

KIRKLEES METROPOLITAN COUNCIL

PLANNING SERVICE

UPDATE OF LIST OF PLANNING APPLICATIONS TO BE DECIDED BY

STRATEGIC PLANNING COMMITTEE

3 NOVEMBER 2022

Planning Application 2021/93689

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Hybrid application for full planning permission for engineering works, drainage and utilities connection for the provision of site access from Forge Lane and Ravensthorpe Road and associated works; and for outline permission for erection of residential development and mixed use development (including community facilities) with associated works including the provision of internal estate roads and parking, landscape works (including provision of public open space, tree clearance/replacement/woodland management and ecological management) and sustainable urban drainage works drainage principles

Land to the south of, Ravensthorpe Road / Lees Hall Road, Dewsbury

Representations

Lead Local Flood Authority – Connections to existing drainage infrastructure can be made to drain the application site. Objection to proposed highway drainage. Revised discharge rates and attenuation calculations are needed.

Further to paragraph 7.7 of the committee report, 19 representations have been received in response to the council's reconsultation. The following is a summary of the comments made:

- Objection to loss of community centre, with no replacement proposed.
- Loss of jobs at the playgroup.
- Mosque has not been contacted about the proposals.
- Owners of 555 Lees Hall Road have refused to sell the building.
- Relocation of playgroup would increase car usage and emissions.
- Increased traffic and congestion.
- Increased risk of accidents.
- Objection to interim use of road passing Ravenshall School.
- Site access should be from the west.
- Construction would cause dust, noise and disruption.
- Development of replacement allotments generated dust and noise.
- Increased pollution.
- Contribution towards the climate crisis.
- Loss of views over allotments.
- Local community would not benefit.
- Development would provide for affluent people.
- Residents should be compensated.
- Short reconsultation period prevents comments being made.
- Incorrect consultation dates on council website.

Regarding the length of the council's reconsultation (and further to paragraph 7.6 of the committee report), it is understood that a recent postal strike caused delays in letters reaching residents. However, many residents were reconsulted by email (if they had provided an email address when previously commenting). The case officer also emailed several residents who had mentioned the short reconsultation period, and advised them that further representations could still be accepted until the day before the committee meeting.

Sustainability

Further to paragraphs 10.47 to 10.53 of the committee report, the embodied carbon of 555 Lees Hall Road (which would be lost if the building is demolished) must be taken into account in any assessment of the development's sustainability. This loss weighs negatively in the balance of planning considerations, however the relevant negative weight is partly outweighed by the fact that a replacement facility would be more energy efficient. It is considered that the residual negative weight does not significantly change the planning balance, and approval of permission is still recommended.

Highways

A Transport Assessment Addendum was submitted by the applicant on 28/10/2022. This was updated to reflect the revised proposals for the Forge Lane / Lees Hall Road junction, as well as the applicant's proposals for interventions at other junctions, public transport, and bridleway DEW/94/10. Updated traffic analysis has also been included.

Drainage and flood risk

The comments of the Lead Local Flood Authority are noted. Crucially, during the life of the current application, existing drainage infrastructure north and northeast of the application site (and connecting to the River Calder) was surveyed and found to be capable of being used to drain the application site. Significant areas of space have been allowed for on-site drainage attenuation, and given this provision (and the fact that no layout or number of units would be fixed in the application's outline element), it is recommended that outstanding information regarding drainage and flood risk can be secured by condition. Details relating to flood routing would need to be provided once layouts are proposed at reserved matters stage.

Trees

Further to paragraph 10.110 of the committee report, the applicant has confirmed that trees T6 and T10 would be retained. The proposed spine road would necessitate a minor incursion into the root protection area of tree T6, and the conditions already recommended can be used to control levels in this location and to require a suitable methodology (such as no-dig construction). Tree T10 is outside the full element's area, and the applicant has stated that the tree's root protection area would not be encroached into.

Erection of enclosure of existing ménage

Bradshaw Road Stables, Bradshaw Road, Honley, Holmfirth, HD9 6RJ

Design and landscape issues

In response to concerns expressed by KC Landscape, the applicant has submitted amended 3D visuals and an aerial view showing how a denser planting scheme can be incorporated within the development. This is still only a generic planting scheme, and in the event of an approval, the agent agrees that details would have to be secured by condition.

Officer observations are that the improved screen planting could (subject to a detailed scheme) go some way towards mitigating the harmful visual impact of the building, but would not completely eliminate it, and moreover would not overcome the principal concern, that of it being inappropriate development in principle in the Green Belt and extending built development into open countryside.

Other issues

The applicant's agent has provided the following explanatory text to explain how the development would create and sustain additional jobs:

“With regard to the job numbers, the riding school does not operate at capacity as even in the Summer a number of lessons or group activities are cancelled, as the wind affects the horses as well as the ground conditions so the staff there have to be flexible knowing some sessions will be cancelled.

With the enclosure the riding school would employ 3 addition full-time trainers as they have the demand for that many sessions that they currently can't commit to. The covered menage would guarantee the booked sessions can run all year round. Furthermore, a full-time caretaker/groundsman would be required, as currently the trainers take on these duties when they have cancelled sessions. The covered facility would mean the trainers are occupied training all the time meaning another employee would be required to look after the facility.”

As stated in the main report, the creation of jobs is noted as a possible benefit of the scheme, but the listed benefits do not either individually or cumulatively, in officers' view, amount to “very special circumstances” that would outweigh the harm to the Green Belt by reason of inappropriateness, or any other harm, in this instance. Officers' recommendation to refuse is therefore unchanged.

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