
Report of the Head of Development Management

STRATEGIC PLANNING COMMITTEE

Date: 01-Dec-2016

Subject: Planning Application 2016/92321 Deposit of inert waste on agricultural land to improve surface water drainage Lands Farm, Cliffe Lane, Gomersal, Cleckheaton, BD19 4EU

APPLICANT

Mr & Mrs Bean

DATE VALID

17-Aug-2016

TARGET DATE

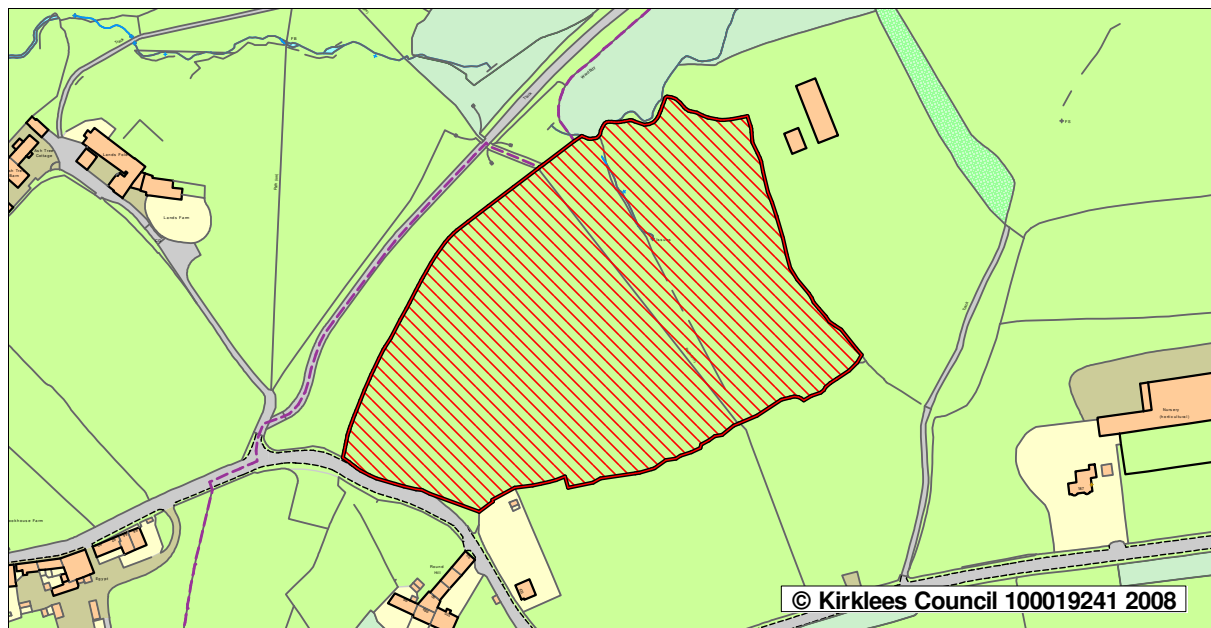
16-Nov-2016

EXTENSION EXPIRY DATE

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

Electoral Wards Affected:

**Liversedge and Gomersal
Cleckheaton**

Yes

Ward Members consulted
(referred to in report x)

RECOMMENDATION:

DELEGATE approval to the Head of Development Management in order to complete the list of conditions contained within this report (and any added by the Committee) and to secure a S106 agreement to cover the following matters:

- (i) Impose all necessary and appropriate conditions**
- (ii) Secure a section S106 agreement which requires:**
 - (a) The use of a specific route for Heavy Goods Vehicles travelling to and from the site**
 - (b) The preclusion of articulated vehicles travelling to and from the site**
 - (c) The restriction of HGV vehicle size to less than 8m in length**
- (iii) Secure a satisfactory scheme for the temporary diversion of public right of way SPE/46/20 during the landfilling operations; and**

In the circumstances where the S106 agreement has not been completed within 3 months of the date of the Committee's resolution then the Head of Development Management shall consider whether permission should be refused on the grounds that the proposals are unacceptable in the absence of the benefits that would have been secured; if so, the Head of Development Management is authorised to determine the application and impose appropriate reasons for refusal under Delegated Powers.

1.0 INTRODUCTION:

- 1.1 This application is brought to the Strategic Planning Committee as the proposal involves development which is non-residential and a site that exceeds 0.5ha in area.

2.0 SITE AND SURROUNDINGS:

- 2.1 The application site is currently agricultural pasture land, off Cliffe Lane Gomersal and comprises two fields occupying an area of approximately 3.1ha. The site extends north eastwards from the proposed access point on Cliffe Lane and is bounded to the north by a dismantled railway line. The topography of the site sees the land generally fall to the north and towards the west with level changes of approximately 15 metres across the site. Public Right of Way (PROW) SPE/46/20, which links Cliffe Lane with PROW

SPE/47/10, crosses the site. The area surrounding the site is agricultural in character with a small number of residential properties located to the south at Round Hill. Larger concentrations of residential properties are located approximately 500m to the west on the periphery of Cleckheaton and a similar distance to the east at Gomersal.

3.0 PROPOSAL:

- 3.1 The applicant wishes to import approximately 56,000m³ (approx. 85,000 tonnes) of inert waste in order to remodel the existing landform. This would see an average change in levels of approximately 1.5m across the site with a maximum increase of 3m on certain areas where current level changes are particularly pronounced. The site would be worked progressively from east to west and the final landform would follow that as existing albeit the surface of the site would be remodelled to form a more even slope. The applicant has indicated that this work is required in order to improve land drainage at the site and therefore maximise the efficiency of the land. It is proposed to use an existing field access which adjoins Cliffe Lane following the necessary improvements to accommodate HGV traffic. The project design would include the installation of a new herring bone drainage system to allow the land to drain more freely towards an existing watercourse to the north of the site. Existing topsoil would be stripped from the surface, stored on site and re-spread once tipping and landform operations cease. It is estimated that an approximate rate of 50 x 16 tonne loads per week the proposal would take less than 3 years to complete however as the actual rate of activity is unknown it is conditioned that no more than 3 years would be required to complete the tonnage quota and begin the land restoration.
- 3.2 Access to the site would be directly from Cliffe Lane via Balme Road which adjoins the A638 Bradford Road at Cleckheaton.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 Historically the site formed part of Lands Farm which is located to the north west of the site and has been used as pasture for cattle, sheep and horses. No planning applications have been previously submitted to develop the site. However, it is considered that members should be made aware of a recent planning permission (2015/94048) at Cliff Hill Nurseries which is to the east of the site. This permission allowed the extension of the nursery and the associated HGV traffic to access that site via Woodlands Road. Hence it is the view of Officers that, should this application be approved, access should be from the west via Balme Road which would act to separate HGV traffic visiting both sites.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Negotiations have taken place between the Council and the applicant to secure changes to the proposed access route to and from the site. Originally the applicant indicated a wish to access the site from the east via Spen Lane and Woodlands Road. However, following concerns raised by the Council's

Highways Officers regarding the impact this would have on what is chiefly a residential area, the applicant has agreed to access the site from the west via Balme Road subject to entering into a section 106 agreement, the details of which are provided later in this report.

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 Development Plan for Kirklees currently comprises the saved policies within the Kirklees Unitary Development Plan (Saved Policies 2007).

6.2 Kirklees Unitary Development Plan (UDP) Saved Policies 2007:

6.3 The Council's Local Plan was published for consultation on 7th November 2016 under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Council considers that, as at the date of publication, its Local Plan has limited weight in planning decisions. However, as the Local Plan progresses, it may be given increased weight in accordance with the guidance in paragraph 216 of the National Planning Policy Framework. In particular, where the policies, proposals and designations in the Local Plan do not vary from those within the UDP, do not attract significant unresolved objections and are consistent with the National Planning Policy Framework (2012), these may be given increased weight. Pending the adoption of the Local Plan, the UDP (adopted 1999) remains the statutory Development Plan for Kirklees.

6.4 National Planning Guidance:

NPPF Section 1. Building a strong, competitive economy
NPPF Section 9. Protecting Green Belt land
NPPF Section 11. Conserving and enhancing the natural environment
Planning Practice Guidance – Waste
National Planning Policy for Waste

7.0 PUBLIC/LOCAL RESPONSE:

7.1 This application was publicised by the posting of 5 site notices in the vicinity of the site, the mailing of 10 neighbourhood notification letters and an advertisement in the local press. This resulted in the submission of 2 letters of representation being received. The issues raised can be summarised as follows:

- The development would have a detrimental impact on the Green Belt
- The proposal would adversely affect the character of the local landscape

- The local highway network is unsuitable for the type of vehicle required to complete the development. This would lead to highway safety being detrimentally affected
- The site access plans do not accurately show the alignment of Cliffe lane

All ward members from the Liversedge/Gomersal and Cleckheaton wards were notified of the proposed development on 26 August 2016 by e-mail correspondence. No comments have been received following this notification.

8.0 CONSULTATION RESPONSES:

8.1 Statutory:

K.C. Highways – No objection subject to:

The applicant entering into a section 106 agreement which specifies the access route to and from the site via the A638 and Balm Road and restricts the type of vehicles making deliveries to the site.

Planning conditions that require:

- Prior to development commencing, the submission and approval of an amended site access, the design of which discourages a left turn out of the site.
- The restriction of vehicle movements to and from the site to a maximum of 24 per day.
- The provision of a conditions survey prior to the development commencing at the site.

Environment Agency – No objection

8.2 Non Statutory

K.C. Environmental Health – No objections subject to Planning Conditions which require:

- The restriction of hours of operation
- A limit on vehicle movements to and from the site
- The implementation of dust suppression measures

K.C. Environment Unit – No objection subject to the inclusion of a planning condition which requires the submission of an Ecological Restoration Scheme

K.C. Strategic Drainage – No objection subject to a planning condition requiring the submission of a scheme detailing how existing springs and water courses on site will be managed during the development.

K.C. PROW – does not oppose in principle the infill, the temporary closure of public footpath with provision of an alternative, but currently raises an objection on the basis that the application does not provide adequate information relating to the following:

- The exact route the diversion would take
- The construction details of the diversionary route
- That an alternative route would be available throughout the period of the filling operations
- The period the diversion would be necessary
- The proposed mechanism to close the definitive route and to subsequently reinstate the original route at different levels.

K.C. Arbicultural Officer – No objections subject to the provision of a stand-off of 5 meters from existing nearby woodland

Coal Authority – no objections, do not require consultation on this application.

9.0 MAIN ISSUES

- Principle of development
- Residential amenity
- Environmental issues
- Highway issues
- Representations
- Other matters

10.0 APPRAISAL

Principle of development

- 10.1 Unitary Development Plan Policy (UDP) WD1 indicates that sites in Kirklees will be made available for the final disposal of waste materials.
- 10.2 The site falls within a wider area which is designated as Green Belt in the adopted Unitary Development Plan. Section 9 of the National Planning Policy Framework (NPPF) indicates that there is a presumption against inappropriate development in such areas unless there are very special circumstances to allow it. Consequently, in this instance, the key issues are whether the proposed development is inappropriate and if so whether there are very special circumstances which outweigh the presumption against inappropriate development.
- 10.3 The use of land for the importation of inert material would in itself be inappropriate development within the Green Belt.

- 10.4 Paragraph 79 of the NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 10.5 The Local Planning Authority should give substantial weight to any resultant harm to the Green Belt from the development proposed. Inappropriate development is by definition harmful to the Green Belt and very special circumstances will not exist unless the potential harm, by reason of that inappropriateness and any other harm to the Green Belt is clearly outweighed by other considerations.
- 10.6 In order to form a judgement about the harm caused, it is best to consider firstly whether harm is caused to any of the purposes of including land in the Green Belt as set out in paragraph 80 of NPPF. These are:
- to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 10.7 It is considered that the development proposed would not be of harm to the purposes of including land within Green Belt.
- 10.8 In addition to the harm by definition due to inappropriateness, there would also inevitably be some harm to the openness of the Green Belt because of the nature and extent of development proposed. These aspects constitute the negative impacts of the development proposed in Green Belt terms.
- 10.9 Whilst acknowledging the potential harm to the Green Belt, paragraph 81 of the NPPF indicates that in identified Green Belts local planning authorities should also plan positively to enhance the beneficial use of the Green Belt, including:
- looking for opportunities to provide access;
 - to provide opportunities for outdoor sport and recreation;
 - to retain and enhance landscapes; or
 - to improve damaged and derelict land
- 10.10 It is considered that the development proposed would contribute positively to the use of the Green Belt in that it would allow the efficient use of agricultural land and help retain and enhance the existing landscape. Furthermore the restoration of the site would relate well to the wider surrounding landscape and would provide an opportunity to enhance local biodiversity through strategic planting and habitat creation.

- 10.11 It is accepted that this does not in itself overcome the harm to the Green Belt, but it is considered that this should be afforded some weight.
- 10.12 The remodelling and re profiling of the site using imported inert material would involve engineering operations which would ultimately see the site returned to an agricultural use. Para. 90 of the NPPF states that:
- “Certain other forms of development are also not inappropriate in Green Belt Provided that they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.”
- 10.13 Such other forms of development include engineering operations. This proposal would lead to what is considered to be an acceptable final landform which would return the site to agricultural use and whilst the engineering works would inevitably have some impact upon the openness of the Green Belt, it is considered that this would be temporary and the openness of the Green Belt would be preserved and that the development would not conflict with the purposes of including land within it.
- 10.14 It is therefore considered that the engineering operations proposed would not be inappropriate within the Green Belt.
- 10.15 Appendix A of the National Planning Policy Framework contains a waste hierarchy and although this indicates that the most effective environmental solution to the generation of waste is waste prevention, it also indicates that the re-use and recycling of materials are the next best options. Waste Planning Authorities are therefore encouraged to take a positive approach towards dealing with waste in a way which moves its treatment up the hierarchy. In this instance the imported waste would be used specifically to re-engineer acceptable contours to facilitate an agricultural use rather than simply being disposed of. It is therefore considered that this proposal would see the re-use of a significant proportion of inert waste material which is consistent with current national planning guidance.
- 10.16 UDP Policy WD4 indicates that the disposal of waste on agricultural land will not be permitted if the scheme would divert waste from former mineral workings and derelict land and so prejudicing their early restoration. It is considered that in this instance, as the proposal involves a relatively small amount of waste material, its impact on minerals sites or derelict land under restoration in the district would be very limited. Consequently, subject to the development complying with policy UDP WD5, the development would accord with the aims of UDP policy WD4.
- 10.17 It is therefore considered that the principle of this development is acceptable providing it does not conflict with the criteria stipulated in Unitary Development Plan Policy WD5.

UDP policy WD5 states:

proposals for disposal of waste to landfill will be considered having regard to:

- i provision for the prevention of noise nuisance or injury to visual amenity;
- ii the mode of transport utilised to serve the site;
- iii provision for vehicle routing and access arrangements;
- iv conservation interests;
- v arrangements for phased restoration and aftercare schemes appropriate to agricultural, forestry or amenity after-use linked to a permitted period of operation;
- vi measures included in the scheme to eliminate environmental hazards from leachate and gas emissions;
- vii arrangements for the protection of natural resources such as ground water, rivers or other water bodies;
- viii the extent and duration of any past or current landfill activity in the area; and
- ix the need for landfill capacity for the relevant waste types at the location proposed.

Residential Amenity

10.18 At present the site comprises two field of open pasture divided by a broken hedge line. This provides a pleasant rural setting within the wider area. Consequently the proposed development would inevitably have a detrimental impact whilst the tipping and landforming operations take place. Pedestrians using the adjacent PROWs in the vicinity of the can currently gain views of the existing site and would therefore be affected to some extent by the proposed works. In fact PROW SPE46/20 would require diversion. However based upon the volume of material required and the number of loads delivered per day it is likely that the operation could be completed within 2 to 3 years. Bearing in mind that this would be a temporary operation and the site would be restored to an agricultural use which reflects the character of the surrounding landscape, it is considered that, whilst there would be some detrimental effect, the associated impact would be limited to during the construction phase and that the final restoration of the site would in fact result in a significant improvement in the visual amenity of the area. Officers therefore consider that this proposal accords with UDP policy WD5(i).

10.19 Waste would be transported to the site by heavy vehicles including open skip and tipper lorries. Noise will therefore be generated by the vehicles themselves and during the unloading and working of the waste. The nearest residential properties are located approximately 25 metres to the south at Round Hill and 100 metres to the South West at Egypt Farm and it is therefore possible that the above described activities could adversely affect the amenity of occupiers of those properties. However, it is considered that restricting the number of vehicle movements and hours of operation would be sufficient to mitigate any associated impact. Consequently this proposal would accord with UDP policy EP4, EP6 WD5(i) and Section 11 of the NPPF with regard to noise.

10.20 The potential emissions of dust to the atmosphere from tipping and landform operations such as those proposed at the application site would arise from three main sources:-

- Vehicle movements to and from the site.
- Operational processes including the tipping of waste and its subsequent working and placement and compaction.
- Exhaust's from operational plant/equipment.

10.21 The degree to which significant dust emissions are capable of causing nuisance from a particular site depends upon various factors, including:

- Time of year and climatic conditions, with dry conditions and high wind speeds being conducive to dust generation.
- Surface characteristics, with vegetation cover making material in bunds less susceptible to dispersion

10.22 It is considered that problems associated with dust can be adequately dealt with through the implementation of measures on site which could include:

- All lorries delivering waste to the site being sheeted
- Internal haul routes would be defined with a prepared surface and dampened as necessary
- Upswept exhausts used on site vehicles
- Dampening of surface of filling areas when necessary
- The suspension of operations in extreme windy conditions
- Speed restrictions on site

10.23 The applicant has provided a scheme to support this application which details how dust would be suppressed at the site. These measures have been reviewed and they are considered adequate to mitigate against any associated impact. It is therefore proposed to include a planning condition which requires the implementation of such measures during operations at the site. In such circumstances it is considered that this proposal would not conflict with UDP Policy WD5(i) or policy guidance contained in Section 11 of the NPPF.

Environmental issues

10.24 The applicant has provided an ecological impact assessment in support of this application, the conclusions of which can be summarised as follows:

- This site offers very little in the way of cover for wildlife in transit
- No evidence on site to indicate the site is regularly used by wildlife other than by rabbits
- The existing hedge crossing the site is relatively sparse and there is no evidence it is used by nesting birds or any other species of note
- There was no evidence on site that the two existing oak trees provide roosting opportunities for bats
- The proposed site restoration hedge planting will provide a more beneficial long – term feature

10.25 It is therefore considered that this proposal is unlikely to result in significant long term impact on local biodiversity and subject to the inclusion of enhancement measures to improve ecological benefit within the site and wider habitat network, this proposal would accord with UDP policy WD5 (iv) and section 11 of the NPPF

10.26 Although the proposed development would affect the landscape character and visual amenity of the area during the construction phase of the development, this must be considered within the context of existing landscape character. The landscape in this area has been influenced by historic development including Spen Mills to the south, a small waste transfer operation to the north east (now abandoned) and a commercial plant nursery to the east. Consequently, whilst the open character of the landscape provides a pleasant outlook, the value of this landscape cannot be described as being particularly high. This proposal would be a temporary operation which would take between 2 and 3 years to complete. Once restored, the land would be brought back into agricultural use and, although there would be some impact on the visual amenity of the area, this would be limited and for a temporary period only. The restored site and its use would be consistent with the wider area.

10.28 Notwithstanding the general openness of the landscape, due to the existing topography and natural screening, the site is not visible from many viewpoints within the wider landscape, although intermittent views when progressing along Cliffe Lane would be possible. Pedestrians using nearby PROWs would gain views of the site at certain points on the path. However, it is considered that whilst this proposal would result in a moderate adverse impact on the character of the local landscape, this would be temporary and the long term benefits of the restored site would enhance visual amenity in the area. It is therefore considered that this accords with UDP policy WD5(i) and Section 11 of the NPPF with regard to this issue.

Highway issues

10.29 Cliffe Lane provides a link between Gomersal and Cleckheaton but is relatively lightly trafficked. Having said this it runs through what is primarily a residential setting at Gomersal where it links with Fusden Lane and Woodlands Road both of which adjoin Spen Lane to the south. It is therefore considered that it would not be appropriate for HGVs to use this section of Cliffe Lane and the linking routes from Spen Lane to gain access to the site.

10.30 However, it is considered that the western approach to the site via Balme Road would have much less of an impact on residential amenity. Although the road allows two way traffic to pass, the carriageway does narrow in the vicinity of Egypt Farm. However, forward visibility is good and due to the nature of existing road conditions vehicle speeds are unlikely to be high. Consequently vehicles approaching in opposite directions can see each other and would have time to take appropriate action to allow each to safely pass.

10.31 It is proposed to restrict HGV movements to and from the site to a maximum 24 per day and it is considered that at such relatively low levels highway safety in the vicinity of the site would not be significantly affected.

10.32 This type of development can have a detrimental impact on the surface of the highway in adverse weather conditions due to mud being tracked onto the highway from the site. It is therefore proposed to include a requirement to provide wheel washing facilities on site to minimise any impact associated with generation of mud from site operations.

10.33 PROW SPE/46/20 crosses the site and action would therefore be required to allow continued public access during the proposed works. The applicant therefore proposes to divert the PROW around the eastern boundary of the site for the duration of the works and then reinstate the PROW along its original route following site restoration. This would therefore require the applicant to make a separate formal application for an order under separate legislation for temporary closure of the definitive footpath, during which an appropriate alternative temporary pedestrian route would be provided. Subject to the provision of an adequate alternative, it is considered that pedestrians would not be significantly inconvenienced by this proposal and the PROW's subsequent reinstatement to the original route, with the proposed minor level changes, would ensure satisfactory future access is maintained. It is therefore

proposed to include a planning condition which requires the satisfactory provision and implementation of a scheme for the continuing public access, to come into effect prior to development commencing on site.

It is therefore considered that this proposal accords with UDP policy T10 and R13.

Drainage issues

- 10.34 The applicant has indicated that the main reason this development is required is to address the site's current poor drainage which hampers the efficient use of the land.
- 10.35 The site naturally drains towards the north to an existing water course and contains a spring on the eastern part of the site which has been channelled to the current hedge line before this also drains to the same water course. Consequently it is important to ensure that the proposed development does not contaminate these existing surface water regimes.
- 10.36 It is therefore proposed to include planning conditions which would require a drainage management scheme to be submitted providing details of how the existing surface water regimes would be protected and managed during the development of the site.
- 10.37 The applicant has indicated that as part of this development a herringbone land drainage system will be incorporated to allow the site to drain more freely. It is therefore considered that the development would comply with UDP Policy WD5 (vii) and Section 11 of the NPPF with regard to drainage issues.

Representations

- 10.38 As previously indicated 1 letter of objection has been received in relation to this proposal. The concerns raised and associated responses can be summarised as follows:
- The development would have a detrimental impact on the green Belt
Response: This matter has been considered in the Principle of Development section of this report.
 - The proposal would adversely affect the character of the local landscape
Response: This matter has been considered in the Environmental Issues section of this report.
 - The local highway network is unsuitable for the type of vehicle required to complete the development. This would lead to highway safety being detrimentally affected
Response: This matter has been considered in the Highways Issues section of this report.

- The site access plans do not accurately show the alignment of Cliffe Lane
Response: it is considered that the plans provided in support of the application are sufficient for the Council to make a satisfactory assessment of the likely impacts associated with the local highways network.

Other Matters

- 10.39 It is proposed that planning permission should be subject to the applicant entering into a section 106 agreement which would stipulate the route that can be used to gain access to the site and the type of vehicles that could be used to delivery inert waste to the site. It is considered that this would provide a satisfactory mechanism to control any associated impact on the highways network resulting from this development and when combined with the proposed restriction to vehicle movements would adequately mitigate against such impact.
- 10.40 The site falls within an area identified as a high risk area due to previous coal mining activity in the vicinity. However, it is considered that subject to the applicant implementing the mitigation strategy outlined in the supporting coal mining risk assessment, this proposal could be satisfactorily carried out without significant risk to land stability in the area. Consequently it is considered the development would accord with Section 11 of the NPPF with regard to potential impacts on land stability.

11.0 CONCLUSION

- 11.1 The use of land for the deposit of inert material is inappropriate within the Green Belt and is therefore by definition harmful. However, this proposal provides an opportunity to increase the efficiency of agricultural land through the re-use of inert waste which would otherwise be sent to landfill. This accords with current national guidance relating to waste management which indicates that the reuse of waste is preferable to disposal by landfill. Furthermore, the development would be temporary in nature and offers an opportunity to enhance local biodiversity through the strategic planting and habitat creation which could help to provide connectivity with woodland to the north and east of the site. Therefore, on balance, it is considered that very special circumstances have been demonstrated in this instance.
- 11.2 The engineering works to remodel and re profile the site using imported inert material would result in an acceptable final landform which would return the site to an agricultural use and whilst the engineering works would inevitably have some impact upon the openness of the Green Belt, it is considered that the openness of the Green Belt would still be preserved and that the development would not conflict with the purposes of including land within it. It is therefore considered that the engineering operations proposed would not be inappropriate within the Green Belt.

11.3 This proposal would involve the import of a significant quantity of inert waste over a maximum period of 3 years resulting in 24 vehicle movements (12 in 12 out per day). Whilst this proposal would have a short term impact on the amenity of the area, it is considered that progressive backfilling of the site combined with the proposed mitigation measures would satisfactorily limit the adverse effects associated with this development. The subsequent restoration of the site would tie in well with the wider surrounding landscape and would provide an opportunity to enhance local biodiversity through strategic planting and habitat creation. It is therefore considered that the long term benefits associated with allowing development would outweigh the limited detrimental affect likely to be experienced during the course of the tipping and land forming operations. Furthermore it is considered that this proposal would not have a significant detrimental impact on the amenity of the area or highway safety and would comply with both local and national policy guidance.

12.0 CONDITIONS (Summary list. Full wording of conditions including any amendments/additions to be delegated to the Head of Development Management)

It is proposed that the following planning conditions would be included should planning permission be granted:

1. Standard 3 year implementation deadline
2. Condition requiring development in accordance with approved Plans
3. Time limit for completion of development by 31 April 2020
4. Prior cessation arrangements should works cease on site for more than 6 months
5. Vehicular access restriction to that indicated on approved plans
6. Wheel cleaning requirement
7. Vehicle sheeting requirement
8. Restriction on the numbers of vehicles visiting the site to 24 vehicle movements per day
9. Provision of adequate site lines and measures to prevent vehicles turning left at the site entrance before development commences
10. Provision of a highways condition survey prior to development commencing
11. Provision of drainage details for access road and parking areas
12. Provision of drainage management plan for the duration of works

13. Soil stripping requirement
14. Protection arrangements for areas where soils have been stripped
15. Requirement to strip soils during favourable weather conditions
16. Soils storage arrangements on site including position of any screening mounds
17. Progressive backfilling and restoration requirements
18. Restriction that only inert waste is imported to the site
19. Requirement to re-spread soils during favourable weather conditions
20. Requirement to allow LPA to inspect soil re-spreading once completed on site
21. Requirement to allow LPA the opportunity to inspect any imported soils or soil making materials
22. Soil cultivation requirements
23. Requirement to allow LPA to inspect soil cultivation once completed on site
24. Requirement to provide a grass sward on all restored areas not to be planted with trees
25. Requirement to provide a detailed restoration scheme
26. Requirement to replace any damaged or dead trees and shrubs following site restoration for a period of 5 years
27. The provision of a 5m standoff from trees adjacent to the northern boundary of the site
28. Provision of a land drainage details for the restored site
29. Provision of an aftercare scheme for a period of five years following site restoration
30. Restriction on hours of operation 7.30am-6.30pm Monday to Friday 8.30am to 1pm on Saturdays with no working on Sunday or Bank Holidays
31. Provision of dust suppression measures
32. Speed restriction requirement for vehicles on site

33. Removal of permitted development rights

34. Provision of adequate arrangements for the storage of any fuel and oils stored on site

Background Papers:

Application and history files.

<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2016%2f92321>

Certificate of Ownership –Certificate A signed 11 July 2016