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**Report of the Head of Strategic Investment**

**HEAVY WOOLLEN PLANNING SUB-COMMITTEE**

**Date: 07-Feb-2019**

**Subject: Planning Application 2018/91571 Demolition of existing dwelling and workshop and erection of 4 dwellings 16, Cumberworth Lane, Upper Cumberworth, Huddersfield, HD8 8NU**

**APPLICANT**

Timothy Scott, B T Scott  
And Son

**DATE VALID**

14-May-2018

**TARGET DATE**

09-Jul-2018

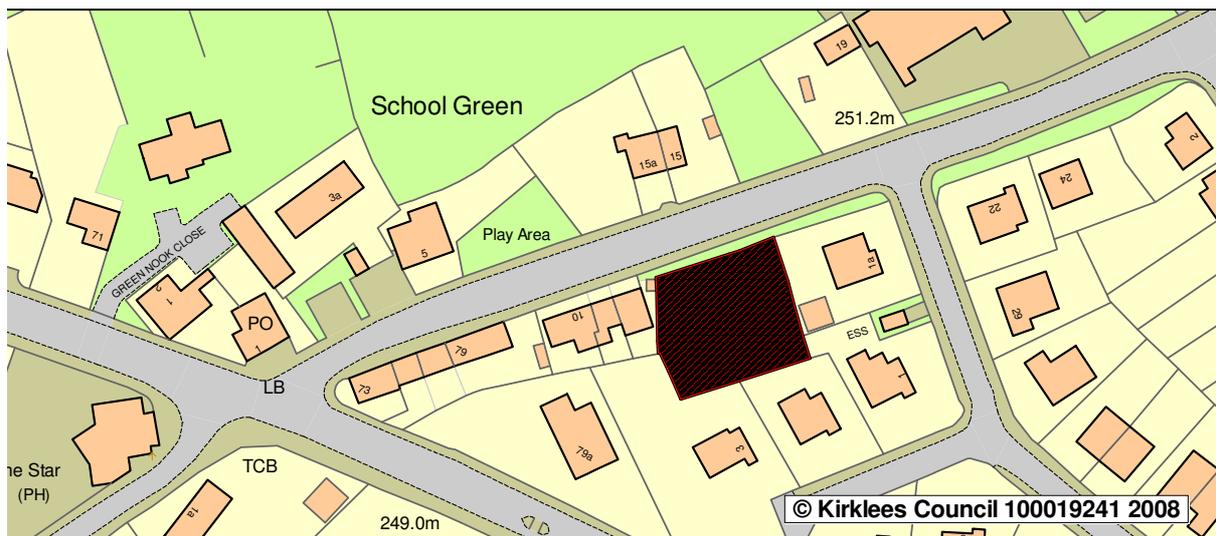
**EXTENSION EXPIRY DATE**

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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**

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**Electoral Wards Affected: Denby Dale**

No

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**RECOMMENDATION:**

**DELEGATE approval of the 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.**

**1.0 INTRODUCTION:**

- 1.1 Planning permission is sought for the demolition of the existing dwelling and workshop on the site and the erection of 4no dwellings.
- 1.2 The application is brought to Heavy Woollen Planning Sub-Committee in accordance with the Council's Scheme of Delegation due to both the number of representations received and at the request of Councillor Watson. Councillor Watson states that

*"it is very much in the interests of everyone involved that [the application] should be determined by the sub-committee having regard to the fact that this could be a potentially controversial application locally'.*

Within his committee request, Councillor Watson refers to the visual impact of the development, the effect on public amenity, highway safety and that fact that he has received comments from local residents expressing concerns.

**2.0 SITE AND SURROUNDINGS:**

- 2.1 The application relates to a roughly square-shaped parcel of land on the southern side of Cumberworth Lane in Upper Cumberworth. The northern boundary of the application fronts Cumberworth Lane and land levels fall gently away from the road.
- 2.2 The site contains a dormer bungalow and a detached workshop building both of which are owned by the applicant. The bungalow's side elevation faces Cumberworth Lane and the rear elevation has a close relationship with the eastern boundary of the site and the adjacent dwelling (no.1a, Dearnfield), which is located at a lower level. The workshop building is located to the west of the site and has a large footprint which projects past the rear elevation of the adjacent end-terrace property (no. 14, Cumberworth Lane).

- 2.3 The external walls of the dormer bungalow are mixture of stone, orange-coloured brick and off-white render. The roof is hipped and constructed from terracotta tiles. There is a large dormer window on the east facing (rear) elevation which faces no. 1a, Dearnfield. The workshop is constructed from metal and plastic-coated corrugated sheeting. The applicant runs an upholstery business from this unit.
- 2.4 There is an area of hardstanding to the front of the workshop building and an area of grassed amenity space to the south of the bungalow. Along the rear boundary of the site is the boundary treatment is formed of trees, vegetation and dense conifer hedging. Beyond this lie the properties of Dearnfield at a lower level.
- 2.5 The application site is surrounded by residential development; dwellings on Cumberworth Lane to the north and west and dwellings of Dearnfield to the east and south.
- 2.6 The application site is unallocated on the Kirklees UDP Proposals maps and on the Kirklees PDLP. It is, however, adjacent (but not within) the Upper Cumberworth Conservation Area.

### **3.0 PROPOSAL:**

- 3.1 Planning permission is sought for demolition of the existing bungalow and workshop and the erection of 4no terraced dwellings.
- 3.2 Each dwelling would be 2.5 storeys in height, with 3 bedroom accommodation being provided across the 3 floors. Internally, each floor would be split level in order to take into account the site topography. The two western dwellings would be slightly larger than the eastern two in terms of both footprint and ridge height. Both end properties would have an attached garage with a lean-to roof which would be set back from the front elevations significantly.
- 3.3 The front elevations would have a traditional appearance in terms of their fenestration detail and design. The rear elevations would have a more contemporary appearance with large areas of glazing to the ground floor and rooflights proposed.
- 3.4 On the application form, materials are stated as being a mixture of stone, brick, render and cedar wood cladding.
- 3.5 The end two dwellings would have 1 no parking space within the attached garage and a driveway for additional parking. The inner two dwellings would have 2 parking spaces to the front of the properties. The parking areas would be broken up by areas of soft landscaping.
- 3.6 To the rear of the properties, each dwelling would have its own area of private amenity space.

#### **4.0 RELEVANT PLANNING HISTORY (including enforcement history):**

- 96/90248 – external leaf to front and side elevations of existing timber workshop on this site – approved
- 2001/91962 – erection of detached dwelling on adjacent site (now known as 1a, Dearnfield) – approved
- 94/91205 – erection of first floor extension at no. 14, Cumberworth Lane – approved

#### **5.0 HISTORY OF NEGOTIATIONS (including revisions to the scheme):**

5.1 The proposal under consideration has been amended in the following ways:

- Reduction in number of dwellings from 5no dwellings to 4no
- Amendments to the design of the dwellings
- Amendments to the layout of the dwellings both within the site and in terms of the internal arrangement
- Amendments to the parking area
- Sections sought
- Existing plans sought

#### **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 Examination in Public began in October 2017. The weight to be given to the Local Plan will be determined in accordance with the guidance in paragraph 48 of the National Planning Policy Framework (2018). 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 (2018), these may be given increased weight. At this stage of the Plan making process the Publication Draft Local Plan is considered to carry significant weight. Pending the adoption of the Local Plan, the UDP (saved Policies 2007) remains the statutory Development Plan for Kirklees.

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

- 6.2
- D2 – Unallocated Land
  - BE1 – Design principles
  - BE2 – Quality of design
  - BE11 – Materials (use of natural stone)
  - BE12 – Space about buildings
  - T10 – Highway Safety
  - T19 – Parking
  - H1 – Meeting housing need within the district
  - B4 – Loss of employment use
  - G6 – Contaminated land
  - NE9 – Trees

## Kirklees Publication Draft Local Plan

- 6.3 PLP 1 – Presumption in favour of sustainable development  
PLP 2 – Location of new development  
PLP 21 – Highway Safety and Access  
PLP 22 – Parking  
PLP 24 – Design  
PLP 28 – Drainage  
PLP 33 – Trees  
PLP 35 – Historic environment  
PLP 52 – Protection and improvement of environmental quality  
PLP 53 – Contaminated and unstable land

### National Planning Guidance:

#### 6.4 Core Planning Principles

- Chapter 2 – Achieving sustainable development  
Chapter 5 – Delivering a sufficient supply of homes  
Chapter 6 – Building a strong, competitive economy  
Chapter 8 – Promoting Healthy and Safe Communities  
Chapter 9 – Promoting sustainable transport  
Chapter 11 – Making efficient use of land  
Chapter 12 – Achieving well designed places  
Chapter 14 – Meeting the challenge of climate change, flooding and coastal change  
Chapter 15 – Conserving and enhancing the natural environment  
Chapter 16 – Conserving and enhancing the historic environment

## **7.0 PUBLIC/LOCAL RESPONSE:**

7.1 As a result of the publicity processes (based on the original plans and amended plans), 17 representations have been received on the application. 13 were received in response to the first round of publicity and 4 were received following the publicity of the amended plans.

7.2 These can be summarised as follows:

- Drainage concerns (both foul and surface water)
- Highway safety, including congestion, lack of on-site parking and nearby school and facilities
- No publicity of application at the time that the representation was written
- Loss of light to kitchen and hall, windows and garden
- Imposing/overbearing
- Loss of privacy
- Question about boundary treatment
- Suggestion that the building is a similar depth to the existing terrace row
- Concerns about the design and the proximity to the conservation area
- Noise from traffic generated by the development and during the construction phase
- Overdevelopment
- There are trees and hedges on the site and the application form states that there are not
- Disturbance during the construction phase

Denby Dale Parish Council: objections on the grounds of over-development of the site and the materials not being in-keeping with the area (based on the original plans)

## **8.0 CONSULTATION RESPONSES:**

### **8.1 Statutory**

KC Highways Development Management: no objection subject to conditions

Denby Dale Parish Council: objections on the grounds of over-development of the site and the materials not being in-keeping with the area (based on the original plans)

### **8.2 Non-statutory:**

KC Conservation and Design: no objection to the amended scheme

KC Environmental Health: no objection subject to conditions

## **9.0 MAIN ISSUES**

- Principle of development
- Urban design issues
- Residential amenity
- Highway issues
- Drainage issues
- Representations
- Other matters
  - Land contamination
  - Sustainable Transport

## **10.0 APPRAISAL**

### **Principle of development**

- 10.1 The site is without notation on the UDP Proposals Map and on the PDL. 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]”.
- 10.2 Also of relevance in determining the principle of development is Policy B4 of the UDP which states that proposals involving the change of use of premises and sites with established use, or last used, for business and industry will be considered having regard to several criteria. As the applicant runs an upholstery business from this workshop, an assessment against this policy is required.

- 10.3 Notably, the site is not allocated for employment uses in either the UDP or the emerging Local Plan. After discussion with the agent, it is understood that the applicant intends to enter into retirement thus ceasing his business activity on the site. When considering the quality of the workshop, its size and its close proximity to surrounding residential units, it is not considered that this is not a site that would easily lend itself to re-use for business and industry purposes. It is also noted that PDLP policy PLP 8 does not protect the previous use of the site. As such, Officers have no objection to the loss of this unit of this business premises.
- 10.4 At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development where local planning authorities should positively seek opportunities to meet the development needs of their area. The site is within an established residential street and within close proximity of the local amenities of Upper Cumberworth. The site could be considered as appropriate for residential redevelopment in principle; subject to an assessment of all relevant material considerations as follows within this report.

### **Urban Design issues**

- 10.5 The scheme under consideration has been amended following Officer concerns being relayed to the agent. Concerns in relation to urban design and visual amenity were centred on an overdevelopment of the site and the design of the front elevations of the dwellings.
- 10.6 Following detailed discussions with the agent, an amended scheme has been submitted in an attempt to address Officer concerns. This reduces the number of dwellings proposed from 5no to 4no dwellings. As set out above, these dwellings would take the form of a terraced row of four, with the two western dwellings being slightly larger in ridge height and footprint than the two eastern ones. This results in a slight stagger being formed in the centre of the front elevation which would break up the row. With one less dwelling, the scheme is considered to sit more comfortably on the site, however, in order to prevent potential overdevelopment of the site, it is recommended that permitted development rights are withdrawn for development within Classes A and E of the GPDO (extensions and outbuildings).
- 10.7 Each dwelling would be 2.5 storeys in height, appearing as two storey buildings when viewed from Cumberworth Lane. As demonstrated on the submitted plans, the dwellings would not appear out of scale with the adjacent terraced block, with their proposed ridge height being similar to that of the adjacent terraced row, and lower than the ridge of no. 1a, Dearnfield. In addition to this, alterations to the design of the dwellings means that the proposed development appears more in-keeping with the local vernacular; the proposed dwellings have a strong rhythm, similar to the terraced properties adjacent the site, and the variation in door position adds visual interest to the row. The openings are shown to be set within stone mullions which is considered to enhance their character and allow them to harmonise better with development within the adjacent conservation area. To the rear elevation, more contemporary elements of design are introduced; this is not readily visible from public vantage points and is considered acceptable. The proposed garages to either end of the row are set well back from the front elevations; thus reducing their prominence and meaning that they do not detract from the character of the terraced row.

- 10.8 With regard to the proposed materials, it is stated on the application form that a combination of stone, render, brick and cedar wood cladding is proposed. Policy BE11 states that in areas where natural stone is the prevailing building material, this too shall be used in new development. In this instance, it is acknowledged that there are a variety of materials surrounding the site. Within the application site itself, the existing dwelling has stone fronting Cumberworth Lane with render and brick present too on other elevations. No. 1a, Dearnfield is constructed from red brick as are the properties of Dearnfield to the rear of the site. The majority of dwellings within the adjacent conservation area are however, stone fronted. In this instance, it is considered that the dwellings should be fronted in stone, which could extend to prominent section of the side elevations. On less prominent elevations, there could be an opportunity to introduce other materials, such as render. Cedar cladding is not a material that is visible within the immediate surrounding area and is not considered as an appropriate facing material for the proposed dwellings. A condition is recommended for details/samples of all materials to be submitted for approval.
- 10.9 In order to break up the driveways to the front of the properties, soft landscaping has been introduced. This will take the form of low level shrub planting and some tree planting, however details have not been provided as to the species proposed. The incorporation of soft landscaping to the frontage is considered to soften the visual impact of the development and enhance its appearance. It is noted that no boundary treatment details have been submitted under this application. As such, a condition will be added requiring details of the landscaping plan (including boundary treatment) to be submitted for approval.
- 10.10 To summarise, the amended scheme is considered to overcome Officer concerns in relation to visual amenity and overdevelopment. It is now considered that the proposed development would represent an enhancement to the current appearance of the site. It is considered to comply with the aims of Policies, D2, BE1, BE2, BE11 of the UDP as well as PLP 24 and 35 of the PDLP and the guidance contained within Chapters 12 and 16 of the National Planning Policy Framework.

### **Residential Amenity**

- 10.11 The closest residential properties are no. 1a, Dearnfield, a detached dwelling to the west of the site, no. 14, Cumberworth Lane, the end-terraced dwelling to the east of the site, the properties of Dearnfield to the south of the site and properties on the opposite site of Cumberworth Lane to the north.
- 10.12 No. 1a, Dearnfield is a detached property to the east of the application site. This property is at a lower level. This property already has a very close relationship with the existing bungalow on the application site which contains several openings including large dormer window openings that face directly into the neighbouring site. After reviewing the planning history, it is clear that this neighbouring property, which was approved under a 2001 application, was designed in order to prevent being overlooked by the existing bungalow on the site, with the habitable room openings being relocated to its side elevations. Consequently, there was only a kitchen and bathroom window on the rear elevation when approved, which are non-habitable windows as defined in the pre-amble to Policy BE12. There is now also a conservatory on the rear

elevation, which is a later addition, however, the main habitable rooms for this dwelling remain on the front and side elevations of the dwelling. The existing bungalow on the application does however have a close relationship with the rear amenity space of no.1a, Dearnfield.

- 10.13 Amendments to the scheme have focused on, amongst other things, reducing the impact on the amenity of this property. Under the current scheme, only the garage element, which is single storey and set back significantly from the front elevation, is built close to the boundary with this property. Whilst the proposed dwellings would have a greater height and massing than the existing dwelling, it must be noted that there would be a 13m separation distance between the rear elevation of no. 1a and the two storey side elevation of the proposed dwelling. Further to this, as the dwellings under consideration would be pushed back from the road, the impact on the garden space of no 1a, would be reduced relative to the existing situation, as the existing bungalow extends along the full shared boundary between the sites. Furthermore, the existing overlooking impact has been designed out and a condition is recommended removing permitted development rights for future openings in this side elevation to protect no. 1a from potential overlooking. A condition is recommended for the submission of a boundary treatment plan to be submitted for approval. In summary, for the reasons set out above, the impact on the amenity of this neighbouring property is considered acceptable.
- 10.14 No. 14, Cumberworth Lane is the end terrace property which is located to the west of the application site. This property has its main habitable room windows to the front and rear elevations. There is also an opening in the side elevation of the first floor extension which is judged as being non-habitable from its size and position within the building. This property currently has a close relationship with the workshop building on the site, which currently extends along the full boundary of this neighbouring site along the shared boundary, as demonstrated on the submitted plans.
- 10.15 Amendments have been sought to reduce the impact on this property during the course of the application. The amended scheme shows an increased separation distance between the side elevations of the existing and proposed dwellings. The front elevation of the dwelling would be around 6.5m from the side elevation of the existing property and the two storey part of the rear elevation would be around 7.2m from the shared boundary. Whilst a lean-to garage structure would adjoin the two storey side elevation, this is single storey with a lean-to roof which slopes away from the boundary. No openings are proposed in the side elevation and the provisions of the General Permitted Development Order (GPDO) would restrict future openings at first floor level. In summary, whilst the proposed dwellings would have a greater height than the existing workshop, the set back from the boundary of the two storey element is considered to ease the relationship between the dwellings and reduce the impact in relation to overbearing and overshadowing relative to the original scheme. It is also considered that the proposed residential use would represent the introduction of a more compatible adjacent use than the existing workshop. Whilst it is acknowledged that there would be a degree of harm to the amenity of this neighbour, within the planning balance it is considered that the level of harm would not be significant enough to warrant refusal of the scheme and therefore this relationship can be supported.

- 10.16 The properties of Dearnfield also lie to the south of the application site. Nos. 2 and 3, Dearnfield adjoin the application site boundary. These properties are two storey detached dwellings located on a lower level to the application property and sectional drawings have been sought which demonstrate the proposed relationship with these properties.
- 10.17 Policy BE12 of the UDP sets out that a distance of 21m should be achieved between habitable room windows when considering new dwellings. In this instance, there is a shortfall in these distances with there being around 18m achieved between the rear elevations of these properties and the properties of Dearnfield to the south. However, it is noted that there is currently high level trees and vegetation coverage to the southern boundary of the site, which the applicant intends to retain, as shown on the plans. It is considered that this vegetation eases the relationships between the properties, and that the changes in levels means that direct relationships between upper windows can be avoided. Alterations were also sought internally, to position the master bedroom to the front of the property with the secondary bedrooms to the rear. The existing relationship with no.1a, Dearnfield and no. 1 Dearnfield is also noted, and the ridge level of the dwellings proposed is not proposed to exceed that of no. 1a. The application site is positioned due north of these properties, it is also considered that there will not be any significant overshadowing that would occur. This relationship is considered on balance acceptable.
- 10.18 Nos. 15 and 15a, are located on the northern side of Cumberworth Lane. There is a distance exceeding 21m between the existing and proposed habitable rooms in the front elevations of these dwellings. The dwellings would also be separated by the highway. The impact in terms of overlooking, overbearing and overshadowing is considered acceptable and can be supported.
- 10.19 In summary, the impact on residential amenity is considered acceptable and to largely comply with the aims of Policies D2 and BE12 of the Kirklees Unitary Development Plan, as well as the aims of Policy PLP 24 of the PDLP and the NPPF. However, given the close proximity of the existing residential properties, it is considered necessary for a Construction Management Plan to be submitted and approved before development commences which will give the Local Planning Authority control over details of the construction period, such as deliveries and hours of construction. This condition is recommended in the interest of residential amenity.

### **Drainage Considerations**

- 10.20 The application site does not fall into Flood Zones 2 or 3 on the EA's flood map. The site is also not within a SFRA flood zone.
- 10.21 No drainage scheme has been submitted as part of the proposal, however the application form indicates that soakaways would be used in order to drain the site. No testing has been provided in order to demonstrate that this is an appropriate drainage solution for the site. As such, a condition will be added requiring details or testing to be submitted to ensure that their use would be viable on site. The condition will be worded flexibly in order to allow for an alternative scheme to be submitted if testing rules out soakaway drainage. This is considered to comply with the aims of Chapter 14 of the NPPF.

## **Highway Safety**

- 10.22 The proposed dwellings would be accessed directly from Cumberworth Lane. The application proposes private off-street parking for each of the dwellings proposed. The two outer dwellings would benefit from a private garage and driveway and inner dwellings would have two private parking spaces to the front of the application property.
- 10.23 The application has been reviewed by KC Highways DM. They raise no objection to the proposed development, commenting that sight lines are good in both directions from the application site. The amended scheme has garages that are adequate sizes internally in accordance with the Manual for Streets standard and the parking areas to the front are acceptable in terms of highway safety in relation to their size. The level of parking provision included within the proposals complies with the guidance of Policies T19 of the UDP and PLP 22 of the PDLF. A condition will be added in relation to the surfacing of the parking areas to ensure that this is permeable thus limiting surface run off. Given the site constraints, it is considered necessary for a Construction Management Plan to be submitted prior to the commencement of development on the site. This is in the interest of highway safety during the construction phase.
- 10.24 The application is considered to have an acceptable impact on highway safety and to comply with the aims of Policies T10 and T19 of the UDP and PLP 21 and 22 of the PDLF.

## **Representations**

- 10.25 The representations received to date are summarised and responded to below.
- Drainage concerns (both foul and surface water)
    - **Response:** a condition recommends that a scheme for drainage is submitted. This will cover foul and surface water drainage. Yorkshire Water are not consulted on applications for less than 10 dwellings. The site is not within an area annotated on the flood risk maps
  - Highway safety, including congestion, lack of on-site parking and nearby school and facilities
    - **Response:** KC highways DM raise no objections to the site, given the number of dwellings proposed, the sight lines available and the off-street parking proposed.
  - No publicity of application at the time of the response
    - **Response:** the application has been publicised by site notice, neighbour letter and press notice.
  - Loss of light to kitchen and hall, windows and garden
    - **Response:** this matter is addressed within the residential amenity section of the report
  - Imposing/overbearing
    - **Response:** this matter is addressed within the residential amenity section of the report
  - Loss of privacy
    - **Response:** this matter is addressed within the residential amenity section of the report
  - Question about boundary treatment
    - **Response:** this is covered by condition requiring details to be submitted

- Suggestion that the building is a similar depth to the existing terrace row
  - **Response:** noted, amendments received, however a need to provide parking on the frontage requires the row is set further back.
- Concerns about the design and the proximity to the conservation area
  - **Response:** an amended design has been sought and a condition in relation to materials has been recommended
- Noise from traffic generated by the development and during the construction phase
  - **Response:** limited weight is given to the disturbance in the construction phase given that this is a temporary period of time
- Overdevelopment
  - **Response:** the number of dwellings proposed has been reduced in order to ease concerns from this perspective
- There are trees and hedges on the site and the application form states that there are not
  - **Response:** the trees and hedging on the site are noted from the site visit. These are not protected trees. The applicant intends to retain the vegetation and trees on the boundaries.
- Disturbance during the construction phase
  - **Response:** limited weight is given to the disturbance in the construction phase given that this is a temporary period of time

Denby Dale Parish Council: objects on the grounds of over-development of the site and the materials not being in-keeping with the area (based on the original plans).

**Response:** amended plans have been received that reduces the number of dwellings and a condition requires details of proposed facing materials to be submitted for approval, notwithstanding the submitted plans and information.

### **Other Matters**

#### **Reporting of unexpected contamination**

10.26 In line with the consultation response from KC Environmental Health, a condition will be added requiring any unexpected contamination to be reported to the LPA. The condition also contains steps in relation to remediation and validation of the site.

10.27 This condition will be imposed as a cautionary measure, in the interests of health and safety and to accord with the aims of Policies G6 of the UDP and PLP 53 of the PDLP.

#### **Sustainable Transport**

10.28 Chapter 9 of the NPPF states the government's intentions of the decision-making process to maximise sustainable transport solutions which includes the supporting the transition to low emission vehicles. This is also set out within Policy PLP 24 of the PDLP and the West Yorkshire Low Emissions Strategy.

10.29 In accordance with the above, the requirement for one electric vehicle charging point to be installed per dwelling on the site can be controlled by condition. This is in order to aid the transition to ultra-low emission vehicles.

10.30 With the inclusion of the above condition, the application is considered to comply with the aims of Policy PLP 24 of the PDLP, Chapter 9 of the NPPF as well as the Low Emissions Strategy.

## **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.

11.2 For the reasons outlined in the report, the proposed development is considered to have an acceptable impact on visual and residential amenity subject to the conditions set out. The impact on highway safety is considered acceptable.

11.3 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. Timeframe of 3 years for implementing the development
2. Development in accordance with submitted plans
3. PD rights removed for extensions and outbuildings
4. Notwithstanding submitted information, details of all facing materials and roofing materials to be submitted for approval
5. Landscaping plan including boundary treatment details
6. PD rights removed for openings to the side elevations
7. Permeable surfacing
8. Drainage scheme
9. Charging points
10. Reporting of unexpected contamination
11. Notwithstanding submitted plans, details of areas for bin storage
12. Submission of a Construction Management Plan

Note to be added recommending working hours

### **Background Papers:**

Application web link:

<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2018%2F91571>

Certificate of Ownership: Certificate A signed and dated 11<sup>th</sup> May 2018