
Report of the Head of Strategic Investment**HUDDERSFIELD PLANNING SUB-COMMITTEE****Date: 31-Aug-2017****Subject: Planning Application 2017/91081 Erection of 4no. B1/B8 (Business/Storage & Distribution) units with associated plant store and hardstandings Tandem Way, Fenay Bridge, Huddersfield, HD5 0AL****APPLICANT**

Richard Butterfield

DATE VALID

29-Mar-2017

TARGET DATE

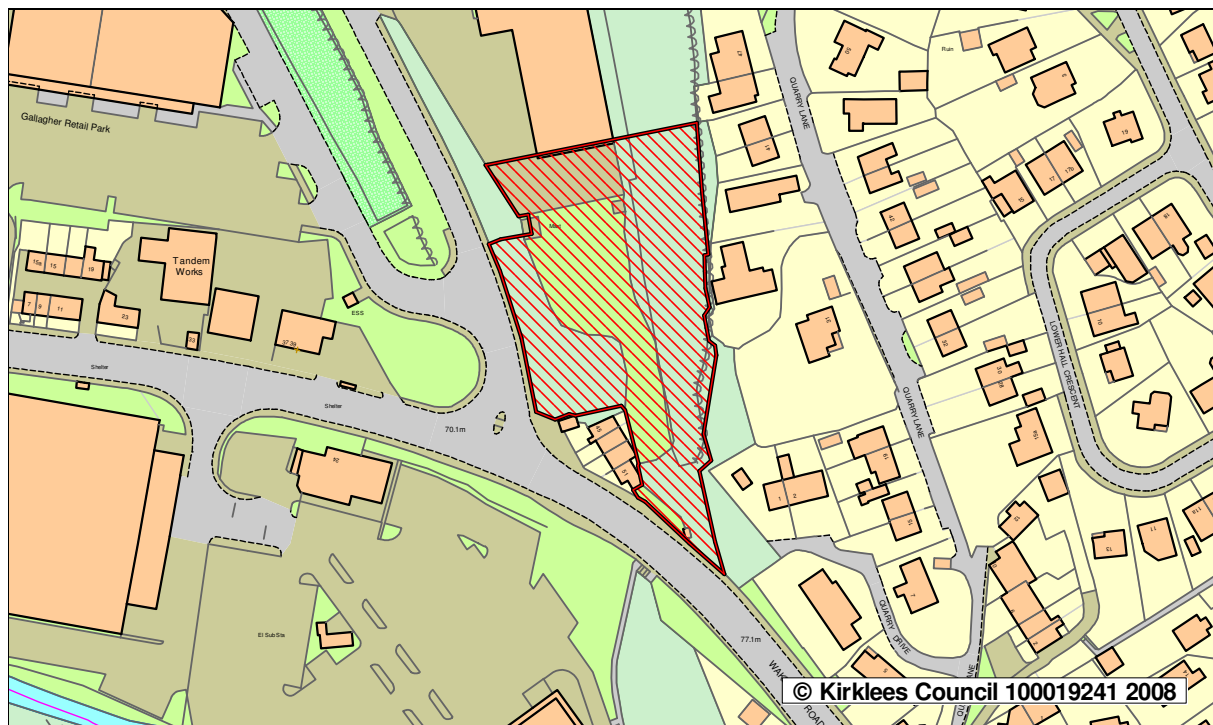
28-Jun-2017

EXTENSION EXPIRY DATE

31-Jul-2017

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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: Almondbury

Yes

Ward Members consulted

RECOMMENDATION:

DELEGATE approval of this application and the issuing of the decision notice to the Head of Strategic Investment in order to complete the list of conditions including those contained within this report and to secure a Section 106 agreement from the applicant confirming a financial contribution of £5,000 towards the upgrade of an existing pedestrian crossing on Wakefield Road.

In the circumstances where the Section 106 agreement has not been submitted within 3 months of the date of the Committee's resolution then the Head of Strategic Investment shall consider whether planning 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 Strategic Investment is authorised to determine the application and impose appropriate reasons for refusal under Delegated Powers

1.0 INTRODUCTION:

- 1.1 This application is been brought to the planning sub-committee for determination following a request from Cllr McGuin who indicated in an e-mail dated 20/06/17 the following:

"I have seen problems with traffic in the area.

1. The area is in danger of overdevelopment.

2. Worry about effects on residents on Wakefield Road who will be underneath this development

3. Residents on Quarry Lane may be affected by development below them"

- 1.2 The Chair of the Sub Committee has confirmed that Cllr. McGuin's request is valid having regard to the Councillor's Protocol for Planning Committees and Delegation Agreement.

2.0 SITE AND SURROUNDINGS:

- 2.1 The application site measures approximately 0.48ha and is located approximately 1.8 km north east of the centre of Almondbury within a wider concentration of commercial uses which includes manufacturing, retail and leisure uses. This commercial setting separates concentrations of residential uses to the east at Lascelles Hall and to the west at Waterloo. The area therefore has a mixed commercial/residential character. The closest

residential properties to the site border the south western boundary of the site off Wakefield Road and the eastern boundary off Quarry Lane. The residential properties off Wakefield Road are at a lower level and those off Quarry Lane are at a significantly higher level than the site. The site forms part of a former railway line and is therefore relatively level and effectively forms an extension to existing commercial premises to the north.

- 2.2 The site is located within an area which is without notation in the Council's adopted Unitary Development Plan. The site has previously been cleared of vegetation and the resultant landform presents a level area of land. The site originally formed part of a railway branch line which has seen significant commercial development since it was closed.

- 2.3 Access to the site would be gained via Tandem Way, a two lane highway, which adjoins Wakefield Road and serves several commercial premises in this area.

3.0 PROPOSAL:

- 3.1 The application proposes 4no. new Class B1/B8 (business/storage & distribution) units and a covered plant store. The development would comprise 4 linked units with a remote plant store on the southern boundary of the site.
- 3.2 The new buildings would vary in size but all contain office and welfare facilities. The dimensions of each have been summarised in the following table:

Unit No.	Length (m)	Width (m)	Height to Ridge (m)	Floor space (sq. ft)
1	17.40	16.00	7.50	2900
2	14.10	16.00	7.50	2360
3	13.90	16.00	7.50	2325
4	16.70	14.00	7.50	2410
Plant Store	11.00	10.00 (widest point)	5.40 (highest point)	1033

- 3.3 The applicant has indicated that the site would be accessed via an existing access point onto Tandem Way which currently serves an adjacent commercial use. This access provides adequate arrangements for heavy goods vehicles to enter and leave the site.
- 3.4 The site would provide 16 off street car parking spaces (including 4 disabled spaces) and, in order to service the commercial uses, HGV manoeuvring arrangements within the site.

4.0 RELEVANT PLANNING HISTORY:

2003/92429 – Telecoms Notification for installation of radio equipment housing and replacement 3g/2g combined antennas at existing base station (approved 30.06.03)

2004/93773 - Erection of factory extension (approved 10.11.04)

2010/92429 - Installation of 3 no. 02 antennas and 02 flexi unit within existing Vodafone equipment cabinet (refused 29.03.10)

2013/93590 - Telecommunication Notification for erection of replacement 15m monopole mast with 3 tri-band antennas and installation of 3 RRUs with associated ancillary development (approved 13.01.14)

5.0 HISTORY OF NEGOTIATIONS:

5.1 During the assessment of this application and as a result of concerns raised in consultation responses, the following were secured through negotiations with the applicant.

- The submission of an ecological assessment
- The submission of a noise assessment
- Amendments to the design of the development to address concerns raised by Highways DM regarding parking and turning facilities.
- Changes in the design of the units to include a greater element of brickwork on the visible elevations of the development in order to reflect the design of adjacent buildings.
- The inclusion of green/living roofs on all the proposed buildings to enhance local biodiversity and mitigate the impacts on visual amenity

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 submitted to the Secretary of State for Communities and Local Government on 25th April 2017, so that it can be examined by an independent inspector. The weight to be given to the Local Plan will be determined 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 Policies 2007) remains the statutory Development Plan for Kirklees.

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

D2 – Unallocated Land
B1 – Employment Needs
BE1 – Design principles
BE2 – Quality of design
EP4 – Noise generating development
EP6 – Taking into account existing and predicted noise levels
G6 – Land contamination

T10 – Highway safety
T19 – Parking standards

6.3 National Planning Guidance:

NPPF Section 1. Building a strong, competitive economy
NPPF Section 7 Requiring Good Design
NPPF Section 10 Meeting the Challenge of Climate Change, Flooding and Coastal Change
NPPF Section 11. Conserving and enhancing the natural environment
Core Planning Principles

6.4 Kirklees Publication Draft Local Plan (KPDLP): Submitted for examination April 2017

PLP1 – Presumption in favour of sustainable development
PLP3 – Location of new development
PLP 6 - Safeguarded land (Land to be safeguarded for potential future development)
PLP7 – Efficient and effective use of land and buildings
PLP8 – Safeguarding employment land and premises
PLP19 – Strategic transport infrastructure
PLP 21 – Highway safety and access
PLP24 – Design
PLP27 – Flood risk
PLP28 - Drainage
PLP 30 – Biodiversity and Geodiversity
PLP51 – Protection and improvement of local air quality
PLP52 – Protection and improvement of environmental quality

6.5 Other Planning Guidance

West Yorkshire Low Emission Strategy Planning Guidance

7.0 **PUBLIC/LOCAL RESPONSE:**

7.1 This application was publicised by the erection of 4 site notices in the vicinity of the site the mailing of 12 neighbourhood notification letters and an advertisement in the Huddersfield Examiner. This resulted in 1 representation from a member of the public being received with regard to this proposal and the issues raised can be summarised as follows:

- The development would adversely affect the visual amenity of the area and the outlook from residential properties on Quarry Lane.
- The applicant cleared most of the site of vegetation before this application was submitted therefore avoiding any potential development constraints.
- The scale of this proposal does not assimilate well with existing site buildings.
- The proposal would result in noise nuisance being experienced by the nearest residential properties.

- The proposal would compromise highway safety in the area
- The proposed materials would not reflect existing development in this area

Kirkburton Parish Council was consulted regarding this proposal but has not commented.

8.0 CONSULTATION RESPONSES:

8.1 Statutory:

Highways DM – No objection subject to the inclusion of the following planning conditions:

(i) No development shall take place until details of the siting, design, structural calculations and material to be used in the construction of retaining walls/ structures near or abutting highway have been approved in writing by the Highways Structures. Thereafter the development shall not be brought into use until the approved works have been constructed. The said works shall be maintained throughout the life time of the development.

(ii) The units shall not be occupied until cycle storage facilities have been provided in accordance with details that have been approved in writing by the Local Planning Authority. The approved facilities shall be retained throughout the lifetime of the development.

(iii) Before the development commences a scheme detailing the cross sectional information together with the proposed design and construction details for any modifications to the existing embankment/ retaining wall adjacent to the A642 Wakefield Road and Tandem Way to construct the new development shall be submitted to and approved by the Highway Authority in writing. The details shall include a design statement, all necessary ground investigations on which design assumptions are based on, method statements for both temporary and permanent works and removal of any bulk excavations, a full slope stability analysis together with structural calculations and all associated safety measures for the protection of adjacent public highway. All highway retaining structures shall be designed and constructed in accordance with the approved details and shall be so maintained throughout the life of the development unless otherwise agreed in writing by the Highways Structures Section.

(iv) Prior to the development being brought into use the areas to be used by vehicles and/or pedestrians have been surfaced and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.

8.2 **Non-statutory:**

K.C. Environmental Health – No objection subject to planning conditions which require:

- The implementation of a phase II contaminated land report and satisfactory remediation measures if required
- Hours of operation being restricted to 07:00 to 22:00 Mon to Sat
- The installation of vehicle charging points in 10% of vehicle parking spaces on site.
- The provision of a travel plan which seeks to reduce vehicle emissions

K.C. Biodiversity Officer – No objection subject to the inclusion of planning conditions which require:

- (i) Details of artificial lighting and measures to protect local bat populations
- (ii) Details of the proposed ecological mitigation and enhancement measures

K.C. Arboriculture Officer – No objections

K.C. Strategic Drainage – No objections subject to the inclusion of the following planning conditions:

(i) Development shall not commence until a scheme detailing foul and surface water drainage, (including outfalls, balancing works, plans and longitudinal sections, hydraulic calculations, existing drainage to be maintained/diverted/abandoned) has been submitted to and approved in writing by the Local Planning Authority. None of the buildings shall be occupied until such approved drainage scheme has been provided on the site to serve the development or each agreed phasing of the development to which the buildings relate and thereafter retained.

(ii) Development shall not commence until a scheme restricting the rate of surface water discharge from the site to a maximum of 3 *litres per second* has been submitted to and approved in writing by Local Planning Authority. The drainage scheme shall be designed to attenuate flows generated by the critical 1 in 30 year storm event as a minimum requirement. Volumes above the critical 1 in 30 year storm event, up to and including the critical 1 in 100 year storm event, with a 20% allowance for climate change, shall be stored on site in areas to be approved in writing by the Local Planning Authority. The scheme shall include a detailed maintenance and management regime for the storage facility including the flow restriction. There shall be no piped discharge of surface water from the development and no part of the development shall be brought into use until the flow restriction and attenuation works comprising the approved scheme have been completed. The approved scheme including maintenance and management regime shall be retained thereafter.

Yorkshire Water – No objection subject to the inclusion of the following planning condition:

(i) No development shall take place until details of the proposed means of disposal of surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the local planning authority. Furthermore, unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.

9.0 MAIN ISSUES

- Principle of development
- Local amenity issues
- Highway issues
- Drainage issues
- Biodiversity
- Contamination
- Air Quality
- Representations

10.0 APPRAISAL

Principle of development

10.1 The application site is without notation on the UDP proposals map and it is therefore considered that the principal UDP policy determining the suitability of this proposal is D2 which indicates that development on such land will be permitted provided that the proposals do not prejudice:

- i the implementation of proposals in the plan;
- ii the avoidance of over-development;
- iii the conservation of energy;
- iv highway safety;
- v residential amenity;
- vi visual amenity;
- vii the character of the surroundings;
- viii wildlife interests; and
- ix the efficient operation of existing and planned infrastructure.

10.2 The National Planning Policy Framework makes it clear that the Government is committed to securing economic growth through the planning process and to help achieve this paragraph 20 of the NPPF states:

“.....local planning authorities should plan pro-actively to meet the development needs of business and support an economy fit for the 21st century.”

This is reflected in Policy B1 of the UDP which indicates that the employment needs of the district will be met by providing land to accommodate the requirements of new and existing businesses.

- 10.3 As this proposal would positively contribute towards the local economy in terms of jobs and investment, it is therefore considered that, subject to this proposal not compromising the key sustainable development principles set out in the NPPF or the issues set out in UDP policy D2 above, this proposal is acceptable in principle.
- 10.4 Due to the stage the emerging Local Plan has reached with regard to the examination process, it must now be given considerable weight in the consideration of planning applications. The implications of this proposal on the emerging plan must therefore be considered. The emerging local plan identifies this site as safeguarded employment land. It is considered that this proposal would not conflict with this allocation as the development would result in the creation of jobs in the area and would therefore accord with KPDL policy PLP 8. The land is also identified as a potential link in the Council's core pedestrian and cycle riding network in the emerging local plan. However, an existing building already obstructs this proposed route and it would be relatively easy to provide this link by using Tandem Way as indicated in the Unitary Development Plan. Consequently it is considered that this proposal would not compromise the Council's aspirations to provide this pedestrian/cycle route during the local plan period and therefore accords with KPDL policy PLP 19.
- 10.5 Local Amenity Issues
- 10.6 UDP Policies BE1 and BE2 are considerations in relation to design, materials and layout. Section 7 of the NPPF indicates that good design is a key aspect of sustainable development and that poorly designed development should be refused.
- 10.7 The area surrounding the application site exhibits a variety of architectural styles both contemporary and more traditional involving the use of different facing materials including stone, brick and metal cladding. Commercial premises in the immediate vicinity of the site include buildings constructed from materials similar to this proposal.
- 10.8 The proposed buildings are of a functional, contemporary design making use of materials which are fairly typical for this type of development. Although higher than the building immediately adjacent to the north of this proposal, they are the height of two storey buildings and their scale would be similar to others in the immediate vicinity. Furthermore, following negotiations, the applicant has agreed to include a significant element of brickwork in the elevations of the units and living roofs on all the proposed buildings. This would mitigate against their impact on the visual amenity of the area. Officers therefore consider that this development would not be out of keeping within the wider setting which, as indicated, includes similar buildings. It is therefore considered that this proposal would not appear as a discordant feature within the area and would not detrimentally affect visual amenity. Consequently it would therefore accord with policies BE1 or BE2 of the UDP, Policy PLP24 of the KPDL and national policy guidance contained in Section 7 of the NPPF.
- 10.9 This proposal would result in a substantial development on a site that, due to local topography, is prominent within the local landscape. However, the site is screened to some extent by mature vegetation along its western and southern boundaries which would act to reduce the impact of the development when

viewed from Wakefield Road both at close quarters and at greater distance from the west.

- 10.10 The site is located within an area that has a mixed commercial/residential character and forms part of a wider belt of commercial uses that divide concentrations of residential development to the east and west. The closest residential properties bound the site to the south off Wakefield Road and to the east off Quarry Lane.
- 10.11 The residential properties on Wakefield Road are at a lower level and, due to their orientation and the surrounding topography, do not overlook the application site. There is a substantial retaining wall to the rear of these properties that would have been originally associated with the railway. However, residential properties off Quarry Lane to the east, which are at a higher level, can overlook the site. The ground level of the site is approximately 11m lower than the ground level of the residential properties off Quarry Lane and the recent removal of vegetation on the steep embankment which lies between the proposed development and the residential properties off Quarry Lane has increased the potential to overlook the site. However, this impact could be mitigated by the strategic planting of additional vegetation along this embankment, which is within the applicant's control. It is therefore proposed to include a planning condition requiring the submission of landscaping details for approval should planning permission be granted.
- 10.12 This proposal has the potential to generate noise which could adversely affect the nearest residential properties to this site. In accordance with UDP policy EP6 the applicant has provided a noise assessment which has established the existing noise climate in the vicinity of the site and predicts the noise levels likely to be generated by this development.
- 10.13 The noise survey concludes that, once occupied, the noise associated with this proposal would not increase noise levels beyond the existing baseline levels as a result of site activities, service yard use or fixed plant operations. Consequently there would be no significant loss of amenity due to noise resulting from this development and the proposal would therefore accord with UDP policies D2, EP6, Policy PLP24 of the KPDLP and Section 11 of the NPPF with regard to its potential impact on the nearest noise sensitive properties.
- 10.14 Highway issues
- 10.15 The site is served by an existing access road (Tandem Way) which provides adequate facilities for two HGVs to pass within the site. The applicant proposes to use this access extending the use of a private drive through an existing industrial complex to serve the development. This would provide additional off street car parking spaces (16) and additional turning facilities to serve the development proposed.
- 10.16 It is considered that the proposed access, parking and manoeuvring arrangements are adequate for a development of this nature. Officers consider that subject to the inclusion of planning conditions to control the issues detailed in paragraph 8.1, the proposal would accord with UDP policies T10 and T19 and KPDLP policy PLP 21 with regard to the potential impact this development would have on the local highway network.

10.17 As indicated above the site straddles the proposed route of a core pedestrian and cycleway identified in the emerging local plan. However it is considered that as this route is already obstructed by an adjacent building it is likely that a diversion along Tandem Way would be necessary to implement route during the plan period.

10.18 The applicant has indicated a willingness to provide a financial contribution of £5,000 towards upgrading an existing crossing point on Wakefield Road to allow cycles to cross at that point should the cycleway be implemented during the plan period. This would be secured by means of a Section 106 Obligation submitted as a Unilateral Undertaking.

10.19 Drainage and flood risk issues

10.20 The application site is located within Flood Zone 1 and is therefore at very low risk of flooding. It is therefore considered that this proposal would not have any significant detrimental impact on water regimes in the vicinity as a result of flooding.

10.21 The applicant proposes to drain the site using a connection to an existing sewer. Whilst this is a possible solution, there is the potential to include sustainable drainage techniques to deal with surface water drainage. It is therefore proposed to require the submission of a detailed drainage scheme prior to the development commencing via an appropriately worded planning condition.

10.22 It is therefore considered that this proposal would accord with KDLP policies PLP27 & 28 Section 10 of the NPPF with regard to drainage and potential flood risk.

10.23 Biodiversity

10.24 The site forms part of a former railway line which has been left vacant for many years and therefore naturally regenerated. However, much of this vegetation was cleared earlier this year. Having said this, officers consider that the site still has the potential to provide habitat opportunities for a variety of animal and plant species.

10.25 An ecological appraisal of the site has been submitted in support of this application which concluded that there would be no impact on bat roosts, Great Crested Newts, Badgers or other European or UK protected Species. Furthermore the appraisal concludes that, whilst this proposal would have direct impact on recently disturbed ruderal vegetation, which is not significant at local level, there would be no direct impact on scrub and broadleaved woodland as this would be retained.

10.26 The applicant has indicated a willingness to include measures to enhance local biodiversity such as the provision of living roofs in the design of all the buildings associated with this development and the erection of a variety of bird and bat boxes around the site to enhance habitat opportunities for local wildlife.

10.27 It is therefore considered that any detrimental impact on local biodiversity caused by this development can be satisfactorily compensated for and the sensitive development of the site provides an opportunity to enhance local biodiversity. Consequently this proposal accords with UDP policy D2, KPDLP policy PLP 30 and Section 11 of the NPPF with regard to its potential effect on local ecology.

10.28 Contamination issues

10.29 Due to the history of the site, it is possible that the site could be contaminated and would therefore require satisfactory remediation during development. The applicant has carried out a Phase 1 contamination report which recommends intrusive investigations to ascertain whether site contamination is an issue.

10.30 Should planning permission be granted it is proposed to include a suite of planning conditions requiring that prior to development commencing an intrusive site investigation is carried out and that adequate remediation measures are implemented to deal with any contamination found. Subject to these measures it is considered that this proposal would accord with UDP policy G6, KPDLP policy PLP 52 and Section 11 of the NPPF with regard to potential contamination resulting from the development of the site.

10.31 Air quality

10.32 This development has been assessed in accordance with the West Yorkshire Low Emission Strategy Planning Guidance. The size of the development is more than that of prescribed values set out in this document. This proposal is therefore regarded as a 'medium development' for the purposes of the above document. In order to offset the potential damage to air quality as a result of this proposal it is proposed to seek, via planning condition, the following:

- The installation of 1 charging point in 10% of parking spaces
- A Travel Plan which includes: mechanisms for discouraging high emission vehicle use and encouraging modal shift (i.e. public transport, cycling and walking) as well as the uptake of low emission fuels and technologies.

10.33 Officers consider that subject to the measures outlined above, this proposal would accord with KPDLP policy PLP 51 and Section 11 of the NPPF with regard to any detrimental impact on air quality associated with this development.

10.34 Representations

A representation from a member of the public has been received with regard to this proposal, the issues raised and associated responses are summarised as follows:

The development would adversely affect the visual amenity of the area and the outlook from residential properties on Quarry Lane.

Response: This matter has been addressed in the section of the report titled "Local Amenity Issues"

The applicant cleared most of the site of vegetation before this application was submitted therefore avoiding any potential development constraints.

Response: The vegetation on this site did not benefit from any formal protection and its removal prior to the planning application being submitted did not require any consent from the council.

The scale of this proposal does not assimilate well with existing site buildings.

Response: This matter has been addressed in the section of the report titled "Local Amenity Issues"

The proposal would result in noise nuisance being experienced by the nearest residential properties.

Response: This matter has been addressed in the section of the report titled "Local Amenity Issues"

The proposal would compromise highway safety in the area

Response: This matter has been addressed in the section of the report titled "Highways Issues"

The proposed materials would not reflect existing development in this area

Response: This matter has been addressed in the section of the report titled "Local Amenity Issues"

As previously indicated, Cllr. McGuin raised the following concerns regarding this proposal

"I have seen problems with traffic in the area."

Response: This matter has been addressed in the section of the report titled "Highways Issues"

"The area is in danger of overdevelopment"

Response: Whilst the area has seen a number of commercial developments in recent years, each case must be dealt with on its merits and the fact that other commercial development has been carried out cannot in itself act as a bar to other proposals.

"Worry about effects on residents on Wakefield Road who will be underneath this development"

Response: This matter has been addressed in the section of the report titled "Local Amenity Issues"

"Residents on Quarry Lane may be affected by development below them"

Response: This matter has been addressed in the section of the report titled "Local Amenity Issues"

11.0 CONCLUSION

- 11.1 The proposal would have the potential to allow new business to locate within the Kirklees area. The design of the proposed new units is considered to be satisfactory and it is considered that the development would not appear as incongruous within this particular setting, which has similar structures within close proximity.

- 11.2 The development is served by existing access arrangements and provides adequate parking and vehicle manoeuvring facilities within the site and it is therefore considered that it would not adversely affect the local highway network. Noise generated by the development will not exceed the current baseline noise levels and would not therefore have a significant additional detrimental impact on the nearest residential properties. Furthermore whilst this proposal would have a limited impact on the area's local ecology, the mitigation measures proposed would result in enhancements to local biodiversity.
- 11.3 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.
- 11.4 This application has been assessed against relevant policies in the development plan and other material considerations. It is considered that the development would constitute sustainable development and 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 Strategic Investment)

1. Standard 3 years to implement permission
2. Standard condition requiring development to accord with approved plans
3. No development on the buildings superstructure until samples of facing and roofing materials have been approved.
4. Development not to be brought into use until areas to be used by vehicles/pedestrians have been surfaced and drained
5. Development not to be brought into use until vehicle turning facilities have been implemented.
6. The submission of a scheme providing drainage details for the site.
7. The submission of a scheme restricting surface water discharge from the site to 3 litres per second
8. The implementation of an intrusive contaminated land survey.
9. The submission of a site remediation strategy if required
10. Implementation of site remediation strategy if required
11. Submission of remediation validation if required
12. Hours of operation restricted to 07:00 to 22:00 Mon. to Sat.
13. The installation of electric vehicle charging points
14. The submission of a travel plan

15. The submission of details with regard to retaining walls close to or abutting the highway
16. Details of cycle storage facilities
17. The submission of a scheme detailing the design and construction details of alterations to the existing embankment/retaining walls adjacent to the A642
18. The submission of an ecological design strategy which provides details of the means of installing green/living roofs on the site buildings and of the bird and bat boxes to be erected.
19. The submission and approval of a landscaping scheme (including maintenance arrangements)
20. The submission of a scheme indicating how the site will be artificially lit to ensure the protection of local bat populations.

Background Papers:

Application and history files.

Website link - <http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2017%2f91081>

Certificate of Ownership – Certificate A signed: 23 March 2017