
Report of the Head of Development Management

HUDDERSFIELD PLANNING SUB-COMMITTEE

Date: 08-Dec-2016

Subject: Planning Application 2015/90582 Erection of 2 detached dwellings with integral garages and 2 detached garages to nos 18 and 20, and formation of turning head adj 18, & 20 Marsh Platt Lane, Honley, Huddersfield, HD9 6JZ

APPLICANT

F Eaton

DATE VALID

05-Aug-2015

TARGET DATE

30-Sep-2015

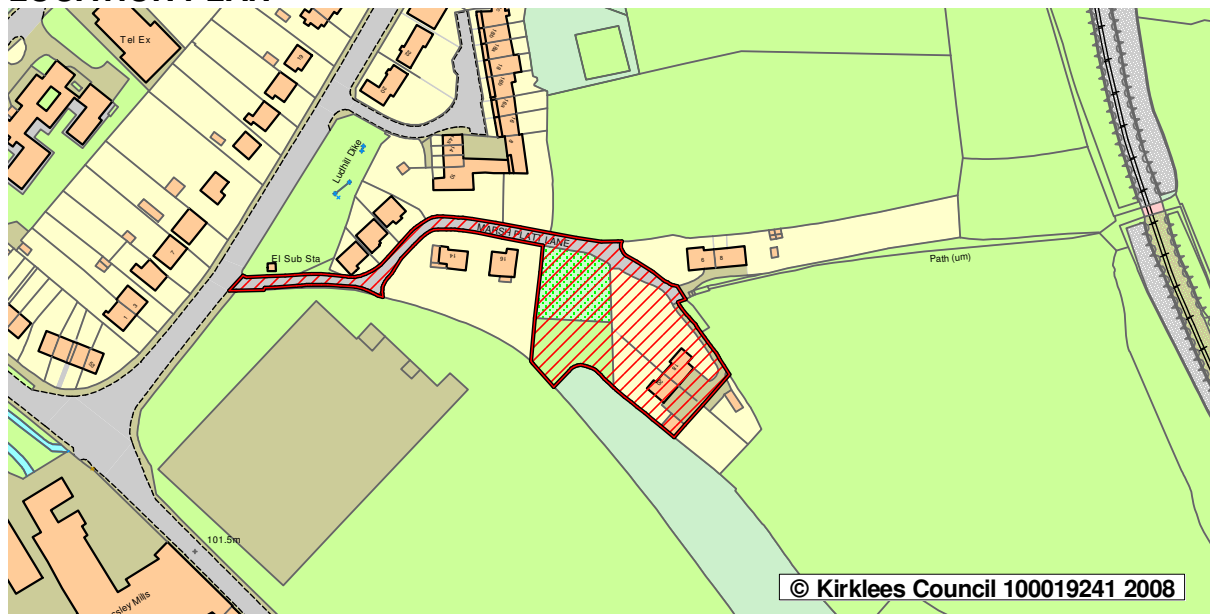
EXTENSION EXPIRY DATE

23-Oct-2016

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: Holme Valley North**List** YESWard Members consulted
(referred to in report)

RECOMMENDATION: Grant conditional full planning permission subject to the delegation of authority to the Head of Development Management in order to complete the list of conditions contained within this report (and any added by the Committee).

1.0 INTRODUCTION:

- 1.1 The application is brought to Sub-Committee at the request of Cllr Greaves for the following reason:

“I believe that a decision to relax policy in respect of highways arrangements ought to be decided by committee, having been presented with reasons for and against and having had the opportunity to see the lane for themselves”.

- 1.2 The Chair of Sub-Committee has confirmed that Cllr Greaves’ reason for making this request is valid having regard to the Councillors’ Protocol for Planning Committees.

2.0 SITE AND SURROUNDINGS:

- 2.1 The site is located on the southern side of Marsh Platt Lane, a metalled but unadopted road off Gynn Lane which is tarmacked for most of its length. It also forms the route of a public right of way. The site comprises: a pair of semi-detached dwellings (nos. 18 and 20 Marsh Platt Lane) with large gardens situated at the end of the lane; and immediately to the west of these, a small area of undeveloped land containing a number of mature trees, measuring approximately 30m from east to west and 45m north to south, and in which the land slopes down from north to south. Marsh Platt Lane, is within the site boundary. The setting is semi-rural, with open undeveloped land to the north, a sports ground to the south and a narrow belt of woodland to the south-east, and with mostly low-density residential development to the west. The closest property to the west is no. 16 Marsh Platt Lane which is a bungalow.

3.0 PROPOSAL:

3.1 The proposal is for:

- The erection of 2 detached dwellings on the land to the west of the existing dwellings;
- The erection of 2 detached garages to serve nos. 20 and 18;
- The formation of a turning head (for service vehicles) serving both the proposed and existing dwellings and other road users of Marsh Platt Lane.

3.2 The two new dwellings would be located near the top of the existing slope (i.e. near the northern end of the site) with finished floor level approximately 1m below existing ground level. Each dwelling would be 2 storeys in height and with 4 bedrooms. Both would have 2 external parking spaces in addition to the attached single garage and there would be a single visitor parking space to the front of the second dwelling.

3.3 The two new garages are to be established close to the existing dwellings and each is to measure 6.0m square in footprint and have a pitched roof. The narrow footpath leading to no. 20 is to be replaced with a driveway with a turning head to serve the new garage, and a new turning head is also to be formed to serve no. 18's garage.

3.4 Materials are described as "dyed and tumbled stone" and artificial blue slate. Foul drainage is to be via the mains, surface water drainage is to be by a soakaway.

4.0 RELEVANT PLANNING HISTORY (including enforcement history):

4.1 2005/93224 for the erection of 3 detached dwellings off Marsh Platt Lane and 2004/93368 for the conversion of a barn to residential which both take access from Marsh Platt Lane. Both applications approved and implemented.

5.0 HISTORY OF NEGOTIATIONS:

5.1 Amendments were requested in September 2015 consisting of an ecological survey, a tree survey and method statement. In December 2015, the case officer requested a number of clarifications and amendments regarding the highways safety aspects including increased dimensions for garages and parking spaces, demonstration that the turning head would be adequate, and clarification of the treatment of the public right of way, as well as sections.

5.2 The Tree and Ecological Surveys were submitted in July 2016 along with sections and amended plans and elevations which attempted to address the case officer's highway safety concerns. Further amendments were submitted in early November 2016, which changed the layout of one of the two dwellings so as to avoid an overbearing impact on no. 16 Marsh Platt Lane. Based on

the most recent submitted plans and surveys it is officers' recommendation that the scheme can be approved.

6.0 PLANNING POLICY:

6.1 The Council's Local Plan has been 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.

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

- **D2** – Unallocated land
- **BE1** – Design principles
- **BE2** – Quality of design
- **BE12** – Space about buildings
- **NE9** – Trees on development sites
- **T10** – Highway safety
- **T19** – Parking standards
- **R13** – Public rights of way
- **EP11** – ecological landscape.

6.3 Supplementary Planning Guidance / Documents:

No supplementary planning guidance or documents are considered applicable here.

6.4 National Planning Guidance:

- Section 6 – Delivering a wide choice of high-quality homes
- Section 7 – Requiring good design
- Section 11 – Conserving and enhancing the natural environment.

7.0 PUBLIC/LOCAL RESPONSE:

7.1 The application was publicised by the posting of 1 site notice in the vicinity of the site, the mailing of 9 neighbourhood notification letters and an advertisement in the local press. This resulted in the submission of 4 letters of representation from 3 local residents: 4A, 14, 16 Marsh Platt Lane. The issues raised can be summarised as follows:

Highway safety concerns:

- Extra traffic will increase accident risk especially because of children walking to school, and cross-country runners. It would affect a public right of way and no impact assessment has been submitted.
- Marsh Platt Lane is substandard and already serves 6 dwellings, there are no passing places. The road forming Marsh Platt Lane is of single vehicle width, with blind bends, no passing places, no speed limit.
- The turning head may prevent service vehicles having to reverse but this has to be weighed against the estimated 21-28 vehicle movements per week that the development would be likely to generate.
- The extra traffic will also cause the surface of the lane to break up.
- The plans do not show swept path analysis for the turning head.
- Can it be guaranteed that the turning head can be retained and kept free at all times?

Residential amenity concerns:

- Oppressive and overbearing impact and loss of sunlight owing to the nearest new property being 4m higher than no. 16.

Other concerns:

- It will involve cutting down long-established trees, which will affect birds and other wildlife. The root systems of the two protected trees could be affected. The trees are valuable to amenity and their loss would be contrary to the aims of D2 and BE2(iv).
- There are houses on Marsh Platt Lane that have been on the market for a long time so it makes no sense to build any more.
- Increased water run-off with implications for drainage.
- Construction traffic would have difficulty gaining access.

7.2 Holme Valley Parish Council comments – Support the application subject to materials being in keeping, and Highways being satisfied regarding access. Members are concerned there would be too many properties off a narrow private drive.

7.3 Ward Councillor Greaves' comments – The track is quite narrow along its full length and is not wide enough for 2 cars for cross. There are no passing places unless you pull onto someone else's property on the lower section, so meeting oncoming traffic would be a problem. I would like this referred to Committee, with a site visit. Residents have engaged an agent to act on their behalf and they would like the opportunity to raise their concerns direct with the Planning Committee. I believe that a decision to relax policy in respect of highway arrangements ought to be decided by Committee, having been presented with reasons for and against and having had the opportunity to see the lane for themselves.

8.0 CONSULTATION RESPONSES:

8.1 Statutory:

There were no statutory consultees.

8.2 Non-statutory:

K.C. Ecology Officer – No objections subject to conditions.

K.C. Highways Development Management – No objections subject to conditions.

K.C. Public Rights of Way – Has significant concerns about the implications for users of the PROW. If consent is granted conditions must be imposed.

K.C. Arboricultural Officer – No objections subject to conditions

9.0 MAIN ISSUES

- Principle of development
- Urban design issues
- Residential amenity
- Landscape issues
- Housing issues
- Highway issues
- Drainage issues
- Ecology Issues
- Other Matters
- Representations

10.0 APPRAISAL

10.1 Principle of development

10.2 The site has no specific allocation on the UDP Proposals Map Policy D2 (development of land without notation) of the UDP states “planning permission for the development ... 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]”. These considerations are addressed in the appraisal. Subject to these not being prejudiced the proposal is considered acceptable in principle in relation to policy D2.

10.3 In accordance with the NPPF, new houses will support growth and satisfy housing needs and thereby contribute to the building of a strong economy. There would be a social gain through the provision of new housing at a time of general shortage and the proposal and the scheme would result in highway improvements that would serve other properties along Marsh Platt Lane. The

surrounding area is predominantly low density residential and the site is located a short distance from Honley Local Centre and bus routes to Huddersfield Town Centre. It is therefore considered to be a sustainable location for development in principle in accordance with NPPF paragraph 14.

10.4 Urban Design issues

10.5 In the area surrounding the proposed development site there is no single dominant house type. Nos. 18-20 are two-storey semi-detached houses. The two nearest neighbouring properties to the west (14 and 16) are bungalows on medium-sized plots. Further down Marsh Platt Lane to the west there are three detached dwellings which are large in relation to the plot size and occupy most of the site frontage. The proposed dwellings would both be two-storey but would be set back a considerable distance from the site frontage – 10m in the case of Plot 1, 16m in the case of Plot 2. They would be sited near the top of the slope but there would be some lowering of existing ground levels, and the proposal would involve the retention of trees near the southern or lower end of the site which, with the presence of a belt of woodland just outside the site to the south-east, would ensure that its visual impact and prominence when viewed from the south (from New Mill Road or the playing fields) would be very slight.

10.6 In this context it is considered that the proposed dwellings and the new domestic garages to serve the existing dwellings, by reason of their scale, siting and relationship with the local topography, would not amount to overdevelopment and would respect the character of their surroundings. It is considered that all aspects of detailed design are visually appropriate. It would therefore accord with the aims of Policies BE1-2 subject to conditions samples of materials and a landscaping scheme to be submitted and approved before work on the superstructure of the dwellings commence, and a condition removing permitted development rights for extensions or new outbuildings in the interests of preventing overdevelopment of the site.

10.7 Residential Amenity

10.8 The dwelling on Plot 1 would be 2m from the boundary with the nearest established residential dwelling, no. 16, and 12m from the nearest facing wall of the dwelling itself. The new dwelling would be set higher than no. 16, with finished floor level being approximately 2m higher, but with the latest amended plans which show it “handed”, so that the part of the new dwelling in closest proximity to no. 16 would be the single-storey garage. No. 16 has windows in all four elevations, most of which are clear-glazed and are likely to be to habitable rooms. This includes one habitable room window in the east side elevation, but this gives light to a room that also has south-facing windows, which is its main source of light and main outlook. The two east-facing windows, one large and one smaller, have a limited outlook anyway because they face directly towards no. 16’s own garage and garden store. The dwelling also has rooflights in all four elevations but the main ones are in the west and south. It is considered that with the latest amendments to

design, the proposed dwelling on Plot 1 would not have an oppressive or overbearing impact.

10.9 No other existing dwellings are close enough to be significantly affected by the new dwellings or garages. All windows in the proposed dwellings would be compliant with the recommended minimum distances set out in Policy BE12. The only windows in the sides are minor non-habitable or secondary windows. It should be conditioned that these be obscurely glazed and that no further windows are formed in the side elevations at ground floor (above-ground floor windows are already limited by the General Permitted Development Order). In addition, a condition should require that screen fencing is erected along all side boundaries (as shown on the proposed sections) to protect the privacy of existing and future occupants. It should also be subject to a condition removing permitted development rights for extensions or new outbuildings, both in the interests of visual amenity as set out above, and preventing the possibility of overbearing impact.

10.10 In summary it is considered that, as conditioned, the development would not have an adverse impact on residential amenity and would comply with Policies D2, BE12 of the UDP and core planning principle of the NPPF.

10.11 Landscape issues

10.12 It is considered that whilst the development would result in the loss of a number of trees it would have no significant impact upon the wider landscape.

10.13 The two trees covered by a Tree Preservation Order (TPO) are within the curtilage of no. 18 and no. 20 and these are to remain. Several other, mostly smaller, mature trees towards the front of the new housing plots and near the centre of the site, are to be removed – these are not covered by a TPO and the Council's Arboricultural Officer has confirmed there are no objections to the scheme subject to conditions. This would include the submission of an arboricultural method statement to demonstrate that the scheme, in particular regarding the construction of the new vehicular access to no. 20 Marsh Platt Lane which is within the crown spread of a protected tree, could be implemented without harm to the protected trees.

10.14 Under Policy NE9 of the UDP, the retention of mature trees on development sites should be secured if possible. Given the large number of trees of the site it would not be possible to preserve them all, and priority is given to protecting trees that are under a TPO and which have a greater impact on public amenity. The loss of other soft landscape is considered to be outweighed by the provision of two new dwellings.

10.15 Housing issues

10.16 The Council is currently unable to demonstrate a 5-year supply of housing land. In these circumstances, in accordance with NPPF paragraph 49, "relevant policies for the supply of housing should not be considered up to

date". Consequently planning applications for housing are required to be determined on the basis of the guidance in NPPF paragraph 14. The two new dwellings will make a small contribution towards meeting the housing supply which even though a small addition is still given weight in the assessment of this application and adds to the benefits of the scheme when considering the planning balance.

10.17 Highway issues

- 10.18 Marsh Platt Lane, which carries the route of a Public Footpath, Hol/23/10, is substandard in terms of its width and alignment, lacks footways or passing places, and has a bend a short distance west of the application site restricting vehicle-pedestrian intervisibility. The lane cannot be brought up to adoptable standards and is therefore weight must be afforded to whether it is suitable to serve additional residential development. It is noted that the lane already provides vehicular access for 10 no. dwellings including four that have been built, or converted, as a result of recent planning permissions – in particular 2005/93224 for the erection of 3 detached dwellings and 2004/93368 for the conversion of a barn to residential use taking access to Marsh Platt Lane.
- 10.19 The proposal, as amended, includes the formation of a turning head which could be used by all residents and visitors to Marsh Platt Lane and which would allow service vehicles to turn. It is considered on balance, taking into account the benefits of the creation of a shared turning head, that the erection of a further 2 dwellings in addition to the ten already taking access to Marsh Platt Lane would not materially add to highway safety problems or materially increase risks to users of the Public Right of Way. The Highways Officer has assessed the proposal, based on the most recent amended plans, as being acceptable subject to conditions requiring the turning head and private parking areas to be created and retained, a schedule of access for construction traffic and a survey of Marsh Platt Lane to ensure that any possible deterioration during construction is repaired.
- 10.20 The proposed single garages to serve the new dwellings are of standard dimensions as are the parking spaces, meaning that each new dwelling would have sufficient space to park three vehicles. This is in line with recommended requirements set out in the UDP Appendix 2. The proposed garages to serve the existing dwellings are substandard in their internal dimensions, being only 5.4m wide internally, but as they would not result in the loss of any existing garaging or parking arrangements this is not considered problematic.
- 10.21 The Public Rights of Way Officer has recommended a scheme for the protection of public footpath users during development works should be submitted to and approved in writing by the Council before development commences. This should be imposed as a condition.
- 10.22 In conclusion it is considered that this proposal accords with UDP policy T10 and R13 and is acceptable subject to conditions requiring all parking and turning arrangements to be provided before the dwellings are occupied and

thereafter retained, and other conditions as set out in paragraph 10.19 as recommended by the Highways Officer.

10.23 Drainage issues

10.24 It is proposed that the development would be drained by a soakaway. For a development of this scale the scheme for suitable surface water drainage would be dealt with under Building Regulations. This would require porosity tests being undertaken to demonstrate that soakaways are effective or for an alternative scheme of drainage to be secured.

10.25 Ecology Issues

10.26 It is noted that the development would result in the loss of a number of mature trees from the northern and middle part of the site. The Ecological Report concludes that the site supports a limited range of mostly low value habitats, the loss of which would be of minor significance, and that the proposed development can be carried out without significant ecological impacts. The Ecology Officer concurs with this view and has no objection to the proposal subject to four recommendations.

- a. The Badger survey recommended in the report is undertaken and, if a Badger sett is found, appropriate mitigation proposed.
- b. The inspection of the trees for bat roost potential is completed in full and, if features suitable for supporting bats are found, appropriate mitigation proposed.
- c. Any vegetation clearance is undertaken outside of the bird breeding season (March to August inclusive), or is preceded by a nesting bird check by an ecologist and any nests protected until such time that the young have fledged.
- d. The proposals include a bat box built into the fabric of each of the two new dwellings or attached to mature trees to be retained. This would ideally be sited along the southern elevation or close to the southern boundary.

It is recommended that the a., b., and d should be imposed as conditions and that c. be added as an advisory note. This would be in accordance with Chapter 11 of the NPPF and policy EP11 of the UDP.

10.27 Other Matters:

10.28 Air Quality:

10.29 NPPF Paragraph 109 states that “the planning system should contribute to and enhance the natural and local environment by..... preventing both new and existing development from contributing to or being put at unacceptable risk from, amongst other things, air pollution.” On small to medium sized new developments this can be achieved by promoting green sustainable transport through the installation of vehicle charging points. This can be secured by planning condition.

10.30 Representations

10.31 Concerns relating to visual and residential amenity and highway safety have been examined but are highlighted here together with other issues raised.

- Extra traffic will increase accident risk especially because of children walking to school, and cross-country runners. It would affect a public right of way and no assessment has been submitted.
- Marsh Platt Lane is substandard and already serves 6 dwellings, there are no passing places. The road forming Marsh Platt Lane is of single vehicle width, with blind bends, no passing places, no speed limit.
- The turning head may prevent service vehicles having to reverse but this has to be weighed against the estimated 21-28 vehicle movements per week that the development would be likely to generate.

Response: It is accepted that Marsh Platt Lane is below adoptable standards. It is noted however that there have been recent permissions for residential development along Marsh Platt Lane, including 2005/93224 for the erection of 3 detached dwellings and 2004/93368 for the conversion of a barn to residential use taking access to Marsh Platt Lane. It is considered that sufficient information has been submitted to allow the application to be determined; it is recommended however that a scheme for the protection of users of the Public Footpath should be submitted and approved. It is considered on balance that the erection of a further 2 dwellings in addition to the 10 already taking access to Marsh Platt Lane would not materially add to highway safety problems, especially once the benefits of the creation of a shared turning head are taken into account, subject to conditions.

10.32 The extra traffic will also cause the surface of the lane to break up.

Response: Given that 10 dwellings are already served by Marsh Platt Lane it is considered unlikely that a further 2 would have a significant impact on the road surface and as there is no objective evidence to suggest this is likely to occur, it would not form a defensible reason for refusal.

10.33 The plans do not show swept path analysis for the turning head.

Response: The Highways Officer has examined the turning head and has confirmed that it is suitable for its intended purpose.

10.34 Can it be guaranteed that the turning head can be retained and kept free at all times?

Response: The turning head is within the site boundary and on land owned by the applicant so a standard condition can be imposed requiring it to be retained and kept clear of all obstructions.

10.35 Residential amenity concerns:

-Oppressive and overbearing impact and loss of sunlight owing to the nearest new property being 4m higher than no. 16.

Response: The sections indicate that the proposed dwelling on Plot 1 would have 2m higher ground floor level and would be 3m higher at the ridge compared to the existing dwelling, no. 16. From observations on site, no. 16 appears to have its main outlook to the south. Furthermore the proposed new dwelling has been handed so that the single-storey garage would be the part closest to no. 16, and it would be compliant with minimum distances.

10.36 Other concerns:

- 10.37 It will involve cutting down long-established trees, which will affect birds and other wildlife. The root systems of the two protected trees could be affected. The trees are valuable to amenity and their loss would be contrary to the aims of D2 and BE2(iv).

Response: It is desirable to retain all mature trees within a development site where practicable. It is considered however that as the site is not under any protective designation and that the Ecological Report concluded that it was of minor importance to biodiversity, it would be impossible to defend a refusal on this basis especially as the Council is currently unable to demonstrate a 5-year housing supply and the benefits of new housing at a time of national shortage. The submission of an Arboricultural Method Statement should be imposed as a condition so as to ensure no damage to the protected trees' root systems occurs.

- 10.38 There are houses on Marsh Platt Lane that have been on the market for a long time so it makes no sense to build any more.

Response: A perceived lack of demand in the immediate local area does not amount to a reason for refusing an application especially since the Council is presently unable to demonstrate a 5-year housing land supply.

- 10.39 Increased water run-off with implications for drainage.

Response: The construction of new dwellings will normally lead to some increase in water run-off if they are to be served by mains drainage. In this instance, the intended method of drainage is by soakaway. Whether the developer is able to install soakaways depends on whether it can be demonstrated that they will work but this is covered by the Building Regulations and it is not standard practice, for developments of fewer than 5 units, to seek to control it through the planning system as well. It should however be conditioned that new parking spaces are either formed using permeable surfacing as stated on the application form, or made to drain to a soakaway, so as to minimise run-off.

- 10.40 Construction traffic would have difficulty gaining access.

Response: A condition can be imposed to require a scheme for access to the site for construction traffic and the parking of contractors' or employees' workers within the site to ensure that this does not affect the safety or convenience of highway users. A further condition can be imposed requiring a survey of the condition of the lane before and after development and requiring the developer to remedy any damage, in the unlikely event of any occurring during the construction period.

10.41 Holme Valley Parish Council comments – Support the application subject to materials being in keeping, and Highways being satisfied regarding access. Members are concerned there would be too many properties off a narrow private drive.

Response: Concerns relating to highway and access issues have been addressed previously in part 10.17 to 10.21 of the Assessment.

10.42 Ward Councillor Greaves' comments –The track is quite narrow along its full length and is not wide enough for 2 cars for cross. There are no passing places unless you pull onto someone else's property on the lower section, so meeting oncoming traffic would be a problem. I would like this referred to Committee, with a site visit. Residents have engaged an agent to act on their behalf and they would like the opportunity to raise their concerns direct with the Planning Committee. I believe that a decision to relax policy in respect of highway arrangements ought to be decided by Committee, having been presented with reasons for and against and having had the opportunity to see the lane for themselves.

Response: Highway safety issues have been addressed in the main report and Members will undertake a site visit before consideration of the application at sub-committee.

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. This application has been assessed against relevant policies in the development plan and other material considerations.

11.2 The land is unallocated and the development is therefore appropriate in principle. Subject to suitable conditions as set out in detail earlier in the Assessment, it is considered that the development would constitute sustainable development and it is therefore recommended for approval.

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

1. Standard 3 year implementation deadline
2. Development in accordance with approved plans
3. Samples of facing and roofing materials to be inspected and approved
4. Finished floor and ground levels to be no higher than those shown on the approved drawings.
5. All side facing windows in the new dwellings to be obscurely glazed.
6. No additional windows to be formed in the side elevations of either new dwellings.
7. Timber fencing to be erected along the side boundaries as shown on the plans before first occupation.
8. Removal of permitted development rights for extensions or outbuildings.

9. All the parking and turning arrangements, for the new dwellings and the revised parking arrangements for existing dwellings, to be formed before either new dwelling first occupied and thereafter retained without obstruction.
10. Garages not to be converted to living accommodation.
11. Issues arising from the Ecology report related to badger and bat surveys and new bat boxes in new dwellings.
12. Provision of electric vehicle charging points.
13. A scheme for the protection of public path users during development works.
14. An Arboricultural Method Statement, in accordance with British BS 5837, to be submitted and approved, which shall include details on how the construction work will be undertaken with minimal damage to the adjacent protected trees and their roots.
15. Details of any additional tree works required during the construction process, not identified within the submitted information, shall be submitted to and approved in writing by the Local Planning Authority prior to the work being carried out.
16. Schedule of means of access to site for construction traffic including construction deliveries and the parking of construction workers' vehicles within the site.
17. Survey of the condition of Marsh Platt Lane before and after development, including a scheme to remedy any subsequent defects.

Background Papers:

Application file

<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2015%2f90582>

Certificate of Ownership – Notice D completed (where land ownership not known). Steps taken were to place a notice of the application in the Huddersfield Daily Examiner on 29th August 2015.