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**Report of the Head of Planning and Development**

**HEAVY WOOLLEN PLANNING SUB-COMMITTEE**

**Date: 17-Feb-2021**

**Subject: Planning Application 2020/90084 Demolition of existing house and barn and erection of office block/storage with canopy over parking area Crossfield Farm, 17, Woodland Grove, Dewsbury Moor, Dewsbury, WF13 3PE**

**APPLICANT**

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**DATE VALID**

10-Feb-2020

**TARGET DATE**

06-Apr-2020

**EXTENSION EXPIRY DATE**

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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**

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**Electoral wards affected: Dewsbury West**

**Ward Councillors consulted: No**

**Public or private: Public**

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## **RECOMMENDATION: REFUSAL**

1. The proposed development would result in the total loss of a non-designated heritage asset known as Crossfield Farm, 17 Woodland Grove, Dewsbury WH13 3PE. The harm resulting from the loss of this asset would not be outweighed by the potential socioeconomic benefits of this development. Therefore, to permit the proposal in its current form would be contrary to Policy LP35 of the Kirklees Local Plan and Chapter 16 of the National Planning Policy Framework.
2. The layout of the proposed development would fail to provide satisfactory access for emergency vehicles. In addition, the substandard visibility from the site access, coupled with the significant intensification of use would give rise to an unacceptable impact on highway safety and efficiency. Therefore, to permit this development in its current form would be contrary to Policies LP21 and LP24 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.

### **1.0 INTRODUCTION:**

- 1.1 The application is brought to the Heavy Woollen Planning Sub-Committee upon request of the Council's Mayor Councillor Mumtaz Hussain. The reason for the committee request is set out as follows.
- 1.2 It is my view that the old building concerned cannot be restored because of the condition it is in. Therefore, I consider this development should be supported in order to facilitate re-use/ redevelopment of the site.
- 1.3 The Chair of the Sub-Committee has confirmed that this arrangement is appropriate, having regard to the Councillor's Protocol for Planning Committees and the Constitution.

### **2.0 SITE AND SURROUNDINGS**

- 2.1 This application relates 17 Woodland Grove, comprising a derelict two-storey stone built detached house, set within an overgrown garden. This building has a traditional appearance with some distinctive architectural features in the front and rear elevations, although falling into a status of disrepair. It is identified as a non-designated heritage asset for its architectural merit and history. The boundary treatment comprises walls, fences, and trees. The site is accessible from Heckmondwike Road via a private road shared with the adjacent garage.
- 2.2 Woodland Grove and the adjacent Heckmondwike Road are characterised by a mix of residential and commercial developments. The land level drops gradually from the east to the west with all buildings on Grove Hall Road set at a lower level than that currently stands on site.

### **3.0 PROPOSAL:**

- 3.1 Planning permission is sought for the demolition of a derelict building, the erection of an office and a canopy, the change of use of land for storing vehicles and other alterations.

- 3.2 The office would be single storey in height, constructed with fairfaced concrete block and tiles. The external dimensions of it would be 9.0m (D) x 66.0 (W) x 7.9m (H). It would be placed adjacent to the northern boundary of the site.
- 3.3 To the front of this office would be a hardstanding area for storage of vehicles. The submitted information suggests that the area has a capacity for storing 82 vehicles. A canopy would be erected above part of this area. Its external dimensions would be 27.0m (D) x 47.1m (W) x 5.9m (H).
- 3.4 The site would be occupied by an online car sales business, with all transactions completed remotely and the sold cars delivered to customers through a nationwide delivery service. The business would employ 3 to 4 members of staff and open on weekdays from 0900 to 1800. The site would be secured by 2.0m palisade fences.

#### **4.0 RELEVANT PLANNING HISTORY (including enforcement history):**

2019/20396 – Pre-application enquiry for demolition of derelict house, erection of office and canopy and use of remainder for storing vehicles (17, Woodland Grove) – Response issued

2014/93552 – Outline application for erection of 5 dwellings (17, Woodland Grove) – Refused

2012/90438 – Demolition of existing buildings and o/a for erection of residential development (17, Woodland Grove) – Withdrawn

2011//91653 – Demolition of existing buildings and outline application for residential development (9 dwellings) – Withdrawn

#### **5.0 HISTORY OF NEGOTIATIONS (including revisions to the scheme):**

- 5.1 Significant concerns were raised at the outset of this application regarding the loss of a non-designated heritage asset and the lack of assessment on the historic significance of the asset. The applicant was also made aware of other issues in terms of highway safety, public footpath, and noise.
- 5.2 A heritage statement was provided subsequently, setting out the reasons the existing building could not, in the applicant's opinion, be re-used entirely or partially. The statement then concluded that the only viable option was to demolish this building and to construct a new purpose-built office for the car sales business. The applicant also provided a revised site layout to show the circulation of vehicles within the site.
- 5.3 This supplementary information was passed to the Highways Development Management Team and the Conservation and Design Team for consideration. No further details of amendments to the scheme were sought thereafter.

## **6.0 PLANNING POLICY:**

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

The site is unallocated on the Kirklees Local Plan.

### **6.2 Kirklees Local Plan (KLP):**

- LP 01** – Achieving sustainable development
- LP 02** – Placing shaping
- LP 21** – Highway safety
- LP 22** – Parking
- LP 23** – Core walking and cycling network
- LP 24** – Design
- LP 35** – Historic environment
- LP 52** – Protection and improvement of environmental quality
- LP 53** – Unstable and contaminated land

### **6.3 National Planning Policy Framework**

- Chapter 2** – Achieving sustainable development
- Chapter 6** – Building a strong competitive economy
- Chapter 12** – Achieving well-designed places
- Chapter 14** – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15** – Conserving and enhancing the natural environment
- Chapter 16** – Conserving and enhancing the historic environment

## **7.0 PUBLIC/LOCAL RESPONSE:**

- 7.1 This application was publicised by site notice, news advert and neighbour letter, which expired on 12-Mar-2020. Following this publicity, 16 written representations were received from the occupants of the neighbouring houses, who raised the following issues.

- The redevelopment of this site can make it more secured and generally looks more pleasant than existing.
- The proposal could result in noise and disturbance upon the neighbours while construction works are taking place.
- Access to the site is difficult; it could not cope with the vehicle movements resulting from the 84 car parking spaces.
- Surfacing the existing grassed area could increase the surface water runoff and, therefore, the risk of flooding.
- The choice of materials is not sympathetic to the surrounding buildings.
- The privacy of the neighbouring residents could be jeopardised.
- The proposal is for a garage with workshops, not an office block.
- The proposal represents a more productive use of land than the current situation.

- The fact the building is a non-designated heritage asset should be taken into consideration.
- The proposal is likely to overdevelop the site because of its scale.
- The applicant did not serve the correct planning notice to the relevant landowner.

## 8.0 CONSULTATION RESPONSE:

### 8.1 Statutory

**The Coal Authority:** No objection, subject to two conditions

**West Yorkshire Archaeology Advisory Service:** The development, if approved, would result in the total loss of important evidence of the house's original form and historical development. Should the application be approved then an appropriate level of archaeological and architectural recording should be carried out prior to and potentially during demolition (a building record). This work can be secured by a suitably worded condition being placed on any grant of planning consent awarded by Kirklees Council.

### 8.2 Non-statutory:

**KC Highways Development Management Team:** Whilst it is noted that the car sales are to be done online, which could, as a result, reduce the number of customers visiting the site, the substandard visibility, coupled with the intensification of use from one dwelling to a large scale car sales business are likely to cause an unacceptable impact on highway safety and disruptions to the flow of traffic on Heckmondwike Road. Hence, we object to this development on highway safety grounds.

**KC Environmental Health:** No objections, subject five conditions

**Public Rights of Way Team:** Object to the proposed development because of the lack of information on how it would impact on the footpath and how such an impact would be mitigated.

## 9.0 MAIN ISSUES

- Principle of development
- Impact on visual amenity
- Impact on residential amenity
- Impact on highway safety and parking
- Representations
- Other matters

## 10.0 APPRAISAL

### Principle of development

- 10.1 Chapter 2 of the NPPF introduces the presumption in favour of sustainable development, which is the focus of policy LP1 of the Kirklees Local Plan. This policy stipulates that proposals that accord with policies in the Kirklees Local Plan will be approved without delay, unless material considerations indicate

otherwise. Policy LP24 of the KLP is the overarching policy in relation to the design of all proposals, requiring them to respect the appearance and character of the existing development in the surrounding area as well as to protect the amenity of the future and neighbouring occupiers, to promote highway safety and sustainability. These considerations, along with others, are addressed in the following sections of this report.

- 10.2 The application site is “land locked” surrounded by predominately residential development. To its eastern aspect is a garage and a car parking area. The site comprises a derelict building, set in an overgrown grassed area. The Council’s aerial photos and planning records appear to suggest that it has been vacant for a prolonged period. The existing building is admittedly in a state of disrepair. In this respect, the site is not being utilised to its full development potential.
- 10.3 Chapter 11 of the NPPF requires that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improvement the environment and ensure safe and healthy living conditions. As well as this, Local Planning Authorities have the responsibility to help create the conditions, in which businesses can invest, expand, and adapt. It follows that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 10.4 In this case, the proposal would represent a more effective use of land than the current situation, contributing positively to the local economic growth through creation of three to four employment opportunities. Besides, it relates to an established business in Ravensthorpe that are looking to expand further. With these factors in mind, officers are satisfied that the proposal accords with chapters 6 and 9 and 11 of the NPPF. The principle of re-using/ re-developing the building and land adjacent could be considered favourably, so long as it contributes to the improvement of the environment and ensures safe and healthy living conditions of the neighbouring residents.
- 10.5 When considering the impact on environment, it is important to note that the building currently on site is identified as a non-designated heritage asset for its architectural merit and history, as well as its positive contribution to the built and historic environments. Consideration, therefore, must be given to chapter 16 of the NPPF and policy LP35 of the KLP that collectively set out the criteria, against which this application should be assessed.
- 10.6 On the matter of non-designated heritage asset, paragraph 197 of the NPPF states that the effect of an application on the significance of such an asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Paragraphs 198 and 199 prescribe the procedure, which Local Planning Authorities and developers should follow, where a proposal would result in the loss of the whole or part of a heritage asset.
- 10.7 In this case, permission is sought to demolish the entire building on site, which means that the non-designated heritage asset would be lost in its entirety. The Heritage Statement received on 16<sup>th</sup> July 2020 provides an assessment on the significance of the asset concerned and photographs of its interior and exterior. The applicant contends that the cost of repairing and

converting this building to create a house would exceed the average house price in the vicinity of the site. Therefore, conversion or partial redevelopment are not, in the applicant's opinion, an economically viable option.

- 10.8 Moreover, the site in question is in the vicinity of a MOT garage and only accessible via a private road from Heckmondwike Road. It is asserted that the current setting of the site makes it unsuitable for residential development. Consequently, the proposed redevelopment is thought to be the only viable option to bring the site back into a more effective use.
- 10.9 Notwithstanding the information provided in the Heritage Statement, the Conservation Officer is of the opinion that the preservation of this non-designated heritage asset could be secured through a slightly bigger residential scheme. This would allow the cost of repair and conversion be shared evenly across several new houses and, consequently, would make the scheme potentially more economically viable than suggested in the Heritage Statement. Besides, although some information has been provided regarding the estimated cost of repair, it is not entirely clear as to how these figures are calculated and what assumptions these calculations are based upon.
- 10.10 Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of the existing and future generations. Thus, caution must be exercised when considering an application that would result in the total loss of a heritage asset. On this occasion, although the development under consideration does have some socioeconomic benefits in terms of supporting economic growth and job creation, these benefits are not significant enough to outweigh the loss of the non-designated heritage asset currently stands on site. The evidence provided in the Heritage Statement is not adequate to substantiate the applicant's assertion that the proposed redevelopment is the only viable option to achieve a more effective use of land than the current situation.
- 10.11 Therefore, in line with the guidance outlined in paragraph 197 of the NPPF and policy LP35 of the KLP, officers concluded that the proposal would give rise to an unacceptable impact on the historic environment, resulting from the loss of a non-designated heritage asset. Consequently, the principle of the current scheme could not be supported from a heritage conservation perspective.

#### Impact on visual amenity

- 10.12 The proposal comprises an office and a car park with a canopy above. The external front wall of the office would roughly align with that of the adjacent garage at 109 Heckmondwike Road. It would be single storey in height, comparable to the buildings immediately adjacent. To the front of the office would be a car park and a canopy. The canopy would be slightly lower than the office. There would be appropriate spacing between the proposed and existing buildings to avoid overdevelopment of the site and creation of a cramped built environment that would be harmful to visual amenity.

- 10.13 The site layout and scale are acceptable in visual amenity terms, for they would assist in preserving the established building and roof lines in this location. The development would be recessed considerably from Heckmondwike Road and largely screened from the road by the adjacent MOT garage. As such, the impact on the local street-scene is low and acceptable.
- 10.14 Heckmondwike Road is characterised by a mix of residential and commercial developments. To permit a car sales business, as proposed, is unlikely to cause a significant change to the prevailing character of its immediate surroundings. The office would be of a rectangular form with a dual pitched roof and several large openings in the front elevation for vehicle access. The appearance of this building is suitable for its intended purpose that is for storage of cars. There is already a variety of built forms in the vicinity of the site. These buildings are all constructed with different materials, which contribute to the diverse character of Heckmondwike Road.
- 10.15 The office is proposed to be constructed with fairfaced concrete block and tiles. Whilst noting the variation of materials already exists in this area, the use of concrete block is inappropriate from a visual amenity perspective, especially when considering the substantial size of the building in question. Notwithstanding that, should Members resolve to grant permission for this development, a condition could be imposed to require that the building should be constructed in brick or faced with coloured render. Subject to this condition, the impact associated with the materials of construction could be satisfactorily mitigated.
- 10.16 In conclusion, the development concerned is of a satisfactory quality in scale, layout, and design. With the recommended condition imposed, it would preserve the overall appearance of the buildings nearby and the local character and street-scene of Heckmondwike Road. The proposal complies with policy LP24 of the KLP and chapter 12 of the NPPF.

Impact on residential amenity (including noise and disturbance)

- 10.17 The application site is surrounded by residential development on three aspects. Hence, redeveloping the site for the proposed use has the potential of causing conflict with the noise sensitive use in the vicinity. The impact on the living conditions of the neighbouring residential properties on Barley Croft, Grove Hall Road and Woodland Grove are considered as follows.
- 10.18 Concerning the office, it would be close to the rear garden of the adjacent terraced houses on Barley Croft. It is considered, notwithstanding the close spatial relationship between the office and these houses, that there would be no substantial harm to the living conditions of these occupiers. This is because the office would be single storey in scale only. The height of it would not be significantly greater than that of the existing boundary treatment at the shared boundary. Moreover, there would be an appropriate separation distance between these terraced houses and the office so that the overbearing impact would be minimised. Accordingly, the office is acceptable in terms of residential amenity.
- 10.19 In respect of the canopy, it could affect the open aspect currently enjoyed by the occupants of the neighbouring houses on Grove Hall Road. Due to the



land level difference between the application site and these adjacent sites, the canopy might appear as a prominent structure while looking from the habitable room windows of these properties. Although the impact on these neighbours is acknowledged, the elevations drawing indicate that the canopy would be no higher than the office and that a separation distance of approximately 15.0m would be achieved between the canopy and all other houses on Grove Hall Road. Under those circumstances, officers do not find the potential of overbearing impact significant enough to warrant refusal of this application.

- 10.20 The houses on Woodland Grove are set at an angle with their gable walls facing towards the application site. Given this relationship and the separation distance between the development and the houses concerned, the residential amenity impact would be very modest and thus negligible.
- 10.21 The site and the new buildings upon it are to be occupied by an online car sales business. Given the nature of this business, it is expected that some sort of lighting would need to be installed for security purposes. Besides, it is likely that there would be some noisy activities associated with the proposed use such as car washing and valeting, vehicle movements including possible HGV vehicles used for transporting vehicles.
- 10.22 No information is provided regarding how the site would be used and where potentially noisy activities would be located within the site. That being said, the Environmental Health Service considers that any noise issues could be effectively addressed by locating noise activities away from noise sensitive locations, providing adequate mitigation measures and avoiding noise activities at the most noise sensitive times of day.
- 10.23 In view of that, if Members are minded to approve this application, a condition should be imposed to require that a noise report and lighting scheme should be submitted to the Local Planning Authority for approval before the development commence. In addition, the hours of use should be restricted to the hours of 0700 and 2000 Mondays to Saturdays and 0900 to 1800 Sundays and Bank Holidays. This, again, could be secured by condition. Provided all these conditions are imposed, the development concerned is unlikely to cause unacceptable noise and disturbance upon the residents, living in the vicinity of the site.
- 10.24 In short, the proposed development is acceptable from a residential amenity perspective and compliant with the policies LP24 and LP52 of the KLP as well as Chapter 15 of the NPPF.

### Impact on highway safety

- 10.25 The proposal, if permitted, would result in a significant intensification of use, compared to the current situation. The site would have a capacity to store 82 vehicles outdoor. Whilst the number of vehicle movements might vary depending on the turnover of car sales made online, it is anticipated that the volume of traffic entering and exiting the site would increase considerably, as it would introduce a more intense use than existing. Further to this consideration, the visibility from the site access is substandard, partly due to the unauthorised erection of fences along the frontage of the adjacent MOT garage. The likely increase in trip generation, coupled with the poor sightline from the site access would potentially disrupt to the flow of traffic and, thereby, prejudice highway safety and efficiency.
- 10.26 The site is set back considerably from Heckmondwike Road. It is accessible via an existing private road, shared with the adjoining garage. Where a site is over 45.0 from the public highway, the advice from West Yorkshire Fire and Rescue Service stipulates that there should be vehicle access for a pump appliance to either 15% of the perimeter or within 45.0m of every point on the footprint of the building, whichever is less onerous. The submitted plan fails to demonstrate that the site layout is suitable for access of a fire appliance. The acceptability of the proposed layout is, therefore, questionable.
- 10.27 In terms of parking, all parking spaces shown on the site plan are of an appropriate size that is consistent with the Highway Design Guide SPD. There is a clearance distance of 6.0m between the rows of car parking spaces, consistent with the advice given in the initial consultation response. Taking account of these factors, the proposal is not found to have a significant detrimental impact on parking.
- 10.28 In short, the information provided in this application fails to demonstrate that a satisfactory layout could be achieved to facilitate access for emergency vehicles. The significant intensification of use, when combined with the substandard visibility from the site access would give rise to serious concerns in terms of the impact on the efficiency and operation of the local highway network. For these reasons, the current scheme is not acceptable from a highway safety perspective.

### Other matters

#### *Public footpath*

- 10.29 The site is adjacent to public footpath DEW/104/10. The footpath is set at a lower level than the application site and is currently retained by a brick wall, which appears to be dilapidated. Significant concerns were raised by the PROW Team in terms of the position of car parking spaces 69 to 82 and the potential of impact on the already fragile retaining wall. There is no information submitted as to how releveling of the site would affect the retaining structure abutting the footpath.
- 10.30 Although the concerns raised by the PROW Team is acknowledged, the potential issues associated with the footpath is not insurmountable. If

Members resolve to approve this application, a condition could be imposed to require a scheme for the protection of the footpath, its access right and safety of its user be submitted to the Local Planning Authority for approval before the development commence. Subject to this condition, the impact on the public footpath could be addressed appropriately, in accordance with policy LP23 of the KLP.

#### *Land contamination and stability*

- 10.31 The site falls within a “Development High Risk Area” identified by the Coal Authority. In line with the relevant guidance, the applicant has submitted a Coal Mining Risk Assessment, which has been reviewed by the Coal Authority. After considering the submitted information, the Coal Authority confirms in the consultation response that there are no objections to the current scheme, provided that a site investigation and remediation scheme are subsequently submitted to and approved in writing by the Local Planning Authority before the development commence.
- 10.32 The site is not shown as being potentially contaminated from its former use and the proposed end use is not particularly sensitive to land contamination issues. However, the site has clearly been previously developed and there is a potential for contamination. Therefore, a condition is necessary requiring action should unexpected contamination be encountered at the construction stage. Subject to these conditions, the development is acceptable in terms of land contamination and stability, complying with policy LP53 of the KLP and chapter 15 of the NPPF.

#### *Climate emergency*

- 10.33 On 12th November 2019, the Council adopted a target for achieving ‘net zero’ carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan pre-dates the declaration of a climate emergency and the net zero carbon target, however it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications the Council will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.
- 10.34 The proposal is for redevelopment of the site to create a car sales business. To promote the use of ultra-low emission vehicles and to improve the local air quality, a condition should be imposed to require the provision of electrical vehicle charging points, in accordance with policies LP24 and LP51 of the KLP and chapter 14 of the NPPF.

#### *Drainage*

- 10.35 This application seeks to turn a large part of the overgrown garden to a hardstanding area for parking. It would potentially increase the surface water runoff compared to the current situation. The application form states that all surface water is to be discharged to the main sewer. This is not consistent with the hierarchy outlined above.

- 10.36 To reduce the risk of flooding and to comply with the Policy LP28 of the KLP, a condition should be inserted to the decision notice to require a scheme detailing surface water and land drainage be submitted and approved before the development commences. With this condition imposed, the proposed development could be supported in respect of policy LP28 of the KLP and chapter 14 of the NPPF.
- 10.37 There are no other matters considered relevant to the determination of this application.

### Representations

- 10.38 16 written representations were received from the occupants of the neighbouring houses following the statutory publicity. The issues below were raised in these representations.
- The redevelopment of this site can make it more secured and generally looks more pleasant than existing.  
**Response:** This is a material consideration and has been considered in the principle of development section.
  - The proposal could result in noise and disturbance upon the neighbours while construction works are taking place.  
**Response:** The impact of noise and disturbance could be appropriately mitigated by planning conditions if this development is to be approved.
  - Access to the site is difficult; it could not cope with the vehicle movements resulting from the 84 car parking spaces.  
**Response:** This matter has been considered in the highway safety section.
  - Surfacing the existing grassed area could increase the surface water runoff and, therefore, the risk of flooding.  
**Response:** This issue has been addressed in the other matters section.
  - The choice of materials is not sympathetic to the surrounding buildings.  
**Response:** This concern has been addressed in the visual amenity section.
  - The privacy of the neighbouring residents could be jeopardised.  
**Response:** The development concerned would not prejudice the privacy of the neighbours. The reasons have been given in the residential amenity section.
  - The proposal is for a garage with workshops, not an office block.  
**Response:** This proposal is for a car sales business. It is not for a garage or workshop, as confirmed by the applicant.
  - The proposal represents a more productive use of land than the current situation.  
**Response:** This factor has been considered in the principle of development section.
  - The fact the building is a non-designated heritage asset should be taken into consideration.  
**Response:** The impact on non-designated heritage asset has been considered in the principle of development section.
  - The proposal is likely to overdevelop the site because of its scale.  
**Response:** The scale of development is appropriate, for all the reasons provided in the visual amenity section.

- The applicant did not serve the correct planning notice to the relevant landowner.

**Response:** The applicant provided photographic evidence that shows that the planning notice was sent to the relevant landowner on 02-Jun-2020.

## 11.0 CONCLUSION

- 11.1 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.
- 11.2 This application has been assessed against relevant policies in the development plan and other material considerations. Although officers acknowledge the socioeconomic benefit arising from this development and the importance of supporting businesses to expand, it is considered, on this occasion, that these benefit do not outweigh the total loss of a non-designated heritage asset. Furthermore, the potential impact on highway safety and efficiency is not acceptable in terms of policy LP21 and LP24 of the KLP.
- 11.3 It is considered that the development would not constitute sustainable development and is therefore recommended for refusal.

### Background Papers:

Application web link:

<https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2020/90084>

Certificate of Ownership: Certificate B signed and dated 02-Jun-2020