
Report of the Head of Development Management

STRATEGIC PLANNING COMMITTEE

Date: 30-Mar-2017

Subject: Planning Application 2016/92055 Erection of 109 dwellings with associated works Land to the east of Crosland Road, Lindley, Huddersfield

APPLICANT

Paul Thornton,
Persimmon Homes (West
Yorkshire)

DATE VALID

16-Jun-2016

TARGET DATE

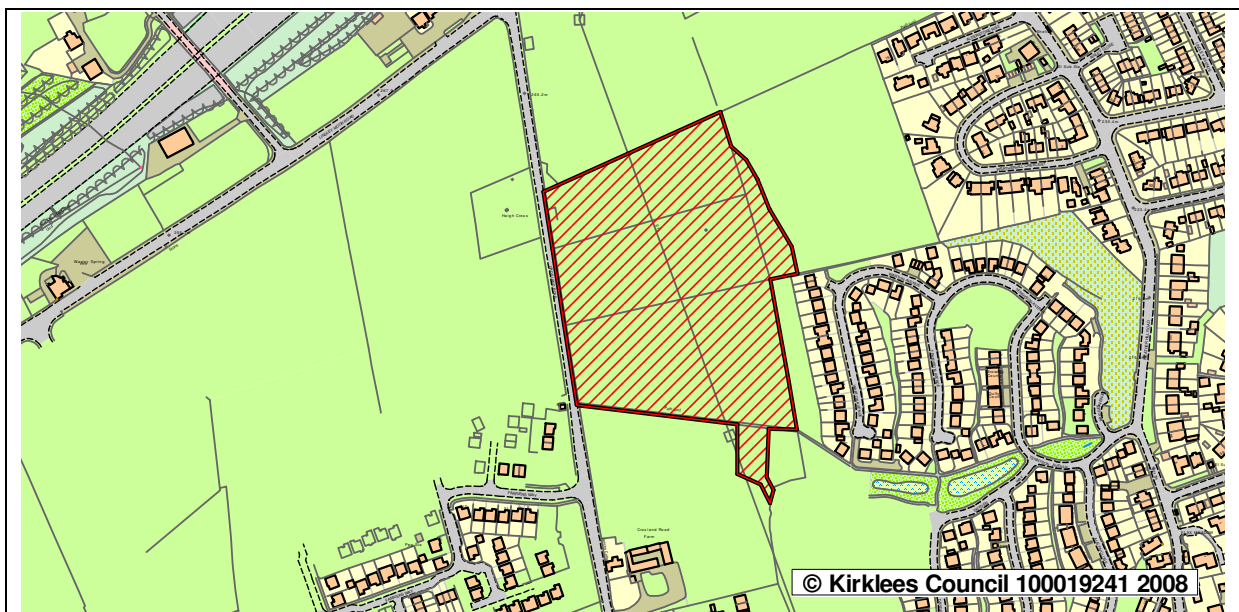
15-Sep-2016

EXTENSION EXPIRY DATE

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<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: Lindley

Yes

Ward Members consulted
(referred to in report)

RECOMMENDATION:

POSITION STATEMENT

For Members to note the content of the report and presentation and respond to the questions at the end of each section.

1.0 INTRODUCTION:

- 1.1 The application is brought to strategic committee given the scale of the development, and as the proposed development would represent a departure from the Council's Unitary Development Plan
- 1.2 The Council's Officer-Ward Members Communication Protocol provides for the use of Position Statements at Planning Committees. They set out the details of the application, the consultation responses and representations received to date and the main issues with the application.
- 1.3 Members of Committee will be able to comment on the main issues to help inform Officers and the applicants. This is not a formal determination, it does not predetermine the Councillors and does not create any issues of challenge to a subsequent decision on the application by the Committee.

2.0 SITE AND SURROUNDINGS:

Site Description

- 2.1 The site comprises an area of 3.96 ha, and is located on the eastern side of Crosland Road, Lindley. The site comprises 3 fields and a small parcel of land to the south which is part of the farm curtilage to the south and links to the boundary with the existing Miler Homes development aka Lindley View.

- 2.2. The site is undulating with a prevailing fall from NW to SE. There are overhead power lines and pylons running north to south across the central area of the site. There are public rights of way that run along northern and southern boundaries of the site.
- 2.3. The site is bounded to the north by fields in agricultural use, to the east by the Miller Homes residential development, and an area of open land; to the south by Crosland Farm and its grounds, which include Jericho Cottage, a grade 2 listed building, and on the west on the opposite side of Crosland Road, a mixed use development comprising housing and employment , currently under construction.
- 2.4. The site is part of a much larger employment allocation (B8.1), on the Kirklees Unitary Development Plan.

Proposal

- 3.1. Full permission is sought for the erection of 109 dwellings comprising a mixture of detached, semi detached and terraced properties, predominantly 2 storey dwellings (but with a small no of 2.5 storey). The use of artificial stone and tiled roofs are proposed. Access is to be taken off Crosland Road and this serves a series of cul de sacs around an elongated spine of open space central to the site that runs north to south (this open space is locate under the power lines).The layout has dwellings facing onto the open space area and also onto Crosland Road.
- 3.2. The layout drawing also indicates SUDS features in the open space area ie swales, particularly in the northern part of the site.

4. BACKGROUND AND HISTORY

- 4.1. Previous applications on this site and Housing allocation H8.17 are listed below:

98/992536 - Erection of 325 dwellings and garages

98/92256 - Provision of public open space and landscaping

- 4.2. Both of these were dealt with by the Secretary of State following a public inquiry and the residential appeal was dismissed on the grounds there was a supply of previously developed land for development, and as such release of the green field sites was premature.

- 4.3. The appeal for the open space was allowed.

2000/93276 - Outline application for employment and business use comprising industrial, commercial and storage units with ancillary facilities, road and parking- Withdrawn August 2005.

2009/92550 - Outline application for a Data campus and formation of access from Lindley Moor Road. (This is the same site as the current application) Refused.

4.4 Reason for refusal:

“The application relates solely to part of an industrial allocation, B8.1 in the Kirklees Unitary Development Plan. Footnotes specify that this allocation should be developed comprehensively with Housing allocation H8.17. As such the application is contrary to the Kirklees Unitary Development Plan.”

4.5 This was the subject of appeal which was withdrawn following the approval of 2011/91518 (listed below).

4.6 2011/91518 - Outline application for Data Centre Campus with formation of access off Lindley Moor Road. Approved subject to a Section 106 agreement

4.7 2011/91519 - Full application for residential development (294 units) and associated works including the demolition of existing buildings, construction of new accesses from Cowrakes Road and Weatherhill Road, footpath, drainage, earthworks, provision of public open space and landscaping. Approved subject to a Section 106 agreement

4.8 NB Both of the above applications were considered concurrently and in relation to a comprehensive development framework. Both of the Section 106 agreements include an appropriate financial contribution towards infrastructure improvements within the area.

4.9 2014/92214 – Full application for 30 no dwellings. Approved subject to a Section 106 Agreement

4.10 2014/93136- Outline application for industrial development(class B1c, B2 and B8) Plot A-(160,000sq ft/14,846 sq m) with engineering works to form a development plateau, formation of access from Lindley Moor Road, provision of services and drainage infrastructure. Erection of industrial unit. Plot B-(50,000 sq m/4,684 sq ft) unit access off Crosland Road; and Plot C detailed application for 252 dwellings with access off Crosland Road with engineering works to create underground drainage attenuation provision of open space and landscaping. Approved subject to a Section 106 Agreement

4.11 2016/92870 -Reserved Matters for the erection of industrial unit on Plot A1- Approved and currently under construction.

4.12 2016/90613- Reserved Matters application for industrial unit on Plot B- Yet to be determined.

5.0. HISTORY OF NEGOTIATIONS:

- 5.1 Officers have reviewed the layout and requested a number of changes to improve the layout. The outcome of these negotiations will be reported in the update.

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 2007). 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 (saved 2007) remains the statutory Development Plan for Kirklees.

6.2 Development Plan:

6.3 Site allocation:

- 6.4 The site is allocated for business, general industry and storage and distribution use (allocation B8.1) whilst the southern and eastern parts are allocated as buffer zone to the employment allocation. (Policy B3).

- 6.5 Allocation B8.1 is subject to a series of footnotes:

- 6.6 Footnote 6 - In order to assess the traffic effect of the allocation, further detailed work (including, where appropriate, analysis of a traffic impact assessment) will need to be undertaken by the Highways Agency to ensure that traffic can be accommodated satisfactorily on the trunk road network. Where this is not possible, but could become so by remedial highway improvements, the Highway Agency will seek the attachment of appropriate planning conditions relating to the commencement or occupancy of the development prior to the carrying out of such improvements. Where remedial works prove not to be feasible or agreement as their scale can not be reached with the developer, the Highways Agency might have to direct refusal of the planning application, or if before the Secretary of State object to the proposal.

- 6.7 Footnote 9 - The maximum acceptable proportion of B8 floorspace shall be 20%.

6.8 Footnote 10 - The site shall be developed comprehensively with site H8.17.

UDP policies:

B1 – Employment needs of the district
B3 – Buffer zones
BE1 – Design principles
BE2 – Quality of design
BE9 – Archaeological value
BE10 – Archaeological evaluation
BE12 – Space about buildings
BE23 – Crime prevention
D6 – Green corridors
T10 – Highway safety
T14 – Safeguarding existing pedestrian routes
T16 – Providing safe and attractive pedestrian routes within new development,
T17 – Developments to meet the needs of cyclists
T19 – Parking standards
G6 – Land contamination
H1 – Housing needs of the district
H10 – Affordable housing
H12 – Arrangements for securing affordable housing
H18 – Provision of open space
EP6 – Noise generating development
EP11 – Ecological landscaping
EP12 – Overhead power lines
EP4 – Noise sensitive development

National Policies and Guidance:

6.9 National Planning Policy Framework;

Part 1 - Building a strong competitive economy;
Part 2 - Ensuring the vitality of town centres
Part 4 - Promoting sustainable transport;
Part 6 - Delivering a wide choice of high quality homes
Part 7 - Promoting good design
Part 8 - Promoting healthy communities
Part 10 - Meeting the challenge of climate change, flooding and coastal change.
Part 11 - Conserving and enhancing the natural environment
Part 12 - Conserving and enhancing the historic environment

6.10 Other Policy Considerations:

6.11 Supplementary Planning Document 2 - Affordable Housing

6.12 KMC Policy Guidance “Providing for Education Needs Generated by New Developments”.

6.13 Manual for Streets

6.14 Emerging Local Plan- Site allocated as Mixed Use (Employment and Residential)

6.15 Interim Affordable Housing Policy

7.0 PUBLIC/LOCAL RESPONSE:

7.1. REPRESENTATIONS

7.2 This application has been publicised by site notices, neighbour letters and advertisement in the local newspaper. The proposal has been advertised as a departure. 15 letters of representation have been received, the main points of concern being:

1.This former semi rural area is being rapidly destroyed by new development, and this development has had and will continue to have an adverse effect on the lives of local people.

2. Flooding has got worse in the area since development at Lindley Moor commenced (eg muddy water and dangerous conditions on Crosland Road).

3. The local highway network cannot cope with an additional 109 dwellings

4.The proposal will have an adverse effect on the already stretched infrastructure in the area ie there are insufficient school places and it is difficult to get an appointment with a GP.

5. No new housing in the area should be built without there being a new school.

6. the balance of the site is for 3 and 4 bed housing showing little regard for the provision of affordable housing or enabling young people to get on the housing ladder.

7 The POS is located under the power lines. This must not be regarded as quality or usable open space.

8. This site is earmarked for employment use.

7.3 Lindley Moor Action Group

7.4 Cllr Cahal Burke:- Objects to the proposal as it will increase pressure on existing services, increase traffic, result in the further loss of open space. There is a lack of school places in the area, and this development will exacerbate that problem.

7.5 Lindley Ward received the largest percentage share of housing development between 2007 and 2013, and there is a growing concern among residents about the scale of development in the area.

8.0 CONSULTATION RESPONSES:

8.1 Statutory:

The Environment Agency- No objections

The Coal Authority- No objections subject to appropriate conditions

KC Highways Development Management – No objections in principle

Yorkshire Water Authority- Recommend conditions

8.2 Non-statutory:

KC Public Rights of Way- Identified some specific concerns regarding the layout, and the relationship to the 2 public footpaths that exist on the north and south edges of the site

KC Environmental Services- the site itself is of little ecological value, but it is part of a much larger development where bio diversity enhancement and green corridors have been provided, and conditioned. Biodiversity enhancement should be sought on this site, and the area coordinated with the already approved schemes

KC Conservation and Design- Generally a well considered layout. There a number of detailed comments that need addressing. Care needs to be taken on the type and quality of the treatment of the car parking areas that front onto Crosland Road.

KC Housing- There is an identified need for affordable housing in this area, and the Councils Interim policy seeks 20% of numbers of units.

KC Education Services- An Education contribution is required in this case .the required amount is £269,347.

KC Landscape and Parks- The area indicated open space is under the line of the overhead power lines, and its value of public open space is therefore lessened. An of site payment for provision of play equipment off site is appropriate, towards upgrading of existing facilities in the local area.

West Yorkshire Archaeology- Site is in proximity to the identified line of a Roman Road, a site of Archaeological importance. An Archaeological appraisal should be undertaken prior to development commencing.

9.0 MAIN ISSUES

- Principle of development
- Urban design Issues
- Bio-diversity Issues
- Heritage Issues
- Environmental Issues (Remediation, Noise, Air Quality)
- Flood Risk/ Drainage Issues
- Highways Issues

10.0 APPRAISAL

Principle of development

- 10.1 The application site is allocated for business and industry on the Unitary Development Plan. The proposal for housing would therefore result in the loss of land allocated from employment purposes.
- 10.2. Part 1 of the National Planning Policy Framework “Building a Strong and Competitive Economy paragraphs 18-22 are material considerations and in relation to employment sites paragraph 22 states:
- “ Planning policies should avoid the long term protection of sites allocated for employment uses where there is no reasonable prospect of the site being used for that purpose.... Where there is no reasonable prospect of the site being used for the allocated employment purpose, applications for alternative uses of land and buildings should be treated on their merits having regard to the market signals and the relative needs of different land uses to support sustainable local communities.”
- 10.3. Paragraph 215 of the NPPF also states that due weight should be given to relevant policies according to their degree of consistency with the Framework, the greater the weight that may be given. With this regard paragraph 216 also confirms that from the date of publication, decision makers may also give weight to the relevant policies in emerging plans according to;
- The state of preparation of the emerging plan(the more advanced the preparation, the greater the weight that may be given);
 - The extent to which there are unresolved objections to relevant policies(the less significant the unresolved objections, the greater the weight that may be given);
 - The degree of consistency of the relevant policies in the emerging plan to the policies in the Framework(the closer the policies in the emerging plan to the policies in the Framework , the greater the weight that may be given).

- 10.4. The applicants have submitted information that the only viable use of this site is for a standalone residential scheme including supporting evidence from The Employment Land Review that the site has not come forward for an employment use since the UDP's adoption in 1999. The applicant also contends that that the site is not a new strategic employment site within the Draft Local Plan and that the site is not within an Employment Protection Area (as identified within the draft Local Plan) and that the site is part of a larger employment allocation part of which has been built out as industry and has extant permissions for employment, part of the site has been granted a residential permission (currently under construction).
- 10.5. It is worth noting that this site, and the balance of allocation B8.1 Draft Local Plan is allocated as potential mixed use development (residential and employment).
- 10.6. Unlike the application 2014/93136, which was a combined application for residential and employment uses on the opposite side of Crosland Road this application is a stand-alone residential scheme, and does not make any enabling contribution towards delivering employment on the neighbouring site. As such the potential for employment use on the balance of the B8.1 (ie to the north on the application site, and fronting onto Lindley Moo Road) must not be prejudiced by any residential development.
- 10.7. Paragraph 49 of the NPPF, presumes in favour of sustainable development, and indicates that housing policies should not be considered up to date if the Council is unable to demonstrate a 5 year supply of deliverable housing land. Currently the Council is unable to demonstrate a 5 year supply of deliverable housing land. In this respect recent appeal decisions have confirmed that given the lack of a 5 year supply the Council's housing land policies in the UDP are out of date, and this has been afforded considerable weight in allowing those appeals.
- 10.8. As such the lack of an adequate land supply in itself is a relevant and material planning consideration as is the provision of 109 additional dwellings that would help address the shortfall.

Planning Obligations

- 10.9. Given the scale of the site and numbers of dwellings involved the Council's policies regarding the provision of
- Affordable Housing;
 - Public Open Space;
 - Education Contributions
- are relevant to the proposal.
- 10.10. The Council's Interim policy on affordable housing calls for 20 % of numbers to be provided on site, on both brown and greenfield sites. ie in this case that would equate to 22 units.

- 10.11. The Education Contribution required in this case would be £269,347.
- 10.12. The Provision of POS on the site as shown on the layout is satisfactory in itself, however there would be a need for an off-site payment in lieu of on site equipment would be required.
- 10.13. The applicants have submitted a Viability Appraisal with the application, in which they state that the provision of affordable housing on the site would render the scheme unviable, due to substantial abnormal costs.
- 10.14. In addition to the POS provision and Education Contribution the applicants have offered;
£52,546.25 towards sustainable transport fund; and
£10,000 towards improved passenger infrastructure
- 10.15. The proposal has been independently assessed at the expense of the applicant by the District Valuer, who has concluded that the scheme can sustain an affordable housing contribution that accords with the Councils Interim Housing Policy of 20% of numbers of dwellings and provide the S106 obligations listed within the paragraphs above.
- 10.16. The applicants have been advised of the DVS assessment, and do not accept the conclusions, requiring further justification. The areas of disagreement are the level of the abnormal and the profit level. The main difference between the DV and the applicant is on the existing land value which is the main reason for the lack of agreement on the Affordable housing level the application can sustain.

Are there any comments that Members wish to make in relation to the principle of residential development, at this stage, and/ or the issues of viability and potential Section 106 contributions?

Urban Design Issues

- 10.17. The site is currently a number of green fields, very open in character. The site fronts onto Crosland Road, from which the principle access to the site is taken. The site is bounded to the north by a series of fields (also allocated for employment use on the UDP), and to the south by a field that comprises the curtilage of Crosland Road Farm, which whilst also being allocated for employment use on the UDP contains a Grade 2 listed building.
- 10.18. The layout comprises a total of 109 dwellings at a density of 27 per ha. This is considered to be an appropriate density for this area, and is comparable to the neighbouring developments. Also it is considered to be an efficient use of the site. The dwellings are a mixture of detached, semi-detached and terraced dwellings, and 2 and 2.5 storey in height, as such the scale of development is considered to be appropriate.

- 10.19. The principle access to the site is off Crosland Road which serves a number of cul de sacs off a central spine road, which runs parallel with a central green corridor which constitutes the on-site public open space. The dwellings that are adjacent on Crosland Road are served off private drives which result in the dwellings creating a frontage street scene onto Crosland Road together with the existing retaining stone boundary wall and associated landscaping behind the boundary wall.
- 10.20. Also within the site the orientation of dwellings facing onto the open space is achieved in the majority of cases, which is considered to deliver an acceptable street scene within the site also.
- 10.21. Amended plans have been requested seeking the improvement of the relationship of the proposed dwellings which are adjacent to the 2 public footpaths on the northern and southern boundary of this site. Also on the northern edge of the site, the area around the footpath needs to be improved to deliver a safer and more attractive path for pedestrians, as well as delivering extra planting / distance to afford a meaningful and effective buffer zone, between this potential residential development, and the neighbouring employment allocation.
- 10.22. Subject to the issues covered in para 10.20 being satisfactorily addressed, the layout and urban design issues are considered to be satisfactorily dealt with in accordance with the guidance contained in part 7 of the NPPF "Requiring good design".

Are there any comments that Members wish to make in relation to the layout or urban design issues at this stage?

Bio diversity issues

- 10.23. The application site currently comprises a number of fields. An Ecological Assessment has been submitted which is considered to accurately reflect the existing site which is improved agricultural land of a limited ecological value.
- 10.24. Paragraph 118 of the NPPF indicates that opportunities to achieve bio diversity enhancement should be taken on new developments. This site is part of a much larger employment allocation, and neighbouring a large residential scheme.
- 10.25. There are a number of green corridors, water courses and footpath areas across the entire allocation. This is in addition to the residential approval and the hybrid approval on the opposite side of Crosland Road that have been provided as part of extant approvals that essentially result in a green framework across both the employment and residential allocations. The development of this site should contribute to that green framework in a logical manner.

- 10.26. The scheme includes a central green corridor which is underneath the power lines. 2 footpaths cross the site on the north and south boundary. The space about the northern footpath is to be improved and increased along its route to provide a better layout, but also an effective buffer zone between this residential scheme and the neighbouring employment allocation.
- 10.27. It is considered that with appropriate planting and contribution towards a Landscape Management Plan (this has consistently been applied to any approval for development on the Lindley Moor allocations) The issue of bio diversity enhancement can be satisfactorily addressed.

Are there any comments that Members wish to make in relation to bio-diversity issues at this stage?

Heritage Issues

- 10.29. The site is located to the north of Crosland Farm, which is a complex of buildings approx. 130 m distant from the southern boundary. This grouping contains Jagger Cottage, which is a grade 2 listed building, and as such the impact of the development on its needs to be considered.
- 10.30. The setting of the listed building is characterised, by its openness ie the surrounding open field areas. The listed building is a part of a group of buildings, some modern that aren't listed, and these are set in a large open field, close to the back edge of the highway.
- 10.31. To the south approx. 40 m from the listed building is a small residential scheme.
- 10.32. It is considered that the distance from the listed building and the open road frontage, retain the sense of openness around this listed building and do not detract from its significance. Accordingly this satisfies the tests contained in part 12 of the National Planning Policy Framework 2 Conserving and enhancing the historic environment.
- 10.33. The site is within 150 m of a Class 3 Archaeological site, on the opposite side of Crosland Road. The applicants have indicated that previous archaeological investigations in the area, are sufficient to deal with this matter, and that there is no risk to the asset.
- 10.34. It is true that there were extensive archaeological investigations undertaken on both the Peat Ponds site (opposite side of Crosland Road), and Lindley View (residential scheme off Weatherhill Road). However the investigations did not extend to this site, and in view of the fact that important information was uncovered, this site should be properly investigated also. To this end a pre condition would be recommended by the West Yorkshire Archaeology Service, for what is referred to as an" Archaeological Watching Brief"

Are there any comments that Members wish to make in relation to heritage issues at this stage?.

Environmental Issues(Remediation, Noise and Air quality)

- 10.35. *Remediation*-The application is accompanied by a Contaminated Land report, which identifies some small areas of contamination. The decontamination and remediation of these areas can be satisfactorily dealt with via condition.
- 10.36. *Noise*- The issue of noise on this scheme relates to the safeguarding of residential amenity for the new dwellings in relation to their proximity to the highway , and a neighbouring unrestricted employment allocation.
- 10.37 The accompanying noise report indicates that some of the dwellings that front onto Crosland Road will require noise mitigation for traffic noise, and this should be conditioned.
- 10.38 With respect to the relationship between the proposed dwellings and the neighbouring employments site, this issue has previously been dealt with by the provision of a 30m buffer zone between the employment and residential uses to offset potential conflict. The buffer zone for this application needs to be provided along the northern boundary of the site and adjacent to the footpath. The current distance is less than 30m and additional space or information is required to demonstrate that the residential amenities of the dwellings will be safeguarded and there will be not prejudice any neighbouring employment uses.
- 10.39. The applicants have been advised of this requirement and that a satisfactory outcome is necessary prior to the application being determined.
- 10.40 *Air Quality*- The application is accompanied by an Air Quality Statement that has been reviewed in accordance with the West Yorkshire Low Emission Strategy. The statement relates to a small scale development and the site is adjacent to an area of known poor air quality that is currently under assessment to determine air quality in the area.
- 10.41. As such additional assessment of the site on the basis of this being a Major application is required in this case. This updated report should inform the level of damage as well as any mitigation that may be necessary. This information is required prior to the application being determined

Are there any comments that Members wish to make in relation to these Environmental Issues at this stage?

Flood Risk and Drainage

- 10.42. The site is within an area identified as being in Flood Zone 1 (ie the area of lowest risk) however given the size of the site a Flood Risk Assessment relating to surface water run off is required and has been provided.
- 10.43. This application site is part of a larger employment allocation and adjacent to the balancing areas at the top of the Lindley View residential scheme. As such

this site is in a central and pivotal location with regard to the satisfactory drainage of the entirety of both the employment and residential allocations and beyond and needs to be co-ordinated with the drainage systems already approved and in place.

- 10.44. At present Flood Risk and Drainage within the Council require a significant amount of additional information to justify the scheme. In particular the relatively low run off levels that have been put forward by the applicant. It is considered that this information can be provided and proper justification made. This issue should be resolved prior to determination of the application, as there may be implication for the layout.

Are there any comments that Members wish to make in respect to drainage issues?

Highways

- 10.45. Potential development at the application site was previously considered a part of a Comprehensive Framework Masterplan which proposed a quantum of residential and employment development across a number of sites at Lindley Moor. The masterplan was accompanied by a Comprehensive Transport Assessment which estimated person and vehicle trips for the whole of the development area so that the full traffic impact from all development from all masterplan sites could be assessed and appropriate mitigation measures identified.
- 10.46. As Lindley Moor has been built out the mix of development has changed from that originally envisaged in the comprehensive masterplan. The impacts too are changing with residential land uses generating a higher volume of trips and a different pattern on the network to that assessed in the Comprehensive Masterplan and accompanying Transport Assessment. As such, the traffic generated by the masterplan will eventually exceed the capacity provided by off-site highway works provided to accommodate the whole masterplan. A standard approach has been applied throughout by Kirklees Highways to all developments within the masterplan area that have come forward for determination to maintain a consistent and transparent approach.
- 10.47. The highways contributions that it is appropriate for the Persimmon scheme to make are as follows:
- i) The Masterplan Framework contribution to off-site highway works at Ainley Top and Cavalry Arms is calculated at £2,852.41 per unit = £313,765.10
 - ii) The contribution (calculated at 28% of total cost) to site specific highway requirements involving the signalisation of the Lindley Moor Road / Crosland Road junction = £131,839.68
 - iii) The applicant has also stated that he is willing to provide the following contributions to maximise the accessibility of the site by sustainable modes:
 - Provision of improved passenger infrastructure: £10,000.00

- Contribution to a Sustainable Transport Fund: £52,456.25

10.47. The level of contributions necessary to deliver the infrastructure improvements as identified have on the basis of previous permission been achieved. The work is programmed and deliverable. As such there is a surplus of money which could be safeguarded for any future improvements needed should the balance of site deliver substantially higher levels of traffic beyond the capacity and growth levels already factored into the improvements or any savings made. However given the specified scheme (Ainley Top) have been paid for from previous developments it is not necessary in this instance to receive a contribution for this off site highway work from this application.

10.48 Future development proposals for alternative uses on other allocated sites will have to be considered on their own merits and their impacts will have to be justified in the light of the evidenced submitted to support any future applications.

10.49. The internal layout is considered to be broadly satisfactory with adequate parking and servicing being provided . Any changes required are small and easily agreed.

Are there any comments that Members wish to make with regard to Highways issues at this stage?

11.0 CONCLUSION

11.1 Members are asked to consider the questions set out in this report.

Background Papers:

Application and history files.

<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2016%2f92055>

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