessment above.

Conclusion:

To conclude, the rear extension is considered to be acceptable however, the side extensions, would result in development extending across the full width of the site, would be harmful to the visual amenity of the host dwelling, street scene, and would fail to preserve or enhance the significance of the Upper Batley Conservation Area.

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 Kirklees Unitary Development Plan and other material considerations. It is considered that the side extension elements of the proposals do not accord with the development plan and that there are specific policies in the NPPF that indicate development should be restricted.

9. RECOMMENDATION

REFUSE

1. The proposal, by virtue of the design and scale of the side extensions would result in unduly dominant extensions on the host dwelling. This would impact adversely upon the visual amenity of both the host dwelling and the streetscene which currently has a uniform layout along Linefield Road. Furthermore, the erection of the side extensions would create a detrimental terracing effect, resulting in development extending across the full width of the application site which would neither preserve nor enhance the character of the Upper Batley Conservation Area. To approve the proposals would be contrary to Policies BE1, BE2, BE5 and BE14 of the Kirklees Unitary Development Plan and the Upper Batley Conservation Area Appraisal as well as the aims of chapters 7 and 12 of the National Planning Policy Framework.

This recommendation is based on the following plans and specifications schedule:-

Plan Type	Reference	Version	Date Received
Location plan	1:1250	-	24.06.2016
Proposed front and rear elevations (and proposed side elevation)		-	15.08.2016
Existing front and rear elevations	-	-	24.06.2016
Proposed ground floor plan	-	-	
Proposed ground floor plan	-	-	
Existing ground floor plan and location plan	-	-	24.06.2016

Application No: 2016/92276

Type of application: 62HH - FULL APPLICATION

Proposal: *Erection of single storey rear extension*

Location: 258, Headfield Road, Thornhill Lees, Dewsbury, WF12 9JN

Grid Ref: 424587.0 419840.0

Ward: *Dewsbury South Ward*

Applicant: *Mr I Hussain*

Agent: *Raja Riaz*

Target Date: *02-Sep-2016*

Recommendation: *RF1 - REFUSAL*

Please click the following link for guidance notes on public speaking at planning committees, including how to pre-register your intention to speak.

<http://www.kirklees.gov.uk/beta/planning-applications/pdf/public-speaking-committee.pdf>

LOCATION PLAN



Map not to scale – for identification purposes only

1. SUMMARY OF APPLICATION

The single storey rear extension, by reason of the excessive projection, scale and massing would result in an overbearing and oppressive relationship being formed to the residential amenity of the occupants of the adjoining, no. 260 Headfield Road. Furthermore, the scale of proposed extension, in addition to the existing extensions to the original dwellinghouse is considered to represent overdevelopment of the modest family home which would not represent good design and would therefore be detrimental with regards to visual amenity. This is contrary to policies D2, BE1 and BE14 of the Kirklees Unitary Development Plan and chapter 7 of the NPPF. The special circumstances of the applicant have been carefully considered however officers are of the view that this does not outweigh the concerns set out in this report.

RECOMMENDATION: REFUSAL

2. INFORMATION

This application was reported to the chairs briefing prior to Planning Sub-Committee at the request of Cllr Masood Ahmed.

“I would like to request that the planning application for 258 Headfield Road be put to the Heavy Woollen Planning Committee for a decision with a site visit.

Whilst I appreciate that the Planning Officers consider that the application should be refused given the significant projection together with the lack of explicit support from the Accessible Homes Team, I feel that the committee should consider that the accommodation needs to work for the entire family.

The Accessible Homes Team has said that they would be able to provide the accommodation required within the footprint of the existing house, but this would have repercussions on the family’s living standard.

I would also request that the Planning Committee Members pay particular attention to the many various extensions and outbuildings on this section of Headfield Road and proximity on their site visit. Because of the various extensions already evident within the area, the proposal is not, in my view, considered to be harmful to the visual amenity of the area and its design would be acceptable.

Finally I think that as the applicant could build a 2m high wall on the boundary with the adjoining property and that the eaves of the extension is only 0.9m higher than this with the roof sloping up and away from the property the harm would not be so significant on the amenity of the occupants of the adjoining property 260 Headfield Road.”

The Chair of the Sub Committee has confirmed that this reason is acceptable having regard to the Councillors’ Protocol for Planning Sub Committees.

3. SITE DESCRIPTION /PROPOSAL

Site Description

258 Headfield Road is a semi-detached two storey dwelling. The property has been constructed using red brick although there are some render details on the front elevation. There is also a bay window on the front elevation of the dwelling with a canopy. The property has a small garden to the front, drive along the side leading to a shared garage to the rear, and an enclosed rear garden. The property also has an existing two storey extension to the rear of the dwelling.

The property is surrounded by similar residential properties to the front, sides, and rear. Moreover there are a significant number of extensions and alterations to the other dwellings in the area. The adjoining property, 260 Headfield Road has a single storey rear extension and a detached garage. The adjacent property, 256 Headfield Road has a shared garage with the host property to the rear and a two storey rear extension. The property to the rear, 9 Ashfield, has a large outbuilding along the common boundary with the host property.

Proposal

The applicant is seeking permission for the erection of a single storey extension to the rear to provide ground floor accommodation for a disabled member of the occupying family.

The extension is proposed to project 5m from the rear of the existing extension (overall projection 8m inclusive of the existing extension) and would extend across the full width of the dwelling. The extension is proposed to have a pitched roof form.

The walls of the extension proposed would be faced using red brick and the roof would be covered with tiles.

The existing detached garage is shown to be demolished.

4. BACKGROUND AND HISTORY

2016/90839 – Erection of front, side and rear extensions – refused by reason of overdevelopment and impact on neighbour's amenities.

2012/92358 – Erection of front and rear extension formation of new roof and dormers – approved

1998/90637 – Erection of two storey rear extension – granted and built

5. PLANNING POLICY

The site is unallocated on the UDP proposals map.

Kirklees Unitary Development Plan

- **D2** – Unallocated land
- **BE1** – Design principles
- **BE13** – Extensions to dwellings (design principles)
- **BE14** – Extensions to dwellings (scale)
- **T10** – Highway Safety
- **T19** – Parking

National Planning Policy Framework

- Chapter 7 – Requiring good design

6. CONSULTATIONS

The following is a brief summary of Consultee advice (more details are contained in the assessment section of the report, where appropriate).

K.C. Accessible Homes – A scheme could be achieved within the existing footprint of the property which would meet the needs of the client. Therefore the Accessible Homes Team cannot support an extension as being the only option in this case.

7. REPRESENTATIONS

No representations have been received.

8. ASSESSMENT

General Principle / Policy:

The site is unallocated within the Unitary Development Plan proposals map. As such, development can be supported providing the proposal does not prejudice the avoidance of overdevelopment, highway safety, residential amenity, visual amenity and the character of the surrounding area in line with the aims of policy D2 (specific policy for development on unallocated land) of the UDP.

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

Impact on Amenity:

Visual amenity

The properties on Headfield Road, although mostly of a similar age, have undergone considerable extensions and alterations, including the host property which has a two storey extension to the rear and a large shared

outbuilding to the rear. As such, it may be acceptable to extend the host property dependent upon design, scale and detailing.

The proposed projection of 5m, in addition to the previously approved and built 3m extension, would result in a significant portion of the rear garden being developed. This would form a disproportionate extension, having a total projection of 8m and extending full width across the rear elevation of the host dwelling. Whilst the extension is proposed to be constructed using appropriate materials and detailing, and also includes the demolition of the existing detached garage, the overall scale of the extension would result in significant bulk and mass relative to the modest dimensions of the original property. This is considered to amount to overdevelopment of the site which would not represent good design and would have a detrimental impact in terms of visual amenity.

Therefore the scheme is not considered to comply with Policies D2, BE1, BE13, and BE14 of the UDP and the aims of chapter 7 of the NPPF.

Residential amenity

The single storey rear extension would have the potential to impact upon the amenities of the occupiers of the adjoining 260 Headfield Road, the adjacent 256 Headfield Road, and 9 Ashfield to the rear. For the purposes of this assessment, the impacts have been separated out as follows.

256 Headfield Road

The impact is mitigated to a degree by the presence of the existing outbuilding to the rear of the adjacent 256 Headfield Road and the adjacent neighbours own two storey rear extension. Furthermore, a degree of separation is provided and would be retained with the drives to the side of each property. Therefore, it is considered that there would not be significant harm to the amenities of the occupiers of the adjacent 256 Headfield Road.

9 Ashfield

There is a large outbuilding to the rear of the neighbouring 9 Ashfield which would block much of the single storey rear extension. As such, the rear extension would not have a significant impact on the amenities of the occupiers of the neighbouring dwelling to the rear, 9 Ashfield.

260 Headfield Road

The harm caused to the amenities of the occupants of the adjoining 260 Headfield Road will be significant for the following reasons.

The position of the extension to the north-east of the neighbour is such that there would be overshadowing caused in the early to mid-morning to the windows in the rear elevation and the garden space of the adjoining property. Although the overshadowing would not occur all day, the 5m projection along

the common boundary at a height of over 2.9m to the eaves would have a significant overbearing and oppressive impact on the amenities of the occupiers of the adjoining 260 Headfield Road. Despite the modest single storey flat roof extension to the rear of the adjoining property, which projects no further than the existing two storey extension to the rear of the application property, there are no other features on the site which would mitigate the impact of such a large extension on the amenity of these adjoining occupants.

As such, due to the significant scale of the extension and the impact it would have on the amenity of the occupants of the adjoining 260 Headfield Road, it is considered that the proposals are unacceptable from a residential amenity perspective, and fail to comply with policies D2, BE1 and BE14 of the UDP.

Other Matters:

Personal circumstance

A member of the family has complex physical disabilities with no independent mobility and is an essential wheelchair user. The resident has been assessed by the appropriate professionals and it has been confirmed that there is a genuine need for adaptations to be made to the family home.

Members are advised that it is not unusual for larger extensions than would usually be permitted to be granted planning permission when taking account of the special circumstances of an applicant, particularly when disability and mobility issues of the occupiers are the driver behind requiring a larger extension than planning policy would normally allow. This approach is consistent with the requirements of Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which states "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

The accommodation proposed within this application will provide ground floor bedroom and bathing facilities for the disabled member of the family. Therefore consultation has been carried out with the Council's Accessible Home's team who confirmed that they are aware of the family and the nature of the disabled resident's needs. As part of their consultation response, the Accessible Home Team have responded that they could provide for the needs of the client within the footprint of the existing dwelling through the use of a through floor lift in the living room up into a larger front bedroom and adapting the existing bathroom with a level access shower. As such, the Accessible Homes Team is not supporting the proposal as the only option to provide the required facilities in this case. Therefore, there is insufficient weight regarding this issue to override the concerns relating to the impact on the amenities of the occupants of the adjoining property and the concerns relating to overdevelopment of the site.

Officers have suggested an alternative scheme in terms of re-positioning the extension away from the shared boundary with the adjoining property and extending out past the side elevation of the dwelling. The applicant has considered this suggestion however he felt that the internal arrangements would not provide a satisfactory layout for the use of the family.

Highway Safety

Although the proposal would result in the loss of the garage for parking, the property has two off road parking spaces within its curtilage to the front and side of the dwelling. The scheme would not represent any additional harm in terms of highway safety and as such complies with policies D2, T10 and T19 of the UDP.

There are no other matters relevant for consideration.

REPRESENTATIONS

None received by any members of the public.

Ward Councillor Ahmed has requested that the application be considered by members of the Heavy Woollen Planning Sub-Committee for the reasons set out in Section 2 of this report.

The matters raised by Councillor Ahmed have been addressed in the main assessment, and it is the view of officers that the special circumstances of the applicant do not outweigh the concerns relating to visual and residential amenity.

Conclusion:

This application to erect a single storey extension to the rear of 258 Headfield Road has been assessed against relevant policies in the development plan as listed in the policy section of the report, the National Planning Policy Framework and other material considerations.

Having regard to the special circumstances of the applicant and acknowledging no objections have been received to the publicity of the application, it is considered that the projection and scale of the rear extension would have an oppressive and overbearing impact on the amenities of the occupants of the adjoining 260 Headfield Road, which is considered to be unacceptable in terms of policies D2, BE1 and BE14 of the Kirklees UDP.

Furthermore, the scale of proposed extension, in addition to the existing extensions to the original dwellinghouse is considered to represent overdevelopment of the site. This would not be considered to represent good design and would therefore be detrimental with regards to visual amenity. This is contrary to policies D2, BE1 and BE14 of the Kirklees UDP and chapter 7 of the NPPF.

It is considered that the development proposals do not accord with the development plan and the adverse impacts of granting permission would significantly and demonstrably outweigh any benefits of the development when assessed against policies in the NPPF and other material consideration.

9. RECOMMENDATION

REFUSE

1. The single storey rear extension, by reason of the excessive projection, scale and massing, would result in an overbearing and oppressive relationship being formed to the residential amenity of the occupants of the adjoining property, no. 260 Headfield Road. This is contrary to Policies D2, BE1, and BE14 of the Kirklees Unitary Development Plan.

2. The proposed extension, by reason of its scale when viewed in addition to the existing extensions to the original dwellinghouse, would result in the overdevelopment of the application site which would not represent good design and would be detrimental with regards to visual amenity. To permit this extension would be contrary to Policies D2, BE1 and BE14 of the Kirklees Unitary Development Plan and chapter 7 of the National Planning Policy Framework.

This recommendation is based on the following plans and specifications schedule:-

Plan Type	Ref	Web ID	Date Received
Location plan	-	594446	08/07/2016
Proposed site plan	-	594445	08/07/2016
Existing floor plans	-	594456	08/07/2016
Front/rear elevations	-	594454	08/07/2016
Side elevations	-	594453	08/07/2016