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**Report of the Head of Planning and Development**

**STRATEGIC PLANNING COMMITTEE**

**Date: 23-Sep-2021**

**Subject: Planning Application 2021/92488 Erection of clinical building to accommodate new accident and emergency department, associated vehicular access, car and cycle parking spaces, plant and landscaping Huddersfield Royal Infirmary, Acre Street, Lindley, Huddersfield, HD3 3EA**

**APPLICANT**

Calderdale and  
Huddersfield Solutions  
Ltd

**DATE VALID**

18-Jun-2021

**TARGET DATE**

17-Sep-2021

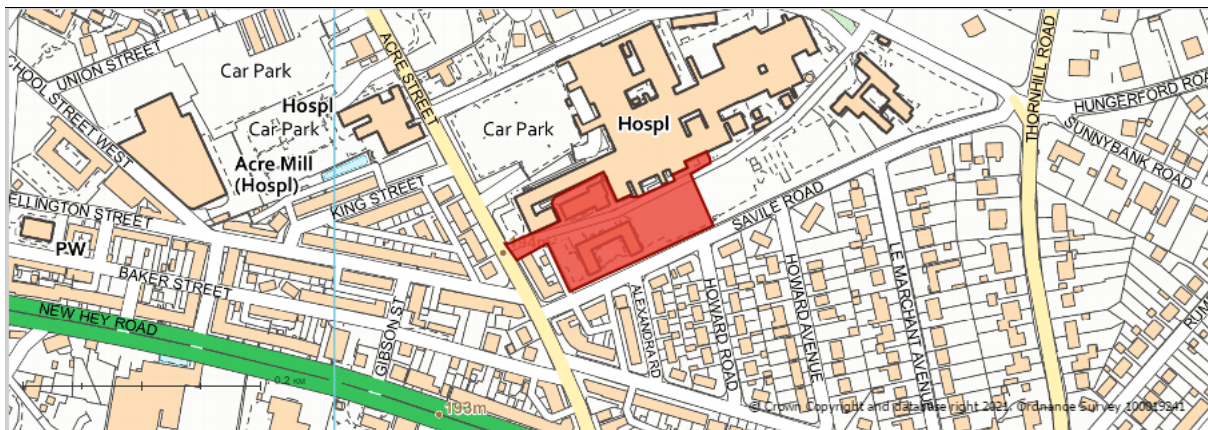
**EXTENSION EXPIRY DATE**

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

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

**LOCATION PLAN**



**Map not to scale – for identification purposes only**

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**Electoral wards affected:** Lindley

**Ward Councillors consulted:** Yes

**Public or private:** Public

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## **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.

### **1.0 INTRODUCTION**

- 1.1 This application seeks full planning permission for the erection of a clinical building to accommodate new accident and emergency department, associated vehicular access, car and cycle parking spaces, plant and landscaping.
- 1.2 The application is brought to the Strategic Planning Committee in accordance with the Delegation Agreement, as the proposal is the proposal seeks non-residential development with a site area exceeding 0.5ha.
- 1.3 The proposal, as a pre-application submission, was presented to the Strategic Planning Committee on the 3<sup>rd</sup> of June, for members to note and comment upon.

### **2.0 SITE AND SURROUNDINGS**

- 2.1 Huddersfield Royal Infirmary (HRI)'s grounds extend to 6.79 hectares. The main facilities are bounded by Acre Street to the east, Occupation Road to the west, Savile Road to the south and the rear gardens of properties on Acre House Avenue to the north. Originally dating back to 1965, the hospital comprises a diverse range of buildings both in appearance and scale, spread around the site. The site hosts circa 900+ parking spaces, in variously sized clusters, used by staff, patients and visitors. Vehicles access the site from Acre Street and Occupation Road. The roads North Drive and South Drive cut through the site. Across Acre Road is Acre Mill, part of the hospital which predominantly serves out-patient.
- 2.2 HRI is operated by the Calderdale and Huddersfield NHS Foundation Trust (CHFT), which is an integrated Trust that provides acute and community health services. Hospital services are provided at HRI and Calderdale Royal Hospital (CRH). Together they employ over 6,300 members of staff. Each year, across both hospitals, the Trust provides treatment and care for 71,248 in-patients and 49,204 day-case patients, delivers 436,143 out-patient appointments and has 156,923 patient attendances in the Accident and Emergency departments.

2.3 The surrounding area is predominantly residential. It has a leafy suburban character. The north and east are typified by mainly detached dwellings set within generous landscaped plots and bounded by stone walls. The housing to the south and west are high density. Dwellings predominantly have traditional designs. The site is within the Lindley Ward.

### 3.0 PROPOSAL

3.1 The application has a site area of 0.88ha. The proposed building is to be sited within HRI's south bounds, near to the Savile Road boundary. This area currently hosts Savile Court, a staff residential facility, an access road and parking. Savile Court is close to the end of its service life and has received (separate) permission to be demolished.

3.2 The building would be single storey, with a ground floor of 1950sqm. A plantroom of circa 600sqm would be sited upon the roof. The building has a roughly rectangular footprint. Elevational treatment is traditional to the side and rears, with a feature entrance to the front. Walls are to be faced in natural stone with feature zinc cladding predominantly on the front elevation and plantroom. A new corridor would connect the new building to the existing main hospital building.

3.3 The building is to replace HRI's existing Accident and Emergency facilities, which is stated to be coming to the end of its operational life. The application makes the following statement on the new building:

*It would accommodate Majors and Minors Treatment Areas, including dedicated Paediatric facilities, with Resuscitation Bays and plain film Imaging rooms. The treatment facilities are designed to ensure optimum patient privacy, dignity and observation whilst maximising operational flexibility and patient safety through the adoption of standardised room sizes, layouts and equipment to facilitate the flexing of spaces to suit changing demand between Majors and Minors areas.*

3.4 The building would provide various dedicated facilities, including triage, resuscitation, major and minor rooms. Rooms are designed to have flexible use, allowing for easy re-arrangement to meet demand. The full list of proposed facilities is included within the submission plans.

3.5 Externally, the existing road through the site (South Drive) would be re-routed around the new building. Parking spaces would be sited to the front and rear of the building. Dedicated ambulance access and facilities would be sited to the front (west) of the building. A compound, encircled by 4m high acoustic fencing, would be sited to the building's east and would host two air source heat pumps. A 2.4m high acoustic fence would be erected along the site's boundaries.

3.6 In total, at the main HRI site, there are 854 parking spaces (including 53 blue badge bays) and a total of 709 parking spaces (including 10 blue badge bays) at Acre Mills for a combined total of 1563 spaces. This includes 209 dedicated visitor and patient spaces in the main car park adjacent to the main building entrance, 70 spaces off South Drive reserved for priority staff users, with the majority of other spaces being staff and visitor parking.

3.7 The proposed development would be partly built upon an existing car park that hosts 133 parking spaces. However, the proposal includes the re-provision of a total of 37 staff and visitor parking spaces. This contains 22 standard parking spaces, 9 disabled parking spaces and 6 electric vehicle charging spaces. There would also be four ambulance bays. Overall, this would result in a net loss of 96 standard staff and visitor parking spaces.

3.8 Staff numbers are to be unaffected by the proposal. The Accident and Emergency building would operate 24 hours a day, 7 days a week.

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

##### **4.1 Application Site (including wider HRI grounds)**

HRI has an extensive planning history. The following are those considered directly relevant to the current proposal.

2020/93490: Prior notification for demolition of buildings – Prior Notification Approved

**Note:** Nurses Home, to the north-east of the proposed building.

2021/93008: Prior notification for demolition of buildings – Prior Notification Approved

**Note:** Savile Court, the existing building on the application site.

##### **4.2 Surrounding Area**

None.

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

5.1 The proposal was initially submitted as a pre-application (ref. 2021/20167). The applicant provided a presentation to the Strategic Planning Committee on the 3<sup>rd</sup> of June 2021 outlining their proposal. Following this, members of the committee discussed the proposal, raising several points and asking questions. The primary points raised by members are below, along with a note on the feedback offered by the applicant and/or officers at the time:

- Welcome the proposal, to improve HRI's A&E facilities, in principle.
- Query whether the staff residential accommodation to be demolished was to be replaced; if so, would a new building be needed?

**Note:** The applicant responded that the current accommodation is not fully used and is reaching the end of its life. Re-provision plans are underway for rest areas to be provided within the existing HRI building and at Halifax hospital. No new separate building is currently expected.

- Concerns over the loss of 96 parking spaces. Members noted that this would be off-set by a surplus of parking at Acre Mills. This was counted by worries over the difficulty of crossing Acre Street and whether staff would use the facilities, or park on nearby residential streets (which was noted as an existing issue which could be exacerbated).

**Note:** Kirklees Highways Development Management noted these concerns and confirmed that any subsequent application would require a supporting Transport Assessment to justify any reduction in parking. Their detailed assessment would be reserved for that time.

- The proposal would bring the A&E, and its associated noise and activity, closer to residential properties. Members questioned what level of public engagement had, or would be, undertaken by the applicant.

**Note:** The applicant responded that boundary treatment is to be provided which would aid in mitigating any impacts. The applicant had sent leaflets to circa 1000 nearby properties, which directed residents to a website with further details. This website allowed for comments and a questionnaire. The results of which were to be provided in a Statement of Community Involvement at application stage. This is detailed in paragraphs 7.1 – 7.4 of this report.

- Members questioned the relationship between the drop-off facilities and access for those who are injured. It was questioned whether the drop off could be closer, or some form of call system could be implemented.

**Note:** The applicant confirmed drop off required a short wall and crossing a single lane road (ambulance traffic only).

- 5.2 Following the pre-application process and their time at the committee the applicant proceeded to submit the formal planning application. Negotiations have taken place on several subject matters, including highways, drainage and ecology. The applicant responded positively to officer feedback and provided the required further details, on the basis of which officers were supportive of the proposal.

## 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 27<sup>th</sup> February 2019).

[Kirklees Local Plan \(2019\) and Supplementary Planning Guidance / Documents](#)

- 6.2 The application site is Unallocated land within the Kirklees Local Plan.

- 6.3 Relevant Local Plan policies are:

- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP3** – Location of new development
- **LP7** – Efficient and effective use of land and buildings
- **LP20** – Sustainable travel
- **LP21** – Highway and access
- **LP22** – Parking

- **LP24** – Design
- **LP26** – Renewable and low carbon energy
- **LP27** – Flood risk
- **LP28** – Drainage
- **LP30** – Biodiversity and geodiversity
- **LP33** – Trees
- **LP35** – Historic environment
- **LP38** – Minerals safeguarding
- **LP49** – Education and health care needs
- **LP51** – Protection and improvement of local air quality
- **LP52** – Protection and improvement of environmental quality
- **LP53** – Contaminated and unstable land

6.4 The following are relevant Supplementary Planning Documents or other guidance documents published by, or with, Kirklees Council;

*Supplementary Planning Documents*

- Highways Design Guide SPD (2019)

*Guidance documents*

- Biodiversity Net Gain Technical Advice Note (2021)
- Planning Applications Climate Change Guidance (2021)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions Technical Planning Guidance (2016)
- Waste Management Design Guide for New Developments (2020)

National Planning Guidance

6.5 National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) 2021, published 20<sup>th</sup> July 2021, and the Planning Practice Guidance Suite (PPGS), first launched 6<sup>th</sup> 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 8** – Promoting healthy and safe communities
- **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
- **Chapter 16** – Conserving and enhancing the historic environment

6.6 Other relevant national guidance and documents:

- MHCLG: National Design Guide (2021)

## Climate change

- 6.7 The Council approved Climate Emergency measures at its meeting of full Council on the 16<sup>th</sup> of January 2019, and the West Yorkshire Combined Authority has pledged that the Leeds City Region would reach net zero carbon emissions by 2038. A draft Carbon Emission Reduction Pathways Technical Report (July 2020, Element Energy), setting out how carbon reductions might be achieved, has been published by the West Yorkshire Combined Authority.
- 6.8 On the 12<sup>th</sup> 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 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 would use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

## **7.0 PUBLIC/LOCAL RESPONSE**

### *The applicant's statement of community involvement*

- 7.1 The application is supported by a statement of community involvement. A digital consultation ran between the 8<sup>th</sup> and 29<sup>th</sup> of March 2021, however the applicant has given a commitment to continue to accept feedback on an ongoing basis. This included a website which included plans and written details on the proposal.
- 7.2 The consultation was advised to circa 1,000 nearby households via leaflet, with properties immediately adjacent getting a more detailed information pack. Hospital staff were also invited to comment. Other methods of advertisement included press release to several local papers, the use of social media, information banners in and around the hospital, and direct engagement with nearby business stakeholders.
- 7.3 The applicant reports 167 surveys and eight emails were provided in response to their consultation period. The following is a summary of the main points raised:
- Increased traffic between CRH and HRI and on local roads
  - Noise during construction
  - Appearance and sustainability – ensuring the A&E contributes positively to its surroundings
  - Access for those with disabilities – drop-off options at entrance
  - Futureproof the design to ensure further developments aren't required in near future
  - Capacity of A&E and wider A&E services are based on sound data
  - High quality facilities at the A&E for patients, visitors and staff
  - Sustainable travel options including cycle parking etc
  - Office space for staff on-site

7.4 The applicant has responded to each of these points. Their responses are contained in their submitted Statement of Community Involvement and are to be considered where relevant within this assessment.

*The planning application's public representation*

7.5 As part of the planning application process the application has been advertised as a major development via site notices and through neighbour letters to properties bordering the site, along with being advertised within a local newspaper. This is in line with the Council's adopted Statement of Community Involvement.

7.6 The final public representation period expired on the 31<sup>st</sup> of August 2021. Ten public representations were received in response to the proposal. The following is a summary of the comments received:

- Object to the redirection of blue-light incidents to Halifax hospital. Huddersfield should retain a primary health service for inpatients.
- The existing car park on the application site is loud and causes disruption through the night. The proposal would exacerbate this.
- The proposal includes the removal of trees which would affect the character of the area.
- The current A&E is hidden. The proposed location would harm the amenity of neighbouring residents, through overlooking, noise and light pollution. Particular concern is expressed over ambulance movements which would be 24/7 and the air source heat pumps.
- Accident and emergency departments attract criminal and anti-social behaviour. The hospital already causes this, and the A&E moving closer to properties on Savile Road would exacerbate this.
- Savile Road is in a poor state but gets used by staff for parking. It should be improved and/or adopted.
- The proposal should include a multi-storey car park to address existing and future highway issues.
- The site would make access to certain wards / services (scans department given as an example) more difficult for disabled people.
- The building should be sited elsewhere. Behind Acre Mills is suggested.
- Querying the height and overall design quality of the building, which is considered an 'eyesore'. No technical construction details, such as foundation requirements.
- The proposal would affect internet speeds of nearby dwellings. It would also harm property values.
- Kirklees Cycle Campaign, who promote cycling, do not consider the proposal to adequately incorporate into strategic cycle routes nor provide adequate provision for cycling. This includes connecting to the A629 / Halifax Road improvement scheme via Savile Road. This would promote public health, alternative methods of travel and the climate change agenda.
- Query why the current A&E cannot be used, and the comparative cost of refurbishing and upgrading the existing A&E versus the proposed construction. The current A&E is more useful and better laid out, being closer to associated departments in the main building.



7.7 The site falls within Lindley Ward. Local ward councillors were notified of the application. Councillors Cahal Burke and Antony Smith have provided a joint letter in objection to the proposal. The following is a summary of the matters raised:

- Acknowledge and welcome the investment at HRI, as opposed to previous draft plans to remove the A&E fully.
- However, Councillors remain concerned about the transfer of inpatient services and acute and critical care to Halifax, along with plans to downgrade HRI. There are unresolved issues with the future plans of HRI. The reduction of HRI services would also affect local jobs.
- The loss of 96 parking spaces is not acceptable. The displaced parking and the proximity of the building to neighbouring residents would harm the amenity of nearby residents and cause highway issues.

## 8.0 CONSULTATION RESPONSES

### 8.1 Statutory

K.C. Lead Local Flood Authority: Expressed initial concerns and requested more information be provided on future management and maintenance. This was provided, resulting in no objection from the LLFA subject to conditions.

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

Yorkshire Water: No objection subject to condition.

### 8.2 Non-statutory

K.C. Conservation and Design: Advice offered on design details. No objection.

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

K.C. Ecology: Expressed initial concerns and requested further information regarding ecological enhancements on site. This was provided. On review of the amended information, no objection subject to conditions.

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

K.C. Crime Prevention: Discussions, which have included the local Counter Terrorism Security Advisor, have taken place. No objection from either group, subject to condition.

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

## 9.0 MAIN ISSUES

- Principle of development
- Sustainable development and climate change
- Urban Design
- Residential Amenity
- Highway
- Drainage

- Other Matters
- Representations

## 10.0 APPRAISAL

### Principle of development

- 10.1 Paragraph 47 of the National Planning Policy Framework (the Framework), which is a material consideration in planning decisions, confirms that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. This approach is confirmed within Policy LP1 of the Kirklees Local Plan, which states that when considering development proposals, the Council would take a positive approach that reflects the presumption in favour of sustainable development contained within the Framework. Policy LP1 also clarifies that proposals that accord with the policies in the Kirklees Local Plan would be approved without delay, unless material considerations indicate otherwise.

### *Land allocation and health care needs development*

- 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 would be considered where relevant later in this assessment.

- 10.3 Policy LP49 of the Kirklees Local Plan outlines the general principles for assessing health care needs developments. These are as follows:

*Proposals for new or enhanced healthcare facilities would be permitted where:*

- the scale and location is appropriate for the catchment;*
- there is a need for a new healthcare facility, particularly in relation to the spatial development strategy;*
- they are well related to the catchment they would serve to minimise the need to travel or they can be made accessible by walking, cycling and public transport.*

- 10.4 The proposal is to replace an existing facility which has reached the end of its functional life and is no longer fit for purpose. The site is to be built to modern standards and provide the facilities identified by the Calderdale and Huddersfield NHS Foundation Trust as necessary. The current A&E has a floorspace of 1,488sqm. The proposed would be larger, having 1950sqm (excluding plant area).

- 10.5 A new facility is proposed, as opposed to upgrading the existing facility, for several reasons. This includes being able to provide uninterrupted 'blue light' and patient access during construction, as opposed to having to close the site during renovation. Furthermore, the existing building is poorly laid out internally, with the new structure allowing for a more effective layout with regards to proximity to other wards within the main HRI building. The existing building is also in an unideal location within the site, from an access perspective: the new building has been sited to be more rapidly findable and accessible for patients.
- 10.6 The proposal seeks to replace existing facilities with enhanced ones to address modern needs. The proposed new A&E building would clearly form an essential part of the hospital estate. This being the case, the proposal is deemed consistent with the aims and objectives of LP49(a) and (b). The considerations of LP49(c) would be assessed in detail within the highway assessment of this report. In summary there is considered to be no conflict with LP49(c). Accordingly, the proposal is considered to comply with LP49 and the principle of development is acceptable.

#### Sustainable development and climate change

- 10.7 As set out at paragraph 7 of the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF goes on to provide commentary on the environmental, social and economic aspects of sustainable development, all of which are relevant to planning decisions.
- 10.8 Regarding climate change, measures would be necessary to encourage the use of sustainable modes of transport. Adequate provision for cyclists (including cycle storage and space for cyclists), electric vehicle charging points, and other measures have been proposed or would be secured by condition (referenced where relevant within this assessment). 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 would need to account for climate change.
- 10.9 The application is supported by a dedicated Sustainability and Energy Statement. This is an extensive document which details how the proposal contributes to sustainable development, outlining design and site measures that have been or would be adopted, and how it complies with existing guidance. This details that a BREEAM (Building Research Establishment Environmental Assessment Method) assessment is being undertaken for the Proposed Scheme. The development is targeting a 'very good' rating and aspiring for an 'excellent' rating. A BREEAM assessor has been appointed to the project and would lead the BREEAM assessment.
- 10.10 Aspects of the BREEAM assessment and sustainable targets include, but are not limited to:
- Target for construction materials to have an environment product declaration (EPD), which communicates the environmental performance or impact of any product.
  - Seek to source materials locally, to reduce travel emissions.
  - Energy and water use is to be monitored for the first 12 months to review actual and predicted performance

- Lighting design strategy to utilise low energy lighting, reliability and low maintenance.
- The inclusion of a pair of air sourced heat pumps, as a carbon neutral energy source.
- A pre-demolition audit and Resource Management Plan have been produced

10.11 Officers welcome the applicant's approach to ensuring the proposal represents sustainable development and does not harm the climate change agenda.

### Urban Design

10.12 Relevant design policies include LP2 and LP24 of the Local Plan and Chapter 12 of the National Planning Policy Framework. These policies seek for development to harmonise and respect the surrounding environment, with LP24(a) stating; 'Proposals should promote good design by ensuring: the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape'

10.13 Consideration must also be given to local heritage. The site is 200m away from the Edgerton Conservation Area. Section 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990 introduces a general duty in respect of conservation areas. Special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Additionally, LP35 and NPPF Chapter 16 outline the principle of development and restrictions for development in Conservation Areas.

10.14 The scale of the proposed building is modest and its proposed layout would sit comfortably within the site. It is to be single storey in height; however, it would host a sizable plant room on top. The plant room is set back from the sides of the ground floor and through the use of materials, considered further below, would be an inconspicuous feature. Overall, the building would be seen in the context of the substantially larger HRI main building, which already hosts various ancillary structures around it. That proposed would suitably harmonise with this established character and appear as an appropriate transition between the HRI main building and smaller domestic properties to the south.

10.15 In terms of architectural design, the other buildings on site have limited attractiveness. The proposed building's side and rear elevations are similarly utilitarian in their appearance; however, the front elevation would have a feature entrance that would offer a more engaging appearance. Materials of construction are principally to be natural stone, with zinc cladding as a secondary / feature material. The use of natural stone is welcomed, being the predominant material in the area. The use of zinc cladding is not opposed and would add visual interest to the building's appearance and material palette. Conversely, a condition requiring samples of facing materials be provided for review is proposed, to ensure suitable end products are used. Subject to this, the appearance is deemed attractive and would accurately portray the role and function of the building. It would suitably fit into the character of the area.

- 10.16 External works include surfacing to create car parking, roads and pedestrian routes. Close boarded acoustic fencing, 2.4m in height, is proposed along the south and west elevations. This feature is considered appropriate for the setting from a visual perspective. A pair of air source heat pumps are proposed to the new building's rear. These would necessitate 4.0m acoustic fencing. Being located within the site, away from public vistas, and considering the benefits of air source heat pumps, this fencing height is not a cause for concern.
- 10.17 The proposal includes the removal of 15 individual trees and two groups (consisting of five trees). The application is supported by Arboricultural Survey, Impact Assessment and Methodology. These have been reviewed by K.C. Trees, who have offered the following assessment:

*The proposals have taken into consideration the public amenity provided by the trees around the boundary of the HRI site. Trees internal to the hospital site required to be lost to facilitate the proposals are established landscaping and their loss would reduce the tree cover on the site; mitigation planting of new trees within the HRI site should be secured as part of this planning permission. The planting plan submitted does include suitable replacement however I would have hoped for more trees in some of the small islands around the new parking area.*

*The submitted Arboricultural Method Statement (AMS) is detailed and provides confidence that the retained trees can be protected during both demolition and construction phases of the proposals. A condition of compliance with the AMS would need to be included if consent is granted.*

*In my view the proposals meet policies LP24i and LP33 of the Kirklees Local Plan because of the effort to retain the trees with public amenity value around the boundary of the site, the mitigation proposed and the detailed AMS to protect the retained trees*

- 10.18 Officers concur with the above assessment. While the loss of trees is noted, they are predominantly within the site and are smaller, offering less public amenity. Their loss can be adequately mitigated by compensatory re-planting, with further details to be secured via condition, alongside requiring a management and maintenance plan for the proposed planting.
- 10.19 Considering the impact upon heritage assets, the Edgerton Conservation Area has a dedicated appraisal. It identifies the heritage value of the area as its traditional Victorian architecture, with numerous large architecturally interesting, detached buildings in leafy suburbs. Given the good design of the proposed building and how it appropriately harmonises with the setting, alongside the separation distance of 200m to the Edgerton Conservation Area, the proposal would cause no harm and have a neutral impact upon the conservation area as a heritage asset.

- 10.20 In summary, the proposed building is considered visually attractive and would suitably harmonise with the established built environment. It would act as an appropriate transition between the existing buildings on site, and the residential development to the south. Subject to the proposed conditions, officers are satisfied that the proposal complies with the aims and objectives of LP24 and LP35 of the Kirklees Local Plan.

#### Residential Amenity

- 10.21 Local Plan policy LP24 requires developments to provide a high standard of amenity for future and neighbouring occupiers, including by maintaining appropriate distances between buildings. There are residential properties due south of the site, on Savile Road, and to the west, on Acre Street.
- 10.22 The proposed building would be circa 29m from the nearest properties on Savile Road and 60m from those on Acre Street. Given these distances, with due regard to the roof plant screening, officers are satisfied there would be no harmful overbearing, overshadowing or overlooking. External works, including 2.4m high perimeter fencing (acoustic) and air source heat pumps with 4m high fencing, are likewise not considered harmful to the amenity of neighbouring residents.
- 10.23 The proposed development would operate 24-hours. This, and associated traffic movements (including ambulances with possibly active sirens on approach), has the potential to cause noise pollution. Whilst these residents already live-in close proximity to the hospital estate, it is recognised that this proposal would bring the A&E department closer to the southern site boundary. The application is supported by a Noise Assessment, which has been assessed by K.C. Environmental Health as follows:

*The applicant has submitted a Noise Impact Assessment authored by Mott MacDonald dated June 2021 Ref HG0052-MM-ED-XX-RP-Y-000001 | P02. The noise assessment considers the implications of the existing noise climate at the site on the new Accident and Emergency Department building and the potential noise and vibration impacts of construction and operation of the Scheme on nearby noise sensitive receptors (NSR's).*

*The proposed new Accident and Emergency (A&E) Department at Huddersfield Royal Infirmary would be situated on land currently occupied by hospital staff accommodation and surface car parking to the southwest of the site. The development site is bounded to the north by existing hospital buildings, to the east by the car park and to the west and south there are residences located on Acre Street and Savile Road. These are the nearest noise sensitive receptors (NSR's) outside the hospital grounds. Figure 3.1 shows the site location in context with the surrounding area and figure 3.2 (based upon annotated excerpt from Architects drawing HG0052-IBI-ED-ZZ-PL-A-1000013) shows the proposed site plan including the proposed new A&E Department and new access route to the car park.*

Short and long-term measurements were undertaken during the period 10:30 on 25 May 2021 to 16:00 on 26 May 2021 and the locations are shown in Figure 4.1. Noise sources were observed to be traffic noise emanating from the local road network and from vehicle movements within the site, noise from building services plant installations and noise from pedestrians. Table 4.2 shows the short term attended noise measurements and Table 4.4 shows the typical background noise levels representative of nearest noise sensitive receptors which are 43dB  $L_{A90}$  for the daytime and 36dB  $L_{A90}$  for night-time.

Para 5.1 deals with construction noise and vibration and states that at this stage in the design process, full details of construction methodologies and programme are not available, therefore quantitative predictions of construction noise levels have not been carried out as part of this assessment. Control measures related to construction noise and vibration would be set out within the Construction Environmental Management Plan (CEMP) which would identify the series of measures to reduce the environmental effects, including noise and vibration, during the construction period and covers environmental and safety aspects affecting the interests of residents, businesses, road users and the general public in the vicinity of the works.

In the case of construction vibration, significant impacts would be anticipated only where percussive or vibratory piling operations were undertaken within some 30m from vibration sensitive receptors, or, in the absence of piling activity, where heavy plant was operating within a few metres of vibration sensitive receptors. It is not anticipated that construction activities at Huddersfield Royal Infirmary would have any adverse impact upon receptors external to the hospital grounds. However, as construction activities would be occurring close to existing hospital accommodation, careful implementation of best practical means (BPM) should be applied to ensure that vibration does not disrupt hospital operation.

Para 5.2 states the proposed new A&E Department would extend into the existing car park at the south of the site and reduce the extent of the existing car park, there would also be a new road providing access to the car park running between the southern façade of the proposed new A&E Department and the southern site perimeter. The nearest NSRs to the new road are the residences on Savile Road with front facing facades approximately 25m from the road and the residences on Acre Street with rear facing facades approximately 20m from the road.

Based upon measured traffic figures for October 2020, the predicted traffic data shows that there would be a relatively high flow of vehicles in the early morning into the car park that would produce noise that may affect residents of Acre Street and Savile Road, particularly in bedrooms on the first floor. As this is a new source of noise and the early morning period is at a relatively sensitive time of day it would need to be attenuated by a noise barrier that breaks the line of sight of cars from the furthest side of the new road (inbound traffic). Relatively fewer vehicles leave the site on this access road at the noise sensitive parts of the day, but the noise barrier would also provide noise attenuation for these vehicles in addition.

*The report states that the noise barrier shown from the West Elevation in Figure 5.1 (based upon annotated excerpt from Architects drawing HG0052-IBI-ED-ZZ-EL-A-200001) should extend from the start point to the endpoint shown in the Proposed Site Plan in Figure 3.2. It should be 2.4m high and acoustically absorptive on the hospital side to reduce the potential for reflection of vehicle noise and with this mitigation in place, there would be no material increase in noise levels and no adverse noise impacts due to the revised parking arrangements are predicted.*

*Para 5.3 deals with the new fixed plant associated with the Development stating there would be two new air source heat pumps located in the car park as shown in the proposed site plan in figure 3.2 to provide heating to the proposed new A&E Department. Using noise source data provided by the manufacturer, these were assessed using the methodology described in BS 4142:2014+A1:2019 to predict the resultant rating level at the nearest NSR's. It was determined that in order to mitigate the plant noise, a 4m high acoustic screen which is acoustically absorptive on the plant side should be used to surround the air source heat pumps. This would ensure the rating level for the plant at the nearest NSR's are 5 dB below the background noise levels.*

*The nearest NSR's external to the façade of the new A&E Department are the rear elevations of residences situated to the west on Acre Street, approximately 60m away and to the south on Savile Road, approximately 25m away. As the type, number, locations and noise output of other new items of fixed building services plant associated with the development are not known, it has not been possible to predict resultant rating noise levels for plant at NSR's using the methodology described in BS 4142. The report states it is possible to ensure that control measures for building services plant are included. These may comprise -*

- optimum location of plant to minimise noise emission,*
- selection of quiet equipment options,*
- use of attenuators,*
- deployment of screening measures or*
- other measures appropriate to the equipment specified.*

*Based upon all of the above, the rating levels at sensitive receptors of new building services installations are no greater than 5 dB below existing background noise level and therefore, no significant adverse impacts are anticipated at NSR's due to building services plant.*

*Para 5.4 looks at the existing fixed plant affecting the development and states there is a large cluster of condenser units adjacent to the main hospital building and existing car park. The northerly façade of the proposed new A&E Department would be located approximately 2.5m from the condenser units. Based upon the measured levels, the predicted noise levels at the façade given in Figure 5.2 would be used in designing the façade to ensure that the internal ambient noise levels do not exceed the requirements of HTM-08-01 (Health Technical Memorandum 08-01: Acoustics – Dept. of Health).*

*The findings of the report are accepted but conditions are recommended to prevent a loss of amenity to neighbouring occupiers.*



- 10.24 K.C. Environmental Health's request the following conditions related to residential amenity:
- Implementation of the agreed noise mitigation measures
  - Limitation of noise from fixed plant and equipment
  - Provision of a construction environmental management plan (CEMP)
- 10.25 With regards to the sirens and lights of ambulances, their drivers (emergency medical technician / EMTs) are trained in their use to minimise disruption to others. The purpose of sirens and lights is to alert other road users and to request the right of way. When roads are quieter, such as during times of darkness, the need to employ these measures is typically reduced. With the site's existing A&E, sirens along Acre Street are established. The circumstances where sirens and lights are in use once an ambulance enters South Drive would be limited to extreme events.
- 10.26 Officers support the assessment from K.C. Environmental Health. The requested conditions are therefore recommended. With these conditions imposed, officers are satisfied that the proposed development would not cause undue harm to the amenity of nearby residents, in accordance with LP24 and LP52 of the Kirklees Local Plan.

#### Highway

- 10.27 Local Plan policy LP21 requires development proposals to demonstrate that they can accommodate sustainable modes of transport and can be accessed effectively and safely by all users. The policy also states that new development would normally be permitted where safe and suitable access to the site can be achieved for all people, and where the residual cumulative impacts of development are not severe.
- 10.28 Paragraph 108 of the NPPF states that, in assessing applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, that safe and suitable access to the site can be achieved for all users, and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or highway safety, can be cost-effectively mitigated to an acceptable degree. Paragraph 109 of the NPPF adds that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or if the residual cumulative impacts on the road network would be severe
- 10.29 First considering traffic generation, the proposed A&E is to replace the hospital's existing facility. Although the proposed building would be larger than the existing A&E, floorspace is not considered to dictate demand for the proposed use: traffic generation fluctuates dependent on the number of admissions and not the size of the building. Staff levels are to remain as existing. The existing A&E's floorspace is intended to be used for storage and administration post completion of the new A&E. Considering this, the proposed development is considered to have a like for like traffic generation comparative to the existing A&E and would therefore have no material difference upon the local network.

- 10.30 Regarding internal road layout, the proposed development is to make use of the existing junction of Acre Street and South Drive. This access is appropriate for the proposed use. The proposed reconfiguration of South Drive does not raise concerns and vehicle tracking has been acceptably demonstrated.
- 10.31 The proposal would result in a net loss of 96 parking spaces across the hospital. This would reduce the hospital's total parking provision (inc. Acre Mill) from 1,563 to 1,467 spaces. Within their transport assessment the applicant has demonstrate 1,467 remains an overprovision for the hospital, with an excess capacity of circa 172 spaces being at Acre Mill. This is accepted by Highways Development Management.
- 10.32 Conversely, it is also accepted that the parking spaces to be lost are more conveniently placed for patients / visitors accessing the main hospital building, comparative to the spare capacity at Acre Mill. To support parking for patients / visitors it is intended for staff parking to be redirected towards Acre Mills, freeing up spaces for patients / visitors within the car parks closer to the main hospital building. The applicant also indicates other strategies to reduce staff parking, such as introducing park and ride schemes and increased shuttles from train stations. These form part of the hospital's wider Travel Plan. It is intended to secure these measures via a car parking management plan condition.
- 10.33 Notwithstanding the loss of parking spaces near to the main hospital building, the level of priority parking provision for blue badge users would remain the same. There are nine blue badge bays within the spaces to be lost, and nine proposed.
- 10.34 Acre Mill and the main hospital building are separated by Acre Street. Pedestrians may cross between the two halves via a single controlled crossing point, which is considered adequate connectivity.
- 10.35 During the pre-application presentation members questioned the efficiency of dropping-off injured people, with difficulties of driver's leaving their cars to aid the injured. In response the applicant has proposed a 'assistance call point', to be fixed to the wall and linked to the reception. This would enable people to quickly speak to reception and request aid, as required. The provision of this may be secured via condition, to ensure the effectiveness of the highway.
- 10.36 Considering other methods of transport, the proposal includes the provision of 19 long stay (secured and covered) spaces. This is a net increase of eight compared to that existing. The applicant has also given a commitment to provide a further 2 spaces elsewhere within the estate and provide 10 short stay spaces as well. The provision of the 19 proposes spaces and details on the other committed spaces are recommended to be secured via condition. The application shows six electric vehicle charging points, which is welcomed, and the site is also well served by the bus network.
- 10.37 Given the scale of the proposed development and its location within a high-density urban environment, traffic movements associated with the proposed building phase may have a detrimental impact upon the local network, such as routing and/or contractor parking. To ensure this is adequately assessed a Construction Management Plan is recommended via condition.

- 10.38 In summary, officers are satisfied that, subject to the referenced conditions, the development would not cause harm to the safe and efficient operation of the Highway and the level of parking provision is acceptable. The application is therefore in accordance with the aims and objectives of Policies LP21 and LP22 of the Kirklees Local Plan and those of Chapter 9 of the National Planning Policy Framework.

#### Drainage

- 10.39 The NPPF sets out the responsibilities of Local Planning Authorities determining planning applications, including securing appropriate drainage, flood risk assessments taking climate change into account, and the application of the sequential approach. Policies LP27 and LP28 of the Local Plan detail considerations for flood risk and drainage respectively.
- 10.40 The site is within Flood Zone 1 and there are no watercourses within or in proximity to the site. There are therefore no fluvial flooding concerns for this development.
- 10.41 Foul drainage is to be via the combined sewer, which is acceptable. For surface water drainage, as a brownfield site policy LP28 seeks a 30% betterment in surface water run-off to the existing discharge point. The proposed drainage strategy, including discharge rate and attenuation size, is not objected to by either the LLFA or Yorkshire Water. Nonetheless, to enable flexibility through the development process, the LLFA advise that the submission of full technical details be secured via condition.
- 10.42 The ongoing management and maintenance of the development's drainage and attenuation features, to ensure their ongoing safety and efficiency, is to be secured via condition. Details of temporary surface water drainage arrangements, during construction, are proposed to be secured via a condition.
- 10.43 Considering the above, subject to the proposed conditions the proposal is considered by officers and the LLFA to comply with the aims and objectives of policies LP28 and LP29 of the LP and Chapter 14 of the NPPF.

#### Other Matters

##### *Air quality*

- 10.44 An Air Quality Assessment has been submitted in support of the application. The assessment considers the impact of the development on air quality, as well as adverse impacts at nearby sensitive receptors, during the construction and operational phases (post development). This has been assessed by K.C. Environmental Health.
- 10.45 For the construction phase, various possible pollutants and nuisances were considered. It identified the impacts on local air quality to be "medium to low risk" and therefore not significant. Nevertheless, the report recommends that these impacts can be further controlled through the implementation of best practice mitigation measures. The report sets out the mitigation measures to be implemented based on the assessment results. This is accepted by K.C. Environmental Health and may be secured, along with other appropriate mitigation methods, via a Construction Environmental Management Plan (CEMP) condition.

- 10.46 During operation the proposed development has the potential to expose future users of the site to poor air quality. Assessment of this has been undertaken. The proposed development is predicted to result in a redistribution of traffic with some road junctions experiencing an increase in Annual Average Daily Traffic Movements (AADT). Therefore, the modelling considered the changes in pollutant concentrations at various road links around the site, this also included the impact on sensitive receptor locations of relevant public exposure. Although the proposed development itself would not include any sensitive receptor locations it would be used by patients attending the A&E Department. Therefore, pollutant concentrations were also modelled at the facades of the proposed building to consider the potential exposure of future site users to poor air quality.
- 10.47 The report concluded that annual mean NO<sub>2</sub> concentrations were predicted to be below the Air Quality Objective (AQO) of 40 µg/m<sup>3</sup> at all sensitive receptor locations in the 2026 scenario (the predicted opening year). With some receptor locations experiencing a decrease in NO<sub>2</sub> concentrations. Overall, the assessment considered the impact of the proposed development on future users to be not significant. K.C. Environmental Health consider the approach and methodology undertaken to assess air quality to be acceptable and concur with its assessment.
- 10.48 Notwithstanding the above, all developments are expected to provide Electric Vehicle Charging Points (EVCPs). A total of 37 parking spaces are to be created as part of the development, with 6 EVCPs proposed on plan. While this number, representing 16%, is considered acceptable no details on the type of quality of EVCPs is provided. This may be secured via condition.
- 10.49 The information submitted alongside the application is considered sufficient, subject to condition, to demonstrate that the proposal complies with the aims and objectives of Policies LP24, LP51 and LP52 of the Kirklees Local Plan in relation to air quality.

#### *Contamination*

- 10.50 The application is supported by a phase 1 and phase 2 ground investigation reports. The reports identify that the site is potentially contaminated due to historic use. These include mills and works. Desktop risk assessments and on-site investigations have been undertaken, and the reports recommend a remediation strategy be undertaken. The phase 1 and phase 2 reports have been reviewed by K.C. Environmental Health who accept the methodology and conclusions. K.C. Environmental Health advise conditions be imposed for the submission and implementation of a remediation and validation reports.
- 10.51 The site falls within the Coal Authorities 'low risk' zone. The Coal Authority offers standing advice on such developments and do not objection, subject to an informative note being imposed on a decision notice. This is recommended.
- 10.52 Subject to the recommended conditions the proposed development is deemed to comply with LP53 of the Kirklees Local Plan.

### *Crime Mitigation*

- 10.53 The proposed building would be publicly accessible, with potentially high volumes of movement. A&E departments are accepted to be vulnerable to anti-social behaviour. Policy LP24(e) requires proposals ensure that the risk of crime is minimised by enhanced security and well-designed security features, amongst other considerations. The applicant has undertaken continued discussions with the local Designing Out Crime Officers (DOCO) and district Counter Terrorism Security Advisor (CTSA) throughout the pre-application and application processes.
- 10.54 The DOCO and CTSA consider the proposal to be well designed and considered. Adequate site security features have been demonstrated, including through the layout of rooms, use of CCTV, access control and lighting. The applicant intends to achieve BREEAM (Building Research Establishment Environmental Assessment Method) and Secure by Design certification. These are separate to the planning process, but would ensure the continued involvement of the DOCO and CTSA, whose sign off is required to achieve the desired standards.
- 10.55 Residents have raised concerns over possible anti-social behaviour at the site. Given its use, a level of this is likely inevitable. Conversely the DOCO and CTSA are satisfied that the proposal represents good design and adequately mitigates the risk of crime from the site. The proposal is therefore considered to comply with the aims of LP24(e)

### *Ecology*

- 10.56 Development has the potential to cause harm to ecology within any site and in the wider area. Policy LP30 of the KLP states that the Council would seek to enhance the biodiversity of Kirklees. Development proposals are therefore required to result in no significant loss or harm to biodiversity and to provide net biodiversity gains where opportunities exist.
- 10.57 The application is supported by a Preliminary Ecological Appraisal (PEA) which has been reviewed by K.C. Ecology. The site is brownfield land. Despite a number of trees on site, the PEA concludes that the site is of limited ecological value. The trees along the southern boundary of the site are considered to be the most ecologically valuable feature on the site, the majority of which are set to be retained. This is accepted by K.C. Ecology, with the caveat that vegetation should only be removed outside of the bird breeding season, unless adequate survey work is undertaken first. It is recommended that this be secured via condition.
- 10.58 Notwithstanding the above, all developments are expected to demonstrate a net gain to ecology, in accordance with Local Plan policy LP30 and chapter 15 of the NPPF. Net gain is measurable, and the degree of change in biodiversity value can be quantified using a biodiversity metric. The applicant has undertaken the metric calculations and concluded, post on-site interventions, a net gain of 63.06% habitat and 14.16% hedgerow units on site. These are more than the desired 10% and are welcomed. The provision of a minimum 10% net gain (as required via the Biodiversity SPD), along with specifics of how it would be achieved and thereafter retained, is recommended to be secured via condition. Subject to this condition, officers consider the proposal to comply with the aims of LP30 of the Kirklees Local Plan.

## *Minerals*

- 10.59 Mineral resources are finite and their extraction can only take place where the minerals naturally occur. The application site falls within an area designed as a Mineral Safeguarded Area (SCR with Sandstone and/or Clay and Shale) in the Local Plan. This allocation indicates that there is the potential for these mineral resources to be underlying the site. Policy LP38 seeks to ensure the appropriate management of minerals and consider whether they may be extracted during development.
- 10.60 The site is brownfield land within the urban environment, with residential properties and other hospital buildings in close proximity. Given these factors and the site's relatively small size, there is considered limited prospect of any reasonable method of extraction taking place without causing undue impact to nearby sensitive receptors. Accordingly, officers are satisfied that the proposal does not conflict with LP38.

## Representations

- 10.61 In total ten representations have been received. Most matters raised have been addressed within this report. The following are those matters not already considered.

- Object to the redirection of blue-light incidents to Halifax hospital. Huddersfield should retain a primary health service for inpatients.

**Response:** The new A&E building is to replace existing A&E facilities on site. Matters relating to future hospital plans go beyond the scope of this application.

- The existing car park on the application site is loud and causes disruption through the night. The proposal would exacerbate this.

**Response:** The development includes the provision of a 2.4m high acoustic fence which would mitigate noise from the site, including car park related noise.

- Savile Road is in a poor state but gets used by staff for parking. It should be improved and/or adopted.
- The proposal should include a multi-storey car park to address existing and future highway issues.

**Response:** These requests are considered to go beyond the scope of the planning application. The proposal's impact upon the local highway has been considered and adequate on-site parking has been identified. A parking management plan is also to be secured via condition, to promote the use of spare, albeit more removed, parking spaces.

- Query why the current A&E cannot be used, and the comparative cost of refurbishing and upgrading the existing A&E versus the proposed construction. The current A&E is more useful and better laid out, being closer to associated departments in the main building.
- The building should be sited elsewhere. Behind Acre Mills is suggested.

- The site would make access to certain wards / services (scans department given as an example) more difficult for disabled people.

**Response:** The proposal has been assessed and found to be acceptable. Therefore, discussions on alternative sites have not been necessary. Regarding updating the existing A&E, this has been stated to be unideal due to poor layout, existing infrastructure, and complications over service delivery during improvement works (i.e., the complete closure of A&E facilities during works). Nonetheless, given that the proposal has been found to be acceptable, detailed discussions on this have not been necessary.

The financial cost of the development is not a material consideration to the planning process.

The building has been designed by the Trust and is therefore expected to provide for their service needs.

- Querying the height and overall design quality of the building, which is considered an 'eyesore'. No technical construction details, such as foundation requirements.

**Response:** The visual impact of the building is considered acceptable. The height of the building, notably the plant room, is based on operational requirements. Technical construction details are not material planning considerations and would be assessed via building regulations.

- The proposal would affect internet speeds of nearby dwellings. It would also harm property values.

**Response:** Officers have seen no evidence to suggest the proposal would materially affect internet speeds. Property values are not a material planning consideration.

- Kirklees Cycle Campaign, who promote cycling, do not consider the proposal to adequately incorporate into strategic cycle routes nor provide adequate provision for cycling. This includes connecting to the A629 / Halifax Road improvement scheme via Savile Road. This would promote public health, alternative methods of travel and the climate change agenda.

**Response:** In total the proposal includes the provision of 31 cycle storage spaces across the site (net gain of 20), with full details to be provided via condition. Officers and K.C. Highways consider this appropriate for the scale of the proposed development. A condition for providing a cycle route between the site and A629 / Halifax Road is considered to go beyond the scope of this application and would be unreasonable, therefore failing the NPPF's tests for planning conditions.

10.62 Local members Cllr Burke and Cllr Smith raised the following concerns:

- Councillors remain concerned about the transfer of inpatient services and acute and critical care to Halifax, along with plans to downgrade HRI. There are unresolved issues with the future plans of HRI. The reduction of HRI services would also affect local jobs.

**Response:** This does not form a material consideration for this application. This application solely relates to the provision of the new A&E facility. Matters relating to future hospital plans go beyond the scope of this application.

## **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 application site is unallocated land where development is not restricted, subject to consideration of material planning considerations. The proposal seeks to replace Huddersfield Royal Infirmary's outdated A&E department with a marginally larger modern facility. This would benefit local public health and the principle of development is acceptable.

11.3 The impacts of the development have been considered. The building is visually attractive and appropriate within its setting. Subject to conditions the development would not prejudice residential amenity or highways. Other relevant matters, including local ecology, contamination and drainage, have been considered and found to be acceptable.

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, subject to conditions.

## **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 years to commence development.
2. Development to be carried out in accordance with the approved plans and specifications
3. Material samples to be provided
4. Development done in accordance with Arb Method Statement
5. Notwithstanding submitted plans, landscaping with tree replanting to be submitted, alongside planting management and maintenance for planting.
6. Implementation of the agreed noise mitigation measures
7. Limitation of noise from fixed plant and equipment
8. Provision of a construction environmental management plan (CEMP)
9. Car parking management plan
10. Construction Management Plan (CMP)
11. Assistance call point to be provided.
12. Cycle facilities shown to be provided.



13. Full technical details on foul, surface water and land drainage to be provided.
14. Management and maintenance of drainage infrastructure
15. Details of temporary surface water drainage arrangements during construction
16. Clarification on EVCP type and provision of.
17. Remediation and validation reports to be undertaken.
18. Strategy for securing minimum 10% ecological net gain alongside management and maintenance
19. No removal of vegetation within bird breeding season without survey

## **Background Papers**

### Application and history files

Available at:

<https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2021%2f92488>

### Certificate of Ownership

Certificate B signed. Notice served on Calderdale and Huddersfield NHS Foundation Trust.