
Report of the Head of Planning and Development

HUDDERSFIELD PLANNING SUB-COMMITTEE

Date: 21-Apr-2021

Subject: Planning Application 2019/93335 Outline application for erection of residential development Land adj Dathan Tools, Mean Lane, Meltham, Holmfirth, HD9 5RU

APPLICANT

Dathan

DATE VALID

20-Dec-2019

TARGET DATE

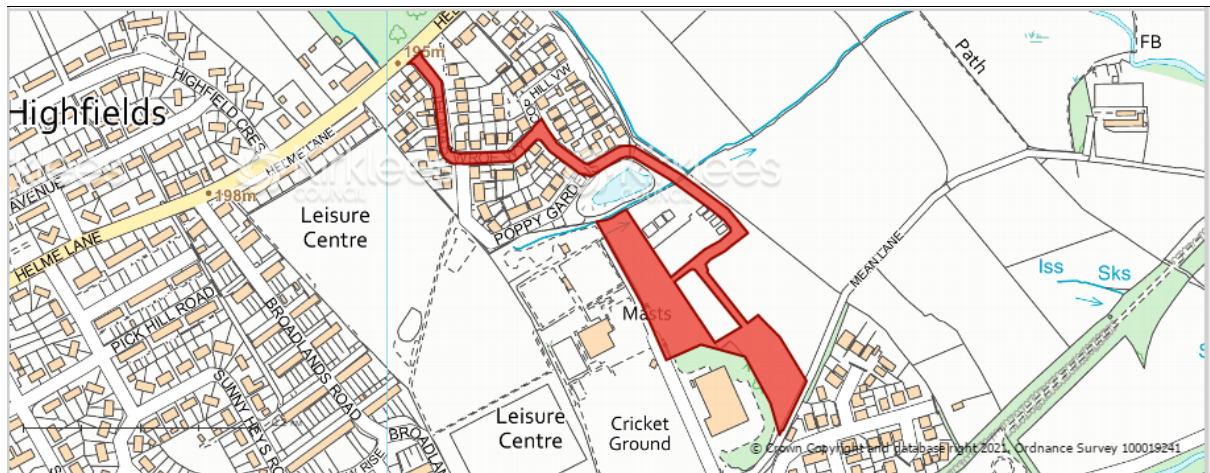
20-Mar-2020

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: Holme Valley North

Ward Councillors consulted: Yes

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 a list of conditions, including those contained within this report and to secure a Section 106 agreement to cover the following matters:

- 1) Affordable housing – 20% of dwellings to be affordable with a preferred split of 55% social or affordable rent to 45% intermediate housing;
- 2) Open space – contribution to off-site open space to be calculated at Reserved Matters stage based upon the level of on-site provision at that time;
- 3) Education - additional places may be required at Meltham Moor Primary School and Honley High School with the contribution to be calculated at Reserved Matters stage based upon the projected numbers at that time;
- 4) Sustainable Travel - contribution to sustainable transport methods, including a contribution towards Meltham Greenway to be determined at Reserved Matters stage based upon the number of dwelling units;
- 5) Biodiversity – Contribution (amount to be confirmed at the Reserved Matters stage) towards off-site measures to achieve biodiversity net gain.
- 6) Arrangements to secure the long-term maintenance and management of on site public open space and the applicant's drainage proposals, including pumping station.

In the circumstances where the Section 106 agreement has not been completed within three 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 mitigation and 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 is an outline planning application for the erection of residential development, with all matters reserved except access. Two access points are shown with the approved highway under planning application reference: 2018/92937 to the east and a pedestrian only connection with Mean Lane to the south.
- 1.2 The planning application is presented to the Huddersfield Sub-Committee as the site is larger than 0.5 hectares.

2.0 SITE AND SURROUNDINGS:

- 2.1 The application site is grassed with some tree features outside its boundaries. It consists of two rectangular shaped parcels of land that can be found immediately to the north and east of a small factory, occupied by a company called Dathan Tool and Gauge who is also the applicant. Both parcels of land form part of a north west – south east slope and measure 0.7 in hectares.
- 2.2 Both parcels of land form part of a housing site allocation that measures 5.5 hectares in total (Local Plan ID: HS160). The northern portion of the housing allocation has recently been developed courtesy of planning permission 2014/93959 and other associated consents. Whereas the eastern portion of the housing allocation was given permission for a residential development of 50 dwelling houses in 2019 (Reference: 2018/92937).
- 2.3 The site lies on the eastern edge of Meltham, beyond the housing allocation lies upland countryside in the Green Belt. Bowling Greens, a Sports Centre, a Cricket Ground and Football Pitches can be found to the west of the site's boundary. The site abuts a Public Right Of Way to the south (Reference: MEL/24/30) which connects the site to Broadlands open space and playing fields to the west and provides an elongated route to Meltham Greenway which lies 180m to the south. There are also a number of existing properties on the opposite side of Mean Lane public footpath.
- 2.4 Within the northern parcel of land there are two telecommunication masts sited along the western boundary edge.
- 2.5 The access would be taken through the other development sites within the site allocation to the east (Reference: 2018/92937) and then to the north (Reference: 2014/93959) which themselves are accessed from Helme Lane via a priority junction.

3.0 PROPOSAL:

- 3.1 The planning application is submitted in outline and the applicant seeks permission for the principle of residential development with the means of access to the site, with all other matters reserved. The Town and Country Planning (Development Management Procedure) Order 2015 (Article 2) defines access as the following:

“Accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.”

- 3.2 Matters of layout, including the provision of access within the site, the appearance of the dwellings, their scale and landscaping (the Reserved Matters) are therefore reserved for future consideration. Accordingly, they do not form part of the assessment of this proposal.
- 3.3 An indicative site layout plan shows how 20 dwelling houses, consisting of 8 detached houses and 12 semi-detached houses, as well as a detached garage block of two. Each dwelling house would have a large driveway, as well as front and rear gardens. No information has been provided regarding the dwelling house types proposed. The houses are arranged around two culs-de-sac layout

with 6 visitor parking spaces in total. 14 dwelling houses are shown on the northern parcel of land, whilst 6 dwelling houses, together with a pumping station are shown on the southern parcel of land.

3.4 The applicant has explained that the lease of the land for the telecommunication masts will be terminated if this development is approved. Thus, the indicative site plan does not show the two telecommunication masts in the northern parcel of land.

3.5 There is a separate vehicular access for each of the parcels of land with the adjacent approved residential development to the east. There is no connection between the parcels of land. A 2.0m wide pedestrian connection is also proposed with Mean Lane to the south.

4.0 RELEVANT PLANNING HISTORY (including enforcement history):

4.1 The following planning applications are the most relevant to this proposal:

4.2 *Land to the east of the application site:*

2018/92937 - Erection of 50 dwellings and associated work – Section 106 Full Permission

4.3 *Land to the north of application site:*

2016/93630 – Erection of 5 dwellings – approved subject to conditions and S106 Agreement

2014/93959 – Reserved Matters application erection of 88 dwellings – approved subject to conditions and S106 Agreement

2014/90722 – Outline application for residential development – approved subject to conditions

4.4 There are a variety of applications to discharge planning conditions relating to the above planning applications.

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

5.1 During the course of the planning application the following changes to the application were made:

- Amendment to the red line boundary to connect with the adoptable road, Helme Lane and notice served on the relevant landowners
- Submission of an amended Transport Assessment, Travel Plan and Road Safety Audit; a Noise Impact Assessment; a Flood Risk Assessment and a Drainage Strategy; a Biodiversity Impact Assessment for Net Gain; and a Ball Strike Assessment in response to consultee comments.
- Amendments to the site layout plan showing a 2.0m wide connection with Mean Lane; the loss of an indicative dwelling unit to accommodate a pumping station and amendments to the access and indicative road layout to accommodate a refuse collection vehicle.
- Drainage strategy considerations with the neighbouring Barratts site.

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

Kirklees Local Plan (2019):

- 6.2 The following policies are most relevant to the consideration of this planning application:

LP1 – Presumption in favour of sustainable development
LP2 – Place shaping
LP3 – Location of new development
LP5 – Masterplanning sites
LP7 – Efficient and effective use of land and buildings
LP11 – Housing mix and affordable housing
LP20 – Sustainable travel
LP21 – Highways and access
LP22 – Parking
LP23 – Core walking and cycling network
LP24 – Design
LP27 – Flood risk
LP28 – Drainage
LP30 – Biodiversity and geodiversity
LP32 – Landscape
LP33 – Trees
LP35 – Historic environment
LP49 – Educational and healthcare needs
LP51 – Protection and improvement of local air quality
LP52 – Protection and improvement of environmental quality
LP63 – New open space
LP65 – Housing allocations

Supplementary Planning Guidance / Documents:

- 6.3 Relevant guidance and documents are:

- Highways Design Guide Supplementary Planning Document (2019)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions
- Technical Planning Guidance (2016)
- Kirklees Strategic Housing Market Assessment (2016)
- Kirklees Interim Affordable Housing Policy (2020)

- 6.4 A draft Housebuilder Design Guide SPD, Open Space SPD and Biodiversity Net Gain Technical Advice Note were published by the Council in 2020. These have undergone public consultation, but have not been adopted.

National Planning Guidance:

- 6.5 The National Planning Policy Framework (2019) seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of the proposal.
- 6.6 Relevant chapters are:
- Chapter 2 – Achieving sustainable development
 - Chapter 4 – Decision-making
 - Chapter 5 – Delivering a sufficient supply of homes
 - 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, coastal change and flooding
 - Chapter 15 – Conserving and enhancing the natural environment
 - Chapter 16 – Conserving and enhancing the historic environment
 - Chapter 17 – Facilitating the sustainable use of minerals
- 6.7 Since March 2014 Planning Practice Guidance for England has been published online.
- 6.8 On 01/10/2019 the Government published the National Design Guide.
- 6.9 Many policies within the National Planning Policy Framework (NPPF), the Planning Practice Guidance and the National Design Guide are relevant to this proposal and, where relevant, are referred to in the main report text.

Climate change

- 6.9 On 12/11/2019 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 predates 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.

7.0 PUBLIC/LOCAL RESPONSE:

- 7.1 The application has been advertised in accordance with the Council’s adopted Statement of Community Involvement. The end date for this initial publicity was 01/03/2020.

7.2 As a result of the initial statutory publicity period, 7 neighbour representations have been received. The concerns raised are summarised as follows:

- Potentially 896 new dwellings in Meltham since 1999
- Lack of adequate infrastructure - schools, health care, transport
- Highway safety concerns about the increase in the volume of traffic via a single access point along Thomas Wroe Way and Poppy Gardens.
- Inadequate access (particularly for emergency vehicles) via narrow estate roads on the newly completed Barratts Homes estate.
- Flood risk concerns and the Lead Local Flood Authority have objected to the planning application.
- Removing trees/building on green fields, plus the exhaust fumes from the extra cars, has a significant impact on air quality. What guarantees has the developer provided that this development will be zero-carbon?
- New Homes Bonus - believe the final tranche for 2019/2020 has been paid by Central Government to Kirklees, bringing the total to £3,863,449. Thus I understand the need to push these planning applications through without the relevant information.
- Why is there no accommodation for older people - bungalows, or social housing within the plans, which contravenes Kirklees own policy.
- Likely structural damage to neighbouring properties due to vibrations, neighbours are currently experiencing this issue with the Barratts development.
- Unacceptable impact on residential amenity, particularly during construction - noise pollution (particularly working outside the agreed construction hours) fly tipping, parking, damage to property issues, which are currently being experienced with the neighbouring Barratts site.
- On an adjacent site work has been going on for several months on the building of a pump station to accommodate the second phase of a housing development. There has been pollution of the water course and considerable drilling into the rock base to construct the facility. If permission is granted will this facility have the capacity to accommodate the extra housing or will a new facility be required? If a new facility, where would this be located and what assurances / guarantees would existing residents have that this would not have an adverse impact on the foundations/ structure of homes?
- Part of the above land is currently being used as a compound and parking area for the second phase of a housing development. Residents are currently suffering from noise and light pollution some of which has been outside the approved working times. What consideration would be given by the new developers to the residents and where would the compound area be located?
- We would also request that if approved, the privacy of existing residents would be respected and existing homes would not be overlooked and sensitive landscaping of trees and shrubs would be adopted.
- As this is an outline application, should it be granted, would the public be given further opportunity to comment on the layout once all aspects have been addressed?
- Further to this, there are concerns that heavy machinery will pass through the current development, which from experience we know damages the roads. Who would be responsible for rectifying this?
- The second phase of the Barratt development has already disrupted the drainage of surface water resulting in flooding on Mean Lane.

- The environment agency has previously been contacted as during heavy rainfall the silt that is used during construction entered local waterways. This obviously had a negative impact on local wildlife and so we do not want this event to occur again.
- 7.3 Ward Councillors were notified of the planning application on 24/10/2019 and on 20/12/2019.) Other than queries from Cllr Greaves and Cllr Lyons in relation to the information submitted and financial contributions towards Meltham Greenway, no formal comments/observations have been provided.
- 7.4 Meltham Town Council have provided the following comments in relation to the planning application:
- “That the Council supported the application subject to Section 106 contributions to improvements at the Broadlands Recreation Ground and Sports Centre and extensions to Meltham Greenway as part of improving cycling access to work.”*
- 7.5 During the course of the planning application, amendments to the indicative site layout plan and additional/amended information has been submitted to address the comments raised by consultees. As a result a further 10-day public consultation took place with neighbour representatives who had previously commented on the application which ended on 09/04/2021. To date, 3 letters of objection have been received. The concerns raised are summarised as follows:
- The transport submission doesn't include reference of Harrison Lane, Meltham (the direct route into Huddersfield). This road particularly at the junction of Crosland Edge is very narrow with school children having to walk to and from the bus. There have already been several near misses since the additional housing in Helme Lane have increased the traffic. Please consider actions to improve safety around this bottleneck if planning is approved.
 - Barratts have told prospective buyers that 'no further developments are being considered by Barratts.'
 - Future and existing residents concerned about risks further developments will have on traffic, schools, green areas, parks and community spaces.
 - Future residents are not aware of this development and residents will think that they are overlooking the playing fields and not other properties.
 - Adverse impact on residents who live at Thomas Wroe Way and Poppy Gardens (Barratts development) in terms of construction, noise, traffic, environmental impacts and highway safety. Additional access and egress is required at the bottom of the estate.
- 7.6 Responses to the above comments are set out later in this report.
- 7.7 Since the beginning of public consultation, further amendments have been made to the indicative site layout plan. Given the nature of the application, officers considered that these did not necessitate public re-consultation.

8.0 CONSULTATION RESPONSES:

8.1 Statutory:

Environment Agency: No comment.

Historic England: No comment.

Sport England: No objection.

KC Highways: No objections to the principle of residential development and points of access, subject to the necessary planning conditions and planning obligations. However, concerns have been raised regarding the proposed layout and parking, which will need to be resolved at the Reserved Matters stage.

KC Lead Local Flood Authority: Awaiting comments based on additional information submitted. Believe that a pumped solution with a final gravity feed into separate foul and surface water systems is the only recognisable solution available. Concerns raised about flood routing, drainage layout, surface water attenuation and pumping discharge rate.

Note: The application is for outline, with access only applied for. Layout and numbers are not applied for at this stage. The applicants have been advised of the above concerns, and have confirmed that they accept the indicative layout will have to be changed. As such it is not feasible to refuse the application on drainage grounds, at this stage, and drainage should be covered by appropriate conditions.

8.2 Non-statutory:

KC Biodiversity Officer: No objection. A biodiversity net gain plan to achieve the required uplift in habitat and hedgerow units should be secured via a condition. In addition, an Ecological Impact Assessment (EclA) informed by up-to-date surveys (including reptiles, bats and potential impacts to farmland birds) will be required at a reserved matters stage and this should also be tied into a condition.

KC Conservation and Design: No objection.

KC Education (Verbally): No comments at this stage. As the site is part of a site allocation a financial contribution is likely to be required once the scale of development is known.

KC Environmental Health: No objection, subject to conditions relating to land contamination, electric vehicle charging provision and construction site working times.

KC Landscape: No objection, subject to the necessary financial contributions secured towards Public Open Space in accordance with Local Plan policy LP63. This site is close to the wildlife and habitat network to the south and this could be more reflected in the proposed landscape scheme which should enhance the development and mitigate views of the new estate given the setting.

KC Policy: No objection. There would be a requirement for the development to provide open space in accordance with policy LP63 for recreational purposes, the provision of natural/semi-natural greenspace, amenity greenspace on-site and a Local Area of Play (LAP) is required.

KC Public Health: No comment as the planning application falls below the newly agreed thresholds for recommendations of Health impact Assessments.

KC Public Rights of Way (PROW): No objection. In line with the Council walking and cycling strategy PROW would look for this link to be a pedestrian/cycle link without a bollard. PROW welcomes the width of 2m. PROW is in receipt of a Definitive map modification application to record Mean Lane as a bridleway through to Huddersfield Road.

KC Strategic Housing: No objection, subject to the provision of 20% of affordable housing with a split of 55% social or affordable rent to 45% intermediate housing, but this can be flexible.

KC Trees: No objection. There are no protected trees on or adjacent to the site. The proposed dwellings are situated far enough away from trees in the grounds of the adjacent works. There appears to be no conflict between trees and the proposals.

KC Waste and Recycling: No objection to the principle. Detailed advice provided regarding layout, and conditions recommended.

West Yorkshire Archaeology Advisory Service: No objection. Based on records and a previous archaeological evaluation in the vicinity the WYAAS do not consider that any archaeological evaluation or fieldwork is necessary in this instance.

West Yorkshire Police Crime Prevention Design Advisor: Support principle of development. Comments made regarding indicative layout, boundary treatments and other aspects of the development. Condition recommended to incorporate measures to minimise the risk of crime and meet with the specific needs of the site and development.

Yorkshire Water: Awaiting comments on the latest drainage strategy and will be provided in the Planning Committee Update.

9.0 MAIN ISSUES

- Principle of development
- Sustainability and climate change
- Urban design and heritage issues
- Residential amenity and quality
- Highway issues
- Flood risk and drainage issues
- Landscape, trees and ecology
- Ground conditions
- Environmental and public health
- Risk of ball-strike from cricket pitch
- Planning obligations
- Representations
- Other matters

10.0 APPRAISAL

Principle of development

- 10.1 Planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.
- 10.2 The Local Plan sets out a minimum housing requirement of 31,140 homes between 2013 and 2031 to meet identified needs. This equates to 1,730 homes per annum.
- 10.3 The planning application site forms part of a wider site allocation for housing development, Local Plan ID: HS160, to which full weight can be given. The following site constraints have been identified as part of this site allocation:
- Improvements to local highway links may be required
 - Surface water issues
 - Noise source near site – noise from adjacent recreation ground, cricket ground and industrial works
 - Site is close to listed buildings
- 10.4 The site is not designed as Urban Green Space or Local Green Space in the Local Plan but is greenfield land. Allocation of this and other greenfield sites by the council was based on a rigorous borough-wide assessment of housing and other need, as well as analysis of available land and its suitability for housing, employment and other uses. The Local Plan, which was found to be an appropriate basis for the planning of the borough by the relevant Inspector, strongly encourages the use of the borough's brownfield land. However some development on greenfield land was also demonstrated to be necessary in order to meet development needs.
- 10.5 The planning application site would contribute towards the site allocation indicative capacity of 172 dwellings over 5.5 hectares and would contribute towards meeting the housing delivery targets of the Local Plan. Therefore, subject to highways, design, residential amenity and other matters being appropriately addressed, it is considered that residential development on this site is acceptable in principle

Sustainability and climate change

- 10.6 The applicant's Planning, Design and Access Statement explains by virtue of the application site's sustainable location, located outside an area subject to flood risk would mean that the proposal would accord with NPPF Chapter 14 with regards to climate change. In addition, the Statement explains how a Reserved Matters application would ensure that properties would incorporate the necessary sustainable, energy efficient and renewable measures.
- 10.7 Officers consider that measures would be necessary to encourage the use of sustainable modes of transport. Adequate provision for cyclists (including cycle storage for residents), electric vehicle charging, provision of a sustainable travel fund would be secured by condition or via a Section 106 agreement, should planning permission be granted. A development at this site which was

entirely reliant on residents travelling by private car is unlikely to be considered sustainable. Drainage and flood risk minimisation measures will need to account for climate change.

- 10.8 The application site is a sustainable location for residential development, as it is relatively accessible and is at the edge of an existing, established settlement relatively close to sustainable transport options and other facilities. The site is not isolated and inaccessible.
- 10.9 The site is approximately 500m from the centre of Meltham, which provides a good range of leisure facilities, shops, services and schools. Meltham is well served by public transport with frequent bus services providing access to Huddersfield and its surrounding areas. As such many of the daily, social and community needs of residents of the proposed development can be met within the area surrounding the application site, which further indicates that residential development at this site can be regarded as sustainable.
- 10.10 Further reference to, and assessment of, the sustainability of the proposed development is provided later in this report in relation to transport and other relevant planning considerations.

Urban design and heritage issues

- 10.11 This outline planning permission seeks approval of point of access details and does not include matters of appearance, landscaping, layout and scale. As such, if outline approval was obtained these matters would be determined at the Reserved Matters stage.
- 10.12 As described in section 3.0 of this report, an indicative site layout plan shows how 20 dwelling houses could be accommodated within the two parcels of land that form the planning application site. It should be noted that based on Local Plan policy LP7 developments should achieve a net density of at least 35 dwellings per hectare (i.e. 25 dwelling units in this instance), where appropriate. The indicative layout only shows 20 dwelling houses which represents a density of 29 dwellings per hectare. In addition, Local Plan policy LP11 seeks an appropriate housing mix and tenure and the indicative site layout appears to only show the use of two house types. Any Reserved Matters must provide the necessary justification for the proposed scale, layout and housing mix of the development. However, officers acknowledge that the shape of both parcels of land and their access with the adjacent development site limits how the road layout can be designed and how the dwelling houses can be positioned. Regard will need to be given to the neighbouring approved residential development to the east, the tools factory to the south and the sports facilities to the west, in terms of positioning and design of certain dwelling plots, separation distances, and landscaping measures. In addition, due consideration needs to be given to on-site infrastructure requirements, such as roads that can accommodate a refuse collection vehicle, space for surface water attenuation, flood routing and off set distances for any pumping station, etc.

10.13 The site allocation box for Local Plan ID: HS160 refers to the site being close to listed buildings and subsequently states that a Heritage Impact Assessment will be required as part of any application for development. The planning application has been reviewed by the Council's Conservation and Design Officer. Conservation and Design consider the site not to be in the close proximity of the grade II listed cottage to the north on Helme Lane or close enough to the Helme Conservation Area to the north or Meltham Conservation Area to the south west to impact on the significance of these designated heritage assets. The officer has explained how the heritage requirements only affect the larger portion of the site allocation the north of this planning application site. Therefore, a Heritage Impact Assessment is considered unnecessary due to the lack of impact the application will have on nearby heritage assets. Therefore, given the intervening built environment it is not considered that there would be a material impact or harm on the setting of any heritage asset and would accord with Local Plan policy LP35 and NPPF Chapter 16.

10.14 Officers consider that a suitably designed scheme can be achieved at the Reserved Matters stage, in line with Local Plan policies LP2 and LP24, NPPF Chapter 12 of the NPPF and the National Design Guide.

Residential amenity and quality

10.15 Local Plan policy LP24 and NPPF Chapter 12 both seek developments that have a high standard of amenity for existing and future users.

10.16 The nearest existing residential dwelling units can be found to the south of Mean Lane and to the north at Thomas Wroe Way which has been recently developed. Houses would also eventually be developed along the stie's eastern edge in accordance with the approved plans as part of Reference: 2018/92937.

10.17 It is considered that the separation distances between the existing dwelling houses to the north and south with the application site is already sufficient to ensure that there would be no adverse impact on existing residential amenity, in terms of outlook, privacy and natural light.

10.18 It is considered that a Reserved Matters application would secure a design that would protect the residential amenity of future residents of the site and the neighbouring site to the east. Officers consider that all houses shown on the applicant's indicative layout would benefit from dual aspect, and are capable of being provided with adequate outlook, privacy and natural light. The proposed houses could also be provided with adequate outdoor private amenity space.

10.19 It is acknowledged that the proposed access with the recently built/approved developments to the east and north would result in an increase in activity and movements past these dwelling houses. However, this impact is deemed acceptable by officers and residents would not be significantly impacted. This takes into account that this land forms a continuum of a larger housing allocation in the Local Plan.

- 10.20 The proposed residential use is not inherently incompatible with the existing residential and industrial and leisure uses nearby. The applicant has submitted a Noise Assessment Report that has been reviewed by Environmental Health who have raised no objections. The report demonstrates that there is no notable effect of noise during day time from the operation of the commercial premises. Noise levels measured from the air conditioning units and phone mast, as well as from the Sports Centre hosting an event, have resulted in predicted noise levels of well below background in bedrooms at night time. Therefore, there are no concerns related to the impact of existing noise sources on the proposed development. Standard double glazing would be sufficient in the properties and no special measures are needed to control the impact of existing noise sources.
- 10.21 A condition requiring the submission and approval of a Construction Management Plan is recommended. Should planning permission be granted, the necessary discharge of condition submission would need to sufficiently address the potential amenity impacts of construction work at this site including dust management.
- 10.22 Subject to detailed consideration at Reserved Matters stage, there are considered to be no reasons why new dwellings at the application site could not be provided without having an adverse impact on residential amenity.

Highway issues

- 10.23 Local Plan policy LP21 requires development proposals to be accessed effectively and safely by all users, and states that new development will not be permitted if it adds to highway safety problems. NPPF Chapter 9 requires the Council to consider the potential impacts of development on transport networks, and encourages walking, cycling and public transport use.
- 10.24 Each parcel of land within the planning application site would have access via adjacent residential developments that take access from Helme Lane. These developments gained permission in October 2014 (Reference: 2014/90722) and April 2019 (Reference: 2018/92937) and are currently under construction. The indicative site layout plan shows a mixture of detached and semi-detached dwellings, with 14 dwelling houses on the northern parcel of land and 6 dwelling houses on the southern parcel of land. A pedestrian/cycle link is also shown linking the southern parcel of land with Mean Lane.
- 10.25 No details of the proposed indicative house types are provided. The accompanying Transport Statement has provided an assessment based on the indicative site layout stating that the dwelling houses consist of 4-bed dwellings with the space to park three vehicles and 3-bed dwelling with two parking spaces. The vehicular trip generation is estimated at 15 two way movements in both the AM and PM peak periods. Given the number of dwellings and the anticipated vehicular trip generation it is not considered that the proposal would have an adverse impact on highway capacity.
- 10.26 Highway Development Management have raised no objection to the proposal in terms of access. Detailed comments have been provided regarding parking, waste storage and collection that can be considered at the Reserved Matters stage. Highways Development Management have requested planning conditions are sought regarding internal adoptable roads, method of

storage/access for waste, construction management plan, access sightlines, retaining features, and any new surface water attenuation features in the proposed highway footprint. All of these requests are considered necessary to ensure that the planning application accords with paragraph 108 of the NPPF and policy LP21 of the Local Plan, if approval is granted.

Drainage and flood risk

- 10.27 A Flood Risk Assessment accompanies the planning application (FRA), which has been amended in response to the Lead Local Flood Authority (LLFA) comments. The FRA concludes that the site is located in Flood Zone 1 according to the Environment Agency Flood Map for Planning and is therefore at low risk of flooding. The risk of flooding from surface water is low across the site, which could increase to high during the development lifetime as a result of climate change. However, the necessary mitigation measures, including the positioning of the houses and infrastructure, as well as achieving appropriate finished floor levels for the houses can be employed to manage any potential overland flows. These matters would be secured at the Reserved Matters stage and if necessary by conditions. The risk of flooding from all other assessed sources of flooding is considered to be low.
- 10.28 The planning application is also supported by a Drainage Assessment Report (DAR), which has been amended in response to the LLFA comments. The report explains that although site investigation has not yet been carried out British Geological Survey records suggest the site would not be suitable for infiltration due to the depth of impermeable clays. Surrounding developments also support the unsuitability of infiltration methods. The nearest watercourse to the site lies directly north of the site however due to levels this watercourse would not provide a feasible point of discharge for surface water. Meltham Dike is located to the south of site, it is envisaged that the surface water from the site will eventually discharge to this watercourse via Yorkshire Water sewers. It is therefore recommended that surface water is pumped into the existing Yorkshire Water sewers south of the site at a restricted rate of 3 litres/second. The DAR proposes the use of permeable surfaces and a 900mm storage pipe underneath the proposed highways to help achieve this discharge rate. The DAR explains how this strategy takes into account the 1:100 year storm event including 30% factor for climate change.
- 10.29 The LLFA believe that a pumped solution with a final gravity feed into separate foul and surface water systems is the only recognisable solution available. However, concerns were raised regarding flood routing, drainage layout, surface water attenuation and pumping discharge rate. These comments can be found in full online. At the time of writing this report the applicant provided an amended FRA and DAR to address the comments raised. Consultation has subsequently been carried out with the LLFA and Yorkshire Water and any responses received shall be reported in the Planning Committee Update.
- 10.30 The DAR explains how the Yorkshire Water sewer records indicate there are public sewers located in Mean Lane and Pavilion Way directly south of the site. Due to the topography of the site and the distance to the public sewers, discharge from the site will require pumping. It is proposed that foul water shall discharge via gravity towards an on-site pump compound in the southern area of site. Foul water will then be discharged into the existing Yorkshire Water sewers located south of the site subject to agreement with Yorkshire Water.

- 10.31 The DAR shows that for surface and foul water to discharge towards the pump compound, the sewer shall pass through proposed private gardens and land owned by Dathan Tools with a 6-metre easement. Given, Dathan Tools is outside the red line boundary but within the blue line boundary, a Grampian-style condition would be required to secure any necessary drainage connections (outside the red line boundary) between both parcels of land.
- 10.32 It is proposed that all below ground foul water drainage is to be designed and constructed to the current Building Regulations standards or where drainage is to be adopted by the local water authority, Sewers for Adoption 7th Edition.
- 10.33 Yorkshire Water have not provided comments on the proposed drainage strategy, which includes foul and surface water pumping solution.
- 10.34 As matters of 'layout' and 'scale' are reserved it is considered that surface water proposals can be secured by condition, to be submitted with any Reserved Matters application seeking approval of such matters.' This will ensure that an appropriate drainage design and sufficient space taking into consideration climate change is provided within the site for drainage infrastructure, in accordance with Local Plan policies LP27 and LP28.

Landscape, trees and ecology

- 10.35 If approved, 'landscape' is a matter for consideration at the Reserved Matters stage and limited landscape details accompany this planning application. The site is in the vicinity of a number of sites of ecological interest and this could be more reflected in the proposed landscape scheme. Any future proposal would be expected to enhance the development and mitigate views of the new estate given the setting, in accordance with Local Plan policy LP32.
- 10.36 There are no protected trees on or adjacent to the site. The indicative site plan shows how dwellings can be situated far enough away from trees in the grounds of the adjacent works. As such, officers are of the opinion that a design can be secured at the Reserved Matters stage that accords with Local Plan policy LP33.
- 10.37 As all other matters are to be decided, including housing numbers and landscaping, the Ecologist is satisfied that the submitted Preliminary Ecological Appraisal (PEA) report provides an adequate baseline to determine the current application. The report makes several recommendations regarding further survey effort required to determine the impacts to reptiles and foraging bats. However, the report does not consider whether there may be any impacts on farmland birds (such as lapwing and curlew) due to the proximity to South Pennine Moors Phase 1 Special Protection Area, which will need to be addressed at the Reserved Matters stage.
- 10.38 The site is located approximately 2.0km from the Peak District Moors (South Pennine Moors Phase 1) SPA and South Pennine Moors SAC, the site is part of a larger area allocated to housing and as such was discussed within the Habitat Regulations Assessment report of the Local Plan. The report highlighted the potential for the site to be considered functionally connected to the SPA due to consisting of areas of grassland, which may be important to foraging golden plover. Although the proximity to the SPA has not been

considered within the submitted PEA report, the information within the PEA is adequate to carry out HRA Screening of the site. Since the HRA surveys were carried out in 2016, a portion of the housing allocation site is now under construction for a residential development. The grassland within the site has been partially stripped to facilitate construction of the neighbouring site and the remaining grassland is of a tall tussocky sward managed by grazing horses. Therefore, it is considered that the heightened disturbance and current management of the grassland would prevent use by foraging golden plover. This conclusion is reflected in the HRA Screening of the proposals.

- 10.39 As the HRA has not progressed to an Appropriate Assessment no consultation with Natural England is required. It has been concluded through the HRA Screening that the proposals have no likely significant effect of the South Pennine Moors Phase 1 SPA and no further survey work is necessary in this respect.
- 10.40 During the course of the application further information was requested regarding evaluating the baseline value of the site utilising the Biodiversity Metric 2.0 which has now been submitted. The Biodiversity officer has reviewed the metric and agree with the submitted Biodiversity Impact Assessment for Net Gain (BG19.269.1) which recommends that a minimum of 2.05 habitat units and 0.40 hedgerow units will need to be delivered post-development in accordance with Local Plan policy LP30 and Chapter 15 of the National Planning Policy Framework. As approval of this application would not establish a principle beyond that inferred by the housing allocation, the Biodiversity officer is satisfied that a scheme can be designed to provide a measurable 10% net gain for biodiversity. The wider allocation should be considered with biodiversity net gain provisions designed to work holistically across the entire site. Given the current indicative layout plan, it is not anticipated that a biodiversity net gain will be possible within this portion of the allocation. Therefore, the applicant will need to look at amending the layout to include larger areas of semi-natural greenspace or at offsetting biodiversity when the application is brought forward at a Reserved Matters stage. A biodiversity net gain plan to achieve the required uplift in habitat and hedgerow units would be secured via a planning condition. In addition, an Ecological Impact Assessment (EclA) informed by up-to-date surveys (including reptiles, bats and potential impacts to farmland birds) will be required at a Reserved Matters stage, which should also be tied into a condition.

Ground conditions

- 10.41 The application is accompanied by a Phase 1 Contaminated Land Report. The report provides an assessment of the potential contamination sources near the proposed development. The report sets out a sampling strategy which is intended to fully assess the presence of potential contaminants on site which may need to be addressed with remediation measures in the future. Environmental Health officers have reviewed the report and have no objections subject to the necessary conditions. As such, the planning application accords with Local Plan policy LP53 and NPPF Chapter 15.

- 10.42 The site is within a wider mineral safeguarding area relating to sandstone. Local Plan policy LP38 therefore applies. This states that surface development at the application site will only be permitted where it has been demonstrated that certain criteria apply. Criterion c of policy LP38 is relevant, and allows for approval of the proposed development, as there is an overriding need (in this case, housing need, having regard to Local Plan delivery targets) for it.

Environmental and public health

- 10.43 The proposed development would cause an increase in vehicle movements to and from the site, however air quality is not expected to be significantly affected. To encourage the use of low-emission modes of transport, electric/hybrid vehicle charging points would need to be provided in accordance with relevant guidance on air quality mitigation, Local Plan policies LP21, LP24 and LP51, the West Yorkshire Low Emission Strategy (and its technical planning guidance), the NPPF, and Planning Practice Guidance.
- 10.44 The health impacts of the proposed development are a material consideration relevant to planning, and compliance with Local Plan policy LP47 is required. Having regard to the adjacent sports and recreation facilities, the affordable housing that would be secured by condition, pedestrian connections (which can help facilitate active travel), measures to be proposed at conditions stage to minimise crime and anti-social behaviour, and other matters, it is considered that the proposed development would not have negative impacts on human health.

Risk of ball-strike from cricket pitch

- 10.45 Sport England is a statutory consultee where a proposal is likely to prejudice the use, or lead to the loss of use, of land being used as a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015. Sport England's playing field policy not only seeks to protect the playing field itself, but also seeks to protect it from development on adjacent land which might prejudice its use. Within their consultation response, Sport England (in consultation with the English Cricket Board) consider residential development within relatively close proximity to cricket pitches to fall into this category as potential cricket ball strike to residential properties can lead to damages and insurance claims that become unaffordable for the cricket club and ultimately lead to the closure of the ground.
- 10.46 During the course of the planning application the applicant submitted a ball strike assessment following an initial objection from Sport England regarding the potential impact on the adjacent Meltham cricket club site. The report explains that recreational cricket is played at this site and shows that the distance between the closest stumps and the boundary of the site is 53.8m. The report presents a trajectory analysis which shows that for recreational cricket, the distance to the boundary provides sufficient mitigation without the need for additional ball stop fencing or netting. This may not stop all shots from landing beyond the site boundary, but it is believed from the assessment of the ball trajectory it will significantly reduce their frequency.
- 10.47 Sport England have assessed the submitted information and do not object to the proposals.

Representations

10.48 At the time of writing this report a total of 10 representations were received from occupants of neighbouring properties. The comments raised have been addressed in this report.

- Potentially 896 new dwellings in Meltham since 1999
- New Homes Bonus - believe the final tranche for 2019/2020 has been paid by Central Government to Kirklees, bringing the total to £3,863,449. Thus I understand the need to push these planning applications through without the relevant information.
- Future residents are not aware of this development and residents will think that they are overlooking the playing fields and not other properties.
- Barratts have told prospective buyers that 'no further developments are being considered by Barratts.'

Response: Noted but the site is part of a housing allocation that forms part of the Council's a minimum not a maximum housing requirement set out in the Kirklees Local Plan. Barratt Homes did not submit this planning application.

- Lack of adequate infrastructure - schools, health care, transport
- Future and existing residents concerned about risks further developments will have on traffic, schools, green areas, parks and community spaces.

Response: The dwelling numbers have yet to be determined, and this matter was robustly considered as part of the selection of sites to be allocated for housing as part of the Local Plan. The necessary contributions towards infrastructure will be sought as part of this application to mitigate against any adverse impact. Also, funding for health care provision is based on the number of patients registered at a particular practice, and is also weighted based on levels of deprivation and aging population. Direct funding is provided by the NHS for GP practices and health centres based on an increase in registrations.

- Highway safety concerns about the increase in the volume of traffic via a single access point along Thomas Wroe Way and Poppy Gardens.
- Inadequate access (particularly for emergency vehicles) via narrow estate roads on the newly completed Barratts Homes estate.
- The transport submission doesn't include reference of Harrison Lane, Meltham (the direct route into Huddersfield). This road particularly at the junction of Crosland Edge is very narrow with school children having to walk to and from the bus. There have already been several near misses since the additional housing in Helme Lane have increased the traffic. Please consider actions to improve safety around this bottleneck if planning is approved.
- Adverse impact on residents who live at Thomas Wroe Way and Poppy Gardens (Barratts development) in terms of construction, noise, traffic, environmental impacts and highway safety. Additional access and egress is required at the bottom of the estate.

Response: The applicant has provided a Transport Statement which has been reviewed by Highways Development Management who have raised no objections regarding these matters. Furthermore, in terms of the Local Plan allocation sites, the Kirklees Local Plan sets out a sustainable strategy for planned growth currently up to 2031, including proposals for planned mitigation to the local road network. This is underpinned by an extensive

district wide strategic modelling exercise of the transport network (which takes into account current local road network/public transport use and forecasts planned growth). The modelling also takes into account local, cross-boundary road network issues connecting into neighbouring authority areas.

- Flood risk concerns and the Lead Local Flood Authority have objected to the planning application.

Response: This matter has been addressed within the report.

- Removing trees/building on green fields, plus the exhaust fumes from the extra cars, has a significant impact on air quality. What guarantees has the developer provided that this development will be zero-carbon?

Response: It is understood that no trees would be removed. Highways Development Management and Environmental Health have not raised any objections in relation to these matters, subject to the necessary planning conditions to provide electric vehicle charging points and promote modes of sustainable travel.

- We would also request that if approved, the privacy of existing residents would be respected and existing homes would not be overlooked and sensitive landscaping of trees and shrubs would be adopted.

- As this is an outline application, should it be granted, would the public be given further opportunity to comment on the layout once all aspects have been addressed?

- Why is there no accommodation for older people - bungalows, or social housing within the plans, which contravenes Kirklees own policy.

Response: If approved, matters of appearance, landscaping, layout and scale would be determined as part of a Reserved Matters application. Therefore, housing typologies, site layout, landscaping and impact on residential amenity would be proposed and the necessary public consultation would take place.

- Likely structural damage to neighbouring properties due to vibrations, neighbours are currently experiencing this issue with the Barratts development.

Response: Noted. However, officers do not believe this matter is itself a reason to warrant a refusal.

- Unacceptable impact on residential amenity, particularly during construction - noise pollution (particularly working outside the agreed construction hours) fly tipping, parking, damage to property issues, which are currently being experienced with the neighbouring Barratts site.

- Part of the above land is currently being used as a compound and parking area for the second phase of a housing development. Residents are currently suffering from noise and light pollution some of which has been outside the approved working times. What consideration would be given by the new developers to the residents and where would the compound area be located?

- Further to this, there are concerns that heavy machinery will pass through the current development, which from experience we know damages the roads. Who would be responsible for rectifying this?

- The second phase of the Barratt development has already disrupted the drainage of surface water resulting in flooding on Mean Lane.

- The Environment Agency has previously been contacted as during heavy rainfall the silt that is used during construction entered local waterways. This obviously had a negative impact on local wildlife and so we do not want this event to occur again.
- On an adjacent site work has been going on for several months on the building of a pump station to accommodate the second phase of a housing development. There has been pollution of the water course and considerable drilling into the rock base to construct the facility. If permission is granted will this facility have the capacity to accommodate the extra housing or will a new facility be required? If a new facility, where would this be located and what assurances / guarantees would existing residents have that this would not have an adverse impact on the foundations/ structure of homes?

Response: Concerns have been raised regarding flooding, dust, noise, vibrations and disturbance associated with construction traffic. These matters would be addressed by a condition requiring the submission and approval of a Construction Management Plan and is therefore recommended. The necessary conditions-stage submission would need to sufficiently address the potential amenity impacts of construction work at this site, including cumulative amenity impacts should other nearby sites be developed at the same time.

Planning obligations

10.49 Paragraph 56 of the NPPF confirms that planning obligations must only be sought where they meet all of the following: (i) Necessary to make the development acceptable in planning terms, (ii) Directly related to the development and (iii) Fairly and reasonably related in scale and kind to the development. Should Members resolve to approve this application, Officers recommend that it should be subject to a Section 106 agreement to cover the following:

- 1) Affordable housing – 20% of dwellings to be affordable with a preferred split of 55% social or affordable rent to 45% intermediate housing;
- 2) Open space – contribution to off-site open space to be calculated at Reserved Matters stage based upon the level of on-site provision at that time;
- 3) Education - additional places may be required at Meltham Moor Primary School and Honley High School with the contribution to be calculated at Reserved Matters stage based upon the projected numbers at that time;
- 4) A contribution to sustainable transport methods, including a contribution towards Meltham Greenway to be determined at Reserved Matters stage based upon the number of dwelling units;
- 5) Biodiversity – Contribution (amount to be confirmed at the Reserved Matters stage) towards off-site measures to achieve biodiversity net gain.
- 6) Arrangements to secure the long-term maintenance and management of public open space and the applicant's drainage proposals, including pumping station.

10.50 This application is an outline application with all matters reserved apart from access. Therefore, when a specific layout with numbers of dwellings is agreed at the Reserved Matters stage, the necessary financial contributions can be calculated and subsequently sought.

- 10.51 Local Plan policy LP11 requires 20% of units on the site to be affordable with a preferred split of 55% social or affordable rent to 45% intermediate housing. As this is an outline application with the number of dwellings unknown at this stage it is considered that the provision and type of affordable housing would be secured at the Reserved Matters stage. For example, based on the indicative site layout plan showing 20 dwelling houses, four dwelling houses would be sought, with a preference for two social or affordable dwelling houses and two intermediate houses.
- 10.52 Local Plan policy LP63 of the Local Plan relates to public open space provision. There is no public open space indicated on the layout. The Landscape Officer has provided comments on an historic proposal but not on the current proposal. Therefore, as an indication, it is calculated, without prejudice that, for example, a development of 21 dwellings would require 2016.42 sqm of greenspace, including a Local Area of Play (LAP). If this cannot be provided on-site then an offsite lump sum, £39,579.00 will be required for a scheme consisting of 21 dwellings. There are a number of existing facilities in the vicinity and liaison with the Ward Councillors and public on receipt of the contributions will be undertaken. Although, the Broadlands Rec, and Robert Ashton Memorial Park are likely recipients for improvement, being relatively destination facilities for a broad range of residents and well within the accessibility to meet Local Plan policy LP63.
- 10.53 As the site forms part of the wider site allocation, an education contribution would be sought in line with Local Plan policy LP49. Given this is an outline application with the number of dwellings unknown at this stage it is considered that the provision of education would be calculated at the Reserved Matters stage. The contribution is determined in accordance with the Council's policy and guidance note on providing for education needs generated by new housing. This confirms that The Local Authority's (LA) Planning School Places Policy (PSPS) provides the framework within which decisions relating to the supply and demand for school places are made. Contributions will only be sought where the new housing will generate a need which cannot be met by existing local facilities. This will be determined through examination of current and forecast school rolls of relevant primary and secondary schools, their accommodation capacities and consideration of the type of housing to be provided. The number of additional pupils generated from new housing developments is estimated on the basis of an additional 3 children per 100 family houses per year group for primary and pre-school numbers, (7 year groups) and an additional 2 children per 100 family houses per year group for secondary (5 year groups). This provides a consistent approach to securing the education contribution within the planning application process.
- 10.54 Highways Development Management have requested a £10,000 financial contribution towards the Meltham Greenway, which is part of the core walking and cycling network. Thus, such financial contributions towards its enhancement would be in accordance with Local Plan policies LP4 and LP23. Furthermore, the contribution to sustainable transport methods is reasonable and necessary to ensure that travel needs can be met by forms of sustainable transport other than the private car and are encouraged as a consequence of new development.

- 10.55 A net biodiversity gain needs to be demonstrated in accordance with Local Plan policy LP30 and chapter 15 of the NPPF. Given this is an outline application with all matters reserved apart from access permission, such a biodiversity net gain has not yet been demonstrated by the applicant. Net gain is measurable, and the degree of change in biodiversity value can be quantified using a biodiversity metric. A condition and Section 106 obligations are recommended, requiring the applicant to provide the necessary calculation, and to explore all options for on-site compensatory works. If adequate compensatory works cannot be achieved on-site, the applicant must look for nearby, available sites where compensatory works can be implemented with the agreement of the relevant landowner. If no such sites can be found by the applicant, a financial contribution can be made which the Council would be required to spend on compensatory measures at an available site.
- 10.56 Section 106 provisions relating to the management and maintenance of the proposed drainage infrastructure, including the management and maintenance of the pumping station until adopted by Yorkshire Water, as well as details of landscape maintenance, management and adoption would also be necessary.
- 10.57 For these reasons, these planning obligations are necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. The requirement for these obligations therefore conforms to guidance within the Framework.

Other Matters

- 10.58 Detailed comments have been provided by the Waste Collection Authority with regards to the refuse collection vehicle requirements, bin presentation points, and bin storage facilities. These measures can be secured at the Reserved Matters stage or by planning condition.

11.0 CONCLUSION

- 11.1 The application site is allocated for residential development under site allocation HS160, and the principle of residential development at this site is considered acceptable.
- 11.2 The site is constrained by the adjacent residential developments, cricket ground, drainage, ecological and highway considerations and other matters relevant to planning. While these constraints would necessitate further, careful and detailed consideration at Reserved Matters stage, none are considered to be prohibitive to the principle of residential development at this site. Therefore, it is recommended that an outline permission be granted subject to the necessary planning conditions and obligations set out in the report.
- 11.3 The proposed vehicular points of access and pedestrian points of access are considered acceptable in highways terms.

11.4 The NPPF 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. The proposed development has been assessed against relevant policies in the development plan and other material considerations. Subject to conditions and further consideration at Reserved Matters stage, it is considered that the proposed development would constitute sustainable development (with reference to paragraph 11 of the NPPF) 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. Approval of Reserved Matters details of Appearance, Landscaping, Layout and Scale to be sought before development commences.
2. Plans and particulars relating to Reserved Matters details of Appearance, Landscaping, Layout and Scale to be submitted and approved in writing.
3. Application for Reserved Matters to be submitted within three years.
4. Time limit for commencement of development.
5. Development to be carried out in accordance with approved plans and specifications.
6. Submission of an Ecological Impact Assessment (EclA) with demonstration how the proposals will deliver a measurable biodiversity net gain of at least 10% and development in accordance with EiA recommendations
7. Submission of a Phase 2 Intrusive Site Investigation Report.
8. Submission of a Remediation Strategy.
9. Implementation of a Remediation Strategy.
10. Submission of a Validation Report.
11. Provision of Electric Vehicle Charging Points.
12. Work to be carried out in accordance with the council's set construction site working times
13. Details of storage, bin presentation points and access for collection of wastes from the dwellings.
14. Details of temporary waste collection arrangements to serve occupants of completed dwellings whilst the remaining site is under construction.
15. Construction Management Plan, including point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site, construction workers parking facilities and the provision, use and retention of adequate wheel washing facilities within the site.
16. Provision of details of retaining walls and features adjacent to the existing/proposed adoptable highways.
17. Proposed design and construction details for all new surface water attenuation tanks/pipes/manholes located within the proposed highway footprint.
18. A scheme detailing the proposed internal road layout (to an adoptable standard)
19. Full detailed drainage design detailing foul, surface water and land drainage

20. Full details of the proposed means of managing surface water during the construction period including silt management to prevent blocking up of drainage systems.
21. Full detailed design of site levels including flow routing from the site including consideration of overland flow paths from drainage and gully bypass.
22. Submission of details securing land within the blue line boundary to facilitate the necessary drainage infrastructure for the application site (Grampian-style condition)
23. Any additional drainage related conditions (taking into account final comments from the LLFA and Yorkshire Water)

Background Papers:

Application and history files.

<https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2019/93335>

Certificate of Ownership – Certificate B signed