

## KIRKLEES METROPOLITAN COUNCIL

### PLANNING SERVICE

#### UPDATE OF LIST OF PLANNING APPLICATIONS TO BE DECIDED BY STRATEGIC PLANNING COMMITTEE

27 JANUARY 2022

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Planning Application 2021/92801

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**Erection of 291 dwellings with associated works and access from  
Hunsworth Lane and Kilroyd Drive Land**

**at, Merchant Fields Farm, off Hunsworth Lane, Cleckheaton**

#### Representations

Two further representations have been received from local residents, expressing concerns regarding air quality, traffic, site access, use of Kilroyd Drive for construction access, rat-running, drainage and flood risk.

The applicant has also circulated a letter (dated 20/01/2022) to Members regarding the current application.

#### Affordable housing

On 21/01/2022 the applicant confirmed that 58 affordable housing units are proposed. An additional Hadleigh unit has been added to the proposed affordable housing provision. The proposed development is now policy-compliant in terms of overall numbers of affordable housing units.

#### Hedgerow

On 21/01/2022 the applicant submitted a further statement, including commentary regarding the new locations (proposed for parts of the translocated hedgerow) north of Brookfield View and units 129 to 131. This states:

*The new positions have been considered from an ecological perspective and have been chosen on suitability within the site. This includes considerations of ecological continuity, connectivity with other habitats and ongoing contribution of the hedge to local ecological resources, including the Nann Hall Beck.*

*All of the extracted hedge lengths will be placed not far from its original location and within the same open space/landscape buffer that wraps around the southwest, south, southeast, and east of the site. The significant majority of this open space will be dedicated to biodiversity and along with other areas of similar open space in the north-east of the site are connected to the Nann Hall Beck corridor adding further ecological value.*

*The majority length of hedge that cannot be accommodated over easements in the southwest of the site will be placed in the open space shown to the east of the site to add structural diversity to habitat created as part of the community orchard. Here the hedge will be managed, gapped up with additional woody species appropriate to the locale and enhanced with new native standard trees to create a more diverse linear feature which unlike its earlier agricultural setting will be associated with species rich grassland and fruit trees.*

*This would enable the hedge and new associated habitats to become more attractive to local wildlife such as birds and insects and small mammals as foraging, resting, and nesting resources. Allowing the hedge to become wider and taller in this new setting will provide valuable cover and with the greater distinction of the hedge bank and headland through future management would secure a far better supply of nectar bearing flowers, fruit and berries for wildlife.*

*In the south there is opportunity to create a strong feature which becomes more unified with new more diverse habitats including meadow grassland, trees, and scrub as part of a proposed new woodland. Integration of the hedge and associated new planting in the form of gapping and new hedge standard trees along with other new habitat will serve to enhance the nature conservation value overall.*

*All these locations are also away from new dwellings and potential human disturbance and significantly reduces the effects of lighting on wildlife such as bats and also disturbance to nesting birds.*

### Unit size mix

Further to the fact that the 21 Rothbury units would have three bedrooms and a study that could be used as a bedroom, the applicant has confirmed that the study in this house type would accommodate a lockable door, additional plugs/sockets and telephone/data ports as required by a home office to differentiate it from being a bedroom. The applicant has reiterated that these units would be marketed as 3-bedroom homes, and has additionally pointed out that – in 4-bedroom units – the fourth bedroom is often used as a study.

### Conditions

Subsequent to the publication of the committee report, discussions have continued between the applicant and officers regarding conditions.

In light of further information and annotation provided on the applicant's most recent drawings (which obviate the need for the later submission of this information), it is no longer recommended that conditions 26 (electricity substations) and 29 (overhead electricity lines) be applied.

It is recommended that condition 37 (permitted development rights) be made specific to those units with the smallest gardens (namely, the Hadleigh and Bamburgh house types), as well as those units that would have particularly prominent or visible rear and side elevations (units 1, 46 to 51, 138 and 229). The applicant has agreed to this.

There is disagreement between the applicant and officers regarding condition 4. The applicant maintains that construction access is needed from Kilroyd Drive for a period of 8 to 12 months (until an access from Hunsworth Lane is created), and that impacts can be managed through condition 3 and the required Construction Environmental Management Plan. Officers, however, remain of the view that Kilroyd Drive is not suitable for construction access, and it is recommended that condition 4 be applied as drafted in the committee report.

### Highways matters

On 25/01/2022 the applicant submitted a revised (version 01) Transport Assessment (TA). This still includes a drawing (at appendix I) showing works to the A58 Whitehall Road / Hunsworth Lane signalised junction, however it acknowledges (at paragraphs 7.6.10 and 11) officers' advice that these previously-proposed works are not considered acceptable, and confirms (at paragraph 7.6.11) that the existing junction arrangement would be retained.

The revised TA also includes additional up-to-date accident data for the two-year period from 01/01/2019 to 31/12/2020. Within that period there were four recorded incidents, each of which are analysed in the revised TA. Paragraph 2.4.9 of the revised TA asserts that the additional accident data does not highlight any significant emergent trends in terms of accident type, frequency, or location, and concludes that there is no evidence to suggest that the existing accident history is likely to be adversely affected by the proposed development.

On 25/01/2022 the applicant submitted a further drawing (LTP/3836/P2/01.01 rev E) of the proposed Hunsworth Lane junction – this shows a 60m long visibility splay to the north of the proposed junction, and a 52m long splay to the south.

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