
Report of the Head of Planning and Development

STRATEGIC PLANNING COMMITTEE

Date: 29-Jul-2020

Subject: Planning Application 2020/90348 Erection of warehouse unit (B8) and alterations to Chapel Street land at, Chapel Street, Taylor Hill, Huddersfield

APPLICANT

Stuart Developments

DATE VALID

27-Feb-2020

TARGET DATE

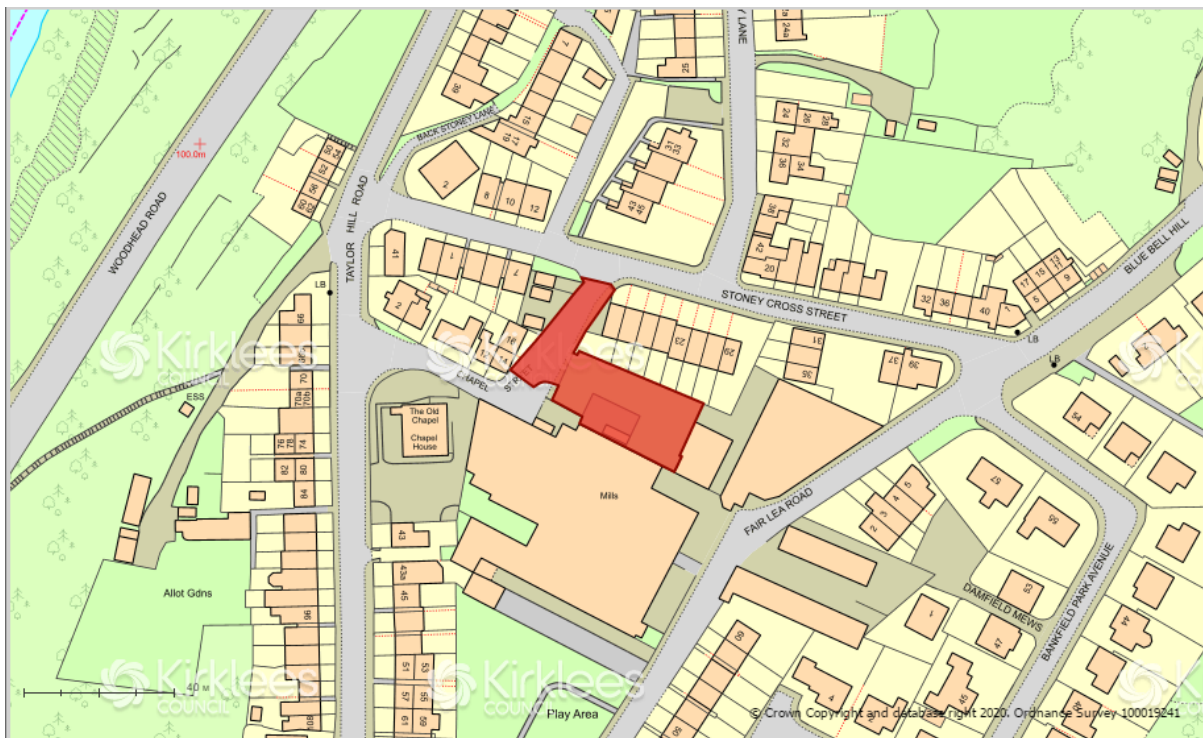
23-Apr-2020

EXTENSION EXPIRY DATE

Please click the following link for guidance notes on public speaking at planning committees, including how to pre-register your intention to speak.

<http://www.kirklees.gov.uk/beta/planning-applications/pdf/public-speaking-committee.pdf>

LOCATION PLAN



Map not to scale – for identification purposes only

Electoral wards affected: Newsome Ward

Ward Councillors consulted: No

Public or private: Public

RECOMMENDATION

DELEGATE approval of the application and the issuing of the decision notice to the Head of Planning and Development in order to complete the list of conditions including those contained within this report and to secure a S106 agreement to cover the following matters:

1. Secure the management and maintenance arrangement covenant for the access

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

1.0 INTRODUCTION

- 1.1 This application seeks the erection of a warehouse unit (B8) and alterations to the access street, Chapel Street.
- 1.2 The application is brought to Committee on the request of Cllr Andrew Cooper. This is due to concerns over the poor access and state of the current highway network, which will result in difficulty with loading and unloading. Furthermore, Cllr Cooper considers that the proposal would reduce parking on an already congested street.
- 1.3 The Chair of committee has confirmed that for the above reasons for making the request are valid having regard to the Councillors' Protocol for Planning Committees.

2.0 SITE AND SURROUNDINGS

- 2.1 The site is vacant overgrown land historically occupied by mill buildings. Concrete pads cover much of the site. The site is within a mix commercial and residential area.
- 2.2 An artificial earth bund has been made on the west boundary, separating the site from Chapel Street. Chapel Street is an unadopted lane, with no pavement, giving access to several dwellings and commercial properties. The south and east boundaries of the site are large blank stone walls of an adjacent mills. To the immediate north are residential properties, on a higher ground level, with their gardens backing onto the site.

3.0 PROPOSAL

- 3.1 A B8 storage building is to be erected, offering 230sqm of storage space and 100sqm of ancillary space (canteen, office, lobby etc.). The footprint is to be roughly rectangular, however the north elevation is to be stepped. The roof is to be an a-symmetrical double pitch, with a ridge height of 9.1m and lower eaves of 3.75m.
- 3.2 Walls are to be faced in grey cladding over a brick dwarf wall. Feature glazing is proposed over the entrance on the west facing elevation. The roof is to be grey panels, with rooflights.
- 3.3 Six parking spaces are to be provided, along with a waste store area and a secure compound. A 2m high mesh fencing and gate is to be erected along the west boundary. A 2m wide footway is to be provided along a 20m length of Chapel Street's east.

4.0 RELEVANT PLANNING HISTORY (including enforcement history)

4.1 Application Site

96/92165: Erection of 12 no. 2/3-bedroom townhouses – Conditional Full Permission

Note: included neighbouring land.

2000/92994: Erection of 5 terraced dwellings with ancillary car park and external works – Refused

2006/91487: Erection of six 2-bedroom apartments – Conditional Full Permission

2014/91457: Erection of three dwellings – Deemed Withdrawn

2018/91710: Erection of three dwellings – Withdrawn

4.2 Surrounding Area

Plots 1-8 Stoney Cross Street

98/90646: Erection of 8 no town houses with integral garages (amended house type and siting) – Conditional Full Permission

Note: associated with 96/92165

Deanhouse Interiors Ltd

2016/91763: Erection of over-cladding of existing roof, removal of parapet wall to front and rear of building – Conditional Full Permission

4.3 Planning Enforcement

None on the site or relevant within the area.

5.0 HISTORY OF NEGOTIATIONS (including revisions to the scheme)

5.1 Officers sought further plans to establish the impact upon neighbouring residents. These were provided and evidenced that the proposal would not cause material harm. Further details were also requested by Highways and Ecology, provided and found to be acceptable.

6.0 PLANNING POLICY

Kirklees Local Plan (2019)

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 statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

6.2 The site is unallocated on the LP Policies Map.

- **LP1** – Presumption in favour of sustainable development
- **LP3** – Location of new development
- **LP7** – Efficient and effective use of land and buildings
- **LP21** – Highway safety and access
- **LP22** – Parking standards
- **LP24** – Design
- **LP28** – Drainage
- **LP30** – Biodiversity and geodiversity
- **LP51** – Protection and improvement of air quality
- **LP52** – Protection and improvement of environmental quality
- **LP53** – Contaminated and unstable land

Supplementary Planning Guidance / Documents

6.3 The following are relevant Supplementary Planning Guidance / Documents published by Kirklees Council or national government.

- MHCLG: National Design Guide
- Kirklees Local Plan Supplementary Planning Document – Highways Design Guide

National Planning Guidance

6.4 National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF), published 19th February 2019, and the Planning Practice Guidance Suite (PPGS), first launched 6th March 2014, together with Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- **Chapter 2** – Achieving sustainable development
- **Chapter 4** – Decision-making
- **Chapter 6** – Building a strong, competitive economy
- **Chapter 11** – Making effective 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

7.0 PUBLIC/LOCAL RESPONSE

7.1 The application has been advertised via site notice and through neighbour letters to addresses bordering the site. This is in line with the Council's adopted Statement of Community Involvement.

7.3 The public representation period expired on the 2nd of April, 2020. Sixteen representations have been received in response to the application. The following is a summary of the comments made;

- Concerns over safety of people, including local children, walking on Chapel Street.
- Concerns that neighbour letters were not sent to all nearby properties.
- Insufficient details in regards operation of the site, including hours of use, safety, noise and odour pollution.
- Concerns over the impact upon local bats.
- Concerns over access to the adjacent mill for remedial works.
- Unwilling to share their right of access over the land for industrial / commercial premises.
- Concerns over the type of vehicle that will access the site, which are presumed to be HGVs.
- Chapel Street and others in the area are already congested, which the proposal will exacerbate.
- Concerns over accuracy of the plans, which are claimed to not include neighbouring dwellings or garages.
- The street is used for parking by local residents on an evening. The pavement would reduce the area for parking.
- Chapel Street is a residential street used by families. Commercial vehicles using it have in the past caused damage to vehicles parked upon it.
- The shown turning circle is impractical and will conflict with the other business adjacent to the site.
- Concerns over the impact upon local air quality.
- No consideration has been given to emergency vehicles accessing the site.
- The proposal will harm residential amenity through overshadowing
- The proposal will harm the view out of neighbouring properties.
- The proposed structure is visually unattractive.

Local ward member interest

7.? As a minor development, local ward members were not notified of the proposal. However, Cllr Andrew Cooper contacted the case officer to express concerns. These related to the poor access and concerns over loading and turning at the site. Furthermore, the proposal would reduce parking on an already congested street. Due to these concerns, Cllr Cooper requested that the application be brought to committee if officers were minded to approve.

8.0 CONSULTATION RESPONSES

8.1 Statutory

K.C. Highways: No objection subject to condition and securing the management / maintenance of the access.

8.2 Non-statutory

K.C. Environmental Health: No objections subject to conditions.

K.C. Ecology: No objection subject to condition.

9.0 MAIN ISSUES

- Principle of development
- Urban design
- Residential amenity
- Highways
- Other matters
- Representations

10.0 APPRAISAL

Principle of development

Sustainable development

- 10.1 NPPF Paragraph 11 and LP1 outline a presumption in favour of sustainable development. Paragraph 8 of the NPPF identifies the dimensions of sustainable development as economic, social and environmental (which includes design considerations). It states that these facets are mutually dependent and should not be undertaken in isolation. The dimensions of sustainable development will be considered throughout the proposal. Paragraph 11 concludes that the presumption in favour of sustainable development does not apply where specific policies in the NPPF indicate development should be restricted. This too will be explored.

Land allocation

- 10.2 The site is without notation on the KLP Policies Map. LP2 states that;

All development proposals should seek to build on the strengths, opportunities and help address challenges identified in the local plan, in order to protect and enhance the qualities which contribute to the character of these places, as set out in the four sub-area statement boxes below...

The site is within the Huddersfield sub-area. The listed qualities will be considered where relevant later in this assessment.

Commercial development

- 10.3 The proposal seeks the commercial development of a brownfield site historically associated with a neighbouring mill. While the site is unallocated, both the Local Plan and NPPF establish a principle in favour of economic development. Furthermore, each have policies seeking the 'effective and efficient' use of land. This site is a brownfield site in an urban area that has become overgrown. Based on the site area, the application anticipates the development to accommodate 5 full time equivariant jobs. An office and canteen are shown, but are clearly ancillary to the main B8 use. Accordingly, the re-development of the site for a commercial use is welcomed in principle.
- 10.4 Notwithstanding the principle being acceptable consideration must be given to the impact upon the local environment. This shall be assessed below.

Urban Design

- 10.5 LP24 requires that development promotes '*good design by ensuring: a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape*'. This complies with the guidance of Chapter 12 of the NPPF.
- 10.6 The site historically hosted mill buildings, evident by the concrete pads on site. It has become overgrown and attracts waste and tipping. Even if cleared, the site is not considered to contribute to the character of the area at present.
- 10.7 The site is between two forms of development; the large utilitarian mill buildings and modern vernacular dwellinghouses. To harmonise with the area, the structure must suitably transition between the two.
- 10.8 The proposed design is modern and does not directly replicate either the dwellings or mill in terms of scale, form or appearance. Through various design choices the evident scale of the building has been reduced. It has been set back into the site and adjoins the existing towering walls of the neighbouring mills. This allows the structure to appear visually distinct without appearing unduly prominent within the area. Other welcomed design features include the asymmetrical roof, with the ridge set adjacent to the larger mill, the use of glazing and the stepped north elevation. Furthermore, lightweight cladding is sought atop a brick plinth; the full use of traditional building materials (stone, brick) would notably increase the prominence of the building. Notwithstanding this, a condition is to be sought requiring material samples, to ensure suitable end products are used.
- 10.9 Externally a parking and loading area is to be sited to the front. This is reasonable. A dedicate waste storage area is shown, however details of its appearance are to be sought via condition. A 2m profiled mesh fence and gate is to be sited along the west / front elevation of the site. Such a feature is common and reasonable for a commercial development and will not look out of place.

- 10.10 Landscaping is shown to be to located along the north boundary. This is welcomed in principle, through the addition of greenery that would soften the appearance of the building. However, a formal landscaping strategy is sought to ensure appropriate native species are used and managed appropriately for a reasonable time period.
- 10.11 Subject to the proposed conditions, officers consider the building to be visually attractive and would suitably harmonise into the established character of the built environment, so as not to appear incongruous. The proposal is deemed to comply with LP24 of the KLP and chapter 12 of the NPPF.

Residential Amenity

- 10.12 LP24 seeks to protect the amenity of residents, stating proposals should 'provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings'. This reflects the guidance of Chapter 12 of the NPPF.
- 10.13 The proposed building will be prominently visible from the rear windows and garden spaces of nos. 15 – 27 Stoney Cross Street. There is no right to a view in planning, with the principle consideration being whether the development will lead to material harm through overbearing and overshadowing through its proximity.
- 10.14 Due to the layout of the dwellings and the proposed building, the separation distances vary. At its closest point the structure would be located 12.05m from the nearest neighbouring dwelling, with the maximum distance being 13.8m. However, it should be noted that the roof falls towards the dwellings. Therefore, at the closest point, the structure is at its lowest, with an eaves height of 3.6m. The impact of this is mitigated by the application site being on a ground level 1.4m below the rear levels of nos. 15 – 27. As a result, the evident height would be 2.4m, further reduced in prominence by the 2.0m high boundary fence. As the height of the building slopes to its maximum height of 9.1m (still on a ground level 1.4m lower, for an evident height of 7.7m), the separation distance increases to 25m. Additionally, the new building would be attached to the existing mill. The existing mill is large in size, with an eaves height of 7.9m and ridge in excess of 10.9m. The new building would be sited within the silhouette of the mill. Finally, the applicant is proposing a soft landscaping scheme along the shared boundary to soften the appearance of the structure. This is to be secured via condition.
- 10.15 It is acknowledged that the new building would be prominently visible from the rear windows and garden spaces of 15 – 27 Stoney Cross Street. Nonetheless, based on the above factors and the established characteristic of the area of dwellings backing onto commercial buildings, on balance officers are satisfied that the proposal would not represent materially harmful overbearing upon the residents.
- 10.16 Progressing to overshadowing, the new building is due south of nos. 15 – 27 Stoney Cross Street. Nonetheless, the applicant has provided a plan showing winter and summer sun. This demonstrates that overshadowing would not be caused by the building, with any overshadowing that would be caused upon the domestic gardens would be lesser than that shown by the existing 2m tall timber fence.

- 10.17 No windows are facing 15 – 27 Stoney Cross Street and the external areas are below the 2m boundary fence, preventing overlooking concerns. A lighting strategy is to be requested, to ensure no harmful light pollution upon neighbouring dwellings.
- 10.18 Other residential units in the area, excluding nos. 15 – 27 Stoney Cross Street, are considered a sufficient distance from the proposed building to not be materially impacted upon by it. This includes nos. 14 and 16 Chapel Street: while facing the site, they are in excess of 28m from the building. They would overlook the front car park, loading area, and perimeter fence (2.0m profiled mesh) but none of these features being visible raise material amenity concerns.
- 10.19 Turning to noise pollution, warehouses are not typically considered a high noise pollutant, with noise typically associated with external comings and goings more so than internal processes. K.C. Environmental Health have requested that the hours of goods vehicle movements and forklift trucks (including unload and load of vehicles, as well as deliveries to and from the site) outside the site be limited to:
- Monday to Friday: 0730 – 1800
Saturday: 0800 – 1300
Sunday and Bank Holidays: None
- 10.20 Given their age, the hours of use of the neighbouring commercial businesses are unknown. Nonetheless, given the site's proximity to the neighbouring properties, officers consider the above reasonable to prevent material harm to the amenity of neighbouring residents through noise pollution.
- 10.21 The above assessment has considered the proposals impact upon the residential amenity of neighbouring residents. Subject to the conditions which have been proposed, on balance officers are satisfied that the development would not result in material harm to the amenity of neighbouring residents, in accordance with LP24 and LP52 of the KLP and Chapters 12 and 15 of the NPPF.

Highways

- 10.22 First considering access, it is proposed to use Chapel Street, an unadopted road in a poor state of repair. Chapel Street is used by several residential and commercial premises. The applicant has proposed a 2m wide footway along Chapel Street's east, from Stoney Cross Street to the site. This would leave the road 5.5m. It is also stated that part of the road, used for turning, would be made to an adoptable standard. It is highly unlikely that Chapel Street could be made to an adoptable standard, given its constraints. Nonetheless, officers are to impose a condition that requires details of the provision of the footway and details of the improvement of Chapel Street (within the red-line) be provided and implemented. The applicant has also stated that the area within the red-line would then be managed and maintained by the occupier of the unit, or if vacant the land owner, via a covenant. This covenant is to be secured via a S106 agreement. With the provision of a footway, improvements to the road and long-term management / maintenance secured, on balance the use of Chapel Street is considered acceptable and would represent a net enhancement.

- 10.23 Turning to traffic generation, the applicant has provided a Highways technical note. As no end user has been identified TRICs data has been used, although it is highlighted that the database does not hold records for B8 units of this size. Considering the smallest size available on TRICs against available data of comparable sites, it is concluded that traffic movements associated with the site would be classify it as a 'low traffic generator'. K.C. Highways have reviewed the submitted details and do not raise concerns.
- 10.24 Progressing to other highway considerations, six car parking spaces are proposed which is considered acceptable. Their provision is to be secured via condition. Given the size of the building and the proposed access, larger vehicles would not be practically able to access the site, limiting vehicles to medium goods vehicles, similar to those which access the other commercial unit on Chapel Street. A loading area and turning facilities (using part of Chapel Street) for medium vehicles has been shown and is considered acceptable. A dedicated waste area is shown and considered acceptable, with details previously stated to be sought and secured via condition.
- 10.25 Concluding on the above, officers are satisfied that subject to the proposed conditions, the development would not harm the safe and efficient operation of the Highway, in accordance with LP21 of the KLP.

Other Matters

Air Quality

- 10.26 In accordance with government guidance on air quality mitigation, outlined within the NPPG and Chapter 15 of the NPPF, and local policy contained within LP24 and LP51 and the West Yorkshire Low Emission Strategy Planning Guidance, the LPA seeks to mitigate Air Quality harm. Given the scale and nature of the development officers seek the provision of one electric vehicle charging point. The purpose of this is to promote modes of transport with low impact on air quality, in accordance with the aforementioned policy.

Climate change

- 10.27 On 12th of November 2019, the Council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan pre-dates the declaration of a climate emergency and the net zero carbon target, however it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the Council will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

- 10.28 The proposal seeks to redevelop brownfield land. Instead of seeking a new structure on Greenfield land, the applicant has identified a site which is not operating optimally and identified a more viable use for the site. The building will also be built to modern standards, compared to the existing aged building. Considering these factors, officers are satisfied that the proposal will not harm the climate change agenda

Contaminated land

- 10.29 The site is identified as being potentially contaminated due to its previous use as a mill. It is also noted that earth bunds have been formed within/on the boundary of the site that would have to be removed to facilitate development. The origin of the material used in these bunds is unknown. While the proposal is for a commercial use, it is adjacent to residential units. Accordingly, conditions are to be sought requiring ground investigation and appropriate procedures depending on the outcome. This is to accord with Policy LP53 of the Local Plan.

Ecology

- 10.30 The site is brownfield land which has developed scrub vegetation. In itself the site is considered of limited ecological value. However, it falls within a wider Bat Alert Zone and Greater Crested New Area. A bat survey has been undertaken which identified no bats roosting at the site. A GCN method statement has also been provided. Each includes recommendations and methods for the development of the site, to be secured via condition. Subject to this, officers are satisfied that the proposal will not harm local ecology. This is subject to a lighting strategy, to ensure no harmful lighting pollution.
- 10.31 Notwithstanding the above, policy seeks for development to result in a net enhancement for ecology. A Landscape and Ecological Management Plan has been provided within the application; although, it relates to an early proposal and is out of date. Nonetheless its principles are found to be acceptable and demonstrate that the site can be reasonably enhanced. A condition for an updated LEMP, prior to development commencing, is to be secured. Subject to this, officers consider the proposal to be compliant with LP33 of the KLP and Chapter 15 of the NPPF.

Permitted development

- 10.32 Under permitted development B8 users (up to 500sqm) may change to a B1 use. The above assessment has been made on a B8 user and a B1 use may be materially different (greater noise, traffic movement etc.). It is therefore considered reasonable and necessary to remove PD rights for the change of use of the site.

Representations

- Concerns that neighbour letters were not sent to all nearby properties.

Response: Neighbour Notification Letters were sent to all adjacent addresses which shared a boundary with the red-line plan. The site was also advertised by site notice. This procedure is in accordance of the Development Management Procedure Order (2015) and the Council's Development Management Charter.

- Insufficient details in regards operation of the site, including hours of use, safety, noise and odour pollution.
- Concerns over the impact upon local air quality.

Response: The applicant does not have an 'end user' for the site identified. Hours of use are unknown, however a B8 use is not considered a harmful noise or odour pollutant. This is subject to a condition limiting hours of external operation and deliveries, as discussed within paragraphs 10.19 and 10.20. Safety considerations would fall under separate legislation. Regarding air quality, in accordance with local policy the scale of the development warrants the imposition of a condition for an electric vehicle charging points, to encourage the use of electric and low carbon vehicles.

- Concerns over the impact upon local bats.

Response: A bat survey has been provided and found to be acceptable. A landscape and ecological management plan is to be secured via condition which will result in an enhancement to local ecology.

- Concerns over access to the adjacent mill for remedial works.
- The proposal will harm the view out of neighbouring properties.
- Unwilling to share their right of access over the land for industrial / commercial premises.

Response: The above form private matters between the parties involved and do not form material planning considerations.

- Concerns over accuracy of the plans, which are claimed to not include neighbouring dwellings or garages.

Response: A dwelling, removed from the site, is not shown on the location plan. As the dwelling is removed and the purpose of the location plan is to show the site's location, this is not considered an issue. The block plan's scale is low enough to not show the dwellings site. In terms of garages, these are noted to not be shown fully, however does not impact upon the ability to assess the proposal.

- Concerns over the type of vehicle that will access the site, which are presumed to be HGVs.
- Chapel Street and others in the area are already congested, which the proposal will exacerbate.
- The street is used for parking by local residents on an evening. The pavement would reduce the area for parking.
- The shown turning circle is impractical and will conflict with the other business adjacent to the site.
- No consideration has been given to emergency vehicles accessing the site.
- Concerns over safety of people, including local children, walking on Chapel Street.
- Chapel Street is a residential street used by families. Commercial vehicles using it have in the past caused damage to vehicles parked upon it.

Response: A Highways assessment has been made within paragraphs 10.22 to 10.25, where the impact was found to be acceptable. In response to the above, the applicant has provided an acceptable swept path plan for a medium sized (7.5t) medium good vehicle. Given the size of the site, this is envisioned to be the principal form of vehicle accessing the site. In terms of parking, six spaces are proposed which is considered enough for the scale of the building. The provision of a footway is not anticipated to result in the material loss of parking capacity of Chapel Street nor change existing access arrangement for emergency vehicles. The provision of a footway is however considered beneficial for pedestrians. Given the nature of Chapel Street, on-road turning is not opposed. Past damage to vehicles does not form a material consideration.

- The proposal will harm residential amenity through overshadowing and overbearing.
- The proposed structure is visually unattractive.

Response: The proposal's impacts upon visual amenity and residential amenity have been assessed within paragraphs 10.5 – 10.21. These sections concluded that, subject to conditions, the proposal complies with policies relating to visual and residential amenity and would not cause material harm.

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 The proposal seeks commercial development on unallocated brownfield land, adjacent to an established commercial area. There is a general principle in favour of supporting economic development. Accordingly, the principle of commercial development on the site is considered acceptable.
- 11.3 Regarding the local impact, assessments have been made against material planning considerations. On balance the proposal is not considered harmful to the amenity of neighbouring residents. Visually the building is considered acceptable and, subject to condition and S106 agreement, would not cause harm to the safe and efficient operation of the Highway. Other planning considerations have been identified and found acceptable against policy.
- 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 Planning and Development)

1. Three-year time limit
2. To be undertaken in accordance with the plans
3. Contaminated land condition set, requiring investigation and appropriate remediation (pre-commencement)
4. Landscaping strategy and management plan
5. Material samples to be provided.
6. Goods vehicle movements and forklift trucks hours controlled
7. Waste storage area details provided, implemented and retained.
8. Updated Landscape and Ecological Management Plan to be provided, prior to development commencing, for ecology, visual amenity and residential amenity.
9. Works to be done in accordance with Bat Survey and Great Crested Newt Method Statement recommendations
10. Lighting strategy, for amenity and ecology
11. Remove PD rights for change of use to B1.
12. Parking spaces to be provided
13. EV Charging Point

Background Papers

Application and history files

May be found at;

<https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2020%2f90348>

Certificate of Ownership

Certificate D signed. Noticed placed in Huddersfield Examiner. No declarations received.