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

**HEAVY WOOLLEN PLANNING SUB-COMMITTEE**

**Date: 09-Nov-2023**

**Subject: Planning Application 2022/92619 Change of use of land and formation of skate park Royds Park, Bradford Road, Rawfolds, Cleckheaton, BD19 5LL**

**APPLICANT**

Kirklees Council, Parks &  
Open Spaces

**DATE VALID**

06-Mar-2023

**TARGET DATE**

01-May-2023

**EXTENSION EXPIRY DATE**

29-May-2023

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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.

[Public speaking at committee link](#)

**LOCATION PLAN**



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

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**Electoral wards affected: Liversedge and Gomersal**

**Ward Councillors consulted: No**

**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 to address any outstanding coal mining legacy issues, complete the list of conditions including those within this report and to issue the decision notice.**

**1.0 INTRODUCTION**

1.1 The application has been brought to the Heavy Woollen Planning Sub-Committee for decision due to the significant volume of local opinion received over the lifetime of the application (27 public comments received). This is in accordance with the Council's Scheme of Delegation.

**2.0 SITE AND SURROUNDINGS**

2.1 The application site is located within the existing Royds Park in Cleckheaton. It serves a grassed, open plot of land with a small, single storey structure which appears to have once served storage facilities/changing/WCs for the adjacent sports facilities but is now abandoned. Royds Park is set to the south-eastern boundary of Cleckheaton, north-west of Littleton and north of Liversedge. There is built environment to the north-west and south-east of the site following Bradford Road (A638). There is open greenspace to the north-east and a sports field to the south.

2.2 The site is located within the Green Belt and Strategic Green Infrastructure Network as allocated on the Kirklees Local Plan. There are a number of mature trees within close proximity to the site. The site is also within combined Wildlife Habitat Network which is predominantly characterised by woodland.

2.3 The application site red line boundary measures approximately 0.15 hectares.

**3.0 THE PROPOSAL**

3.1 The applicant is seeking planning permission for the change of use of land and the formation of a skate park.

3.2 The application relates to the creation of a skate park in Royds Park, to be known as Spen Valley Skatepark. It replaces the original skate park which was demolished in 2019 with the redevelopment of Spenborough Swimming Pool.

- 3.3 The proposed skate park would cover a maximum of 500m<sup>2</sup> within a ~600m<sup>2</sup> plot of land. The proposal would include some street lighting (which would comprise permitted development under Schedule 2, Part 12 of the Town and Country Planning (General Permitted Development) (England) (Order) 2015) but there would be no flood lighting. It would be constructed from concrete with ramps, bowls and base, and any rails or balustrades would be metal. The applicant also proposes to use stone from the existing building, which would be demolished, for informal seating.

#### 4.0 RELEVANT PLANNING HISTORY

*Application:* 2007/93574

*Description:* Erection of modular building to house a voluntary boxing club.

*Decision:* Withdrawn 01/10/2007

*Application:* 2008/92105

*Description:* Installation of 4 no floodlights to existing MUGA

*decision:* Granted under reg.3 general regulations 10/01/2013

#### 5.0 HISTORY OF NEGOTIATIONS

- 5.1 Following initial consultation with KC Ecology, additional information was requested regarding biodiversity net gain. An amended plan was submitted by the applicant.

#### 6.0 PLANNING LEGISLATION AND 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 Kirklees Local Plan. The Kirklees Local Plan was adopted on 27 February 2019 and comprises the strategy and policies document, allocations and designations document and associated proposals map.
- 6.2 The following legislation, policies, and guidance are considered relevant to the determination of this application:

##### Kirklees Local Plan (February 2019)

The site is within the Green Belt and Strategic Green Infrastructure Network in the Kirklees Local Plan.

- Policy LP1 – Presumption in favour of sustainable development
- Policy LP2 – Place Shaping
- Policy LP3 – Location of new development
- Policy LP7 – Efficient and effective use of land and buildings
- Policy LP20 – Sustainable travel
- Policy LP21 – Highways and access
- Policy LP22 – Parking
- Policy LP24 – Design
- Policy LP30 – Biodiversity & Geodiversity

- Policy LP31 – Strategic Green Infrastructure Network
- Policy LP32 – Landscape
- Policy LP33 – Trees
- Policy LP52 – Protection and improvements of environmental quality
- Policy LP53 – Contaminated and unstable land
- Policy LP56 – Facilities for outdoor sport, outdoor recreation and cemeteries

#### Supplementary Planning Documents

- Biodiversity Net Gain Technical Advice Note (June 2021)
- Open Space SPD (June 2021)
- Planning Applications Climate Change Guidance (June 2021)
- Highway Design Guide SPD (November 2019)

#### National Policies and Guidance

- 6.3 National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published in 2012 and updated most latterly in July 2021, the Planning Practice Guidance Suite (PPGS) first launched 6th March 2014 together with Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for Local Planning Authorities and is a material consideration in determining planning applications.

#### National Planning Policy Framework (NPPF) (July 2019)

- Chapter 2 – Achieving sustainable development
- Chapter 4 – Decision-making
- Chapter 8 – Promoting healthy and safe communities
- Chapter 9 – Promoting sustainable transport
- Chapter 11 – Making effective use of land
- Chapter 12 – Achieving well-designed places
- Chapter 13 -Protecting Green Belt Land
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment

#### Climate Change

- 6.4 The Council approved Climate Emergency measures at its meeting of full Council on the 16th 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.

6.5 On the 12th of November 2019 the Council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system, and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan 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 REPRESENTATIONS (PUBLIC)**

7.1 Publication of the application has been undertaken in accordance with the Council's Development Management Charter (July 2015) and in line with the Council's adopted Statement of Community Involvement (December 2019).

7.2 The statutory public consultation period took place from 06/03/2023 to 14/04/2023.

7.3 During this period of public consultation, a total of 27 representations were received from 26 members of the public. Of these, 26 were received as objections, 1 as a general comment and none in support.

7.4 The key points raised in representations are summarised as follows:

- No site notices/publication
- Loss of green space
- Impact on trees
- Loss of biodiversity and wildlife
- Eye sore
- Loss of historic building
- Skate park could be located elsewhere
- Increase in anti-social behaviour/crime
- Would make the park unsafe
- Increase in traffic
- Limited parking
- Additional noise

7.5 These comments will be responded to in section 10.47 of this report.

## **8.0 CONSULTATION RESPONSES**

8.1 A summary of consultee responses is set out below. Where appropriate, these are expanded on within the main appraisal:

8.2 **Statutory:**

KC Highways Development Management – No objections subject to conditions.

KC Health and Safety Executive – No objections subject to conditions.

The Coal Authority – Awaiting response.

### 8.3 **Non-Statutory.**

KC Ecology – No objections subject to conditions.

KC Environmental Health – No objections subject to conditions.

KC Crime Prevention - No objections subject to conditions.

KC Trees (informal) – No objections subject to conditions.

## 9.0 **MAIN ISSUES**

9.1 Taking into consideration the site allocations and constraints, the main issues for consideration as part of the appraisal of the application are:

- Principle of development
- Impact on visual amenity
- Impact on residential amenity
- Impact on highway safety
- Other matters
- Representations
- Conclusion

## 10.0 **OFFICER ASSESSMENT**

### **Principle of Development**

#### Spatial Strategy

- 10.1 Policy LP1 sets out the Local Planning Authority's approach to the presumption in favour of sustainable development, as laid out in NPPF (Chapter 2), particularly Paragraph 11(c). Policy LP1 states that 'when considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework'.
- 10.2 Policy LP2 requires that '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'.
- 10.3 The application site is within the Green Belt as located on the Kirklees Local Plan. Chapter 13 of the NPPF requires local Planning Authorities to regard the construction of new buildings in the Green Belt as inappropriate development. Paragraph 150 of the National Planning Policy Framework outlines certain forms of development which are not considered inappropriate provided they preserve its openness and do not conflict with the purposes of including land within it. This includes sub-paragraph "e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds)".

- 10.4 Policy LP56 of the Kirklees Local Plan states: “In the Green Belt proposals for appropriate facilities associated with outdoor sport, outdoor recreation or cemeteries will normally be acceptable as long as the openness of the Green Belt is preserved and there is no conflict with the purposes of including land within it. Proposals should ensure that;
- a. the scale of the facility is no more than is reasonably required for the proper functioning of the enterprise or the use of the land to which it is associated;
  - b. the facility is unobtrusively located and designed so as not to introduce a prominent urban element into a countryside location, including the impact of any new or improved access and car parking areas;
- 10.5 The proposed scheme is for the change of use from an existing park to a skate park. The proposal would be within an existing park and whilst it would add some additional hardstanding, this would be similar in scale to the adjacent existing sports area within the park. The scheme would be relatively low in height and would be in replacement of an existing single storey structure. When considered in the context of the existing recreation provision and in the proposed siting with a reasonable distance and adequate landscaping between any noise sensitive properties, within the area, the skate park would not appear as an incongruous form of development.
- 10.6 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and to assist in safeguarding the countryside from encroachment. For the reasons outlined above the proposed development would still be used for outdoor recreation and would therefore not conflict with the purposes of including land within it. The scale would be considered appropriate for the proposed use of the land and would not use more land than is reasonably required. It is noted there is also additional planning around the skate park.
- 10.7 Officers are satisfied that the principle of this development, which would provide an alternative recreational use within the wider recreation area, would comply with the national guidance of paragraph 150 of the NPPF and Policy LP56 of the Kirklees Local Plan. A more detailed assessment of the proposal’s design and its impact on the surrounding environment, assessed against Policy LP24 of the Kirklees Local Plan amongst other Policies, is undertaken below.

### **Impact on Visual Amenity**

- 10.8 The NPPF offers guidance relating to design in Chapter 12 (achieving well designed places) whereby 126 provides a principal consideration concerning design which states:

*“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”*

- 10.9 Kirklees Local Plan policies LP1, LP2 and significantly LP24 all also seek to achieve good quality, visually attractive, sustainable design to correspond with the scale of development in the local area, thus retaining a sense of local identity.
- 10.10 LP24 states that proposals should promote good design by ensuring:
- “a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape...”*
- 10.11 Paragraph 129 of the NPPF sets out that design guides and codes carry weight in decision making. Of note, Paragraph 134 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.
- 10.12 Policy LP32 requires that proposals should be designed to take into account and seek to enhance the landscape character of the area, with particular consideration of the setting of settlements and buildings within the landscape, as well as other environmental features in the vicinity.
- 10.13 NPPF (Chapter 12) Paragraph 130 requires that proposals function well and add to the overall quality of the area, are visually attractive, are sympathetic to local character and history (including the surrounding built environment and landscape setting), establish or maintain a strong sense of place, optimise the site’s potential for sustainable development, and create safe, inclusive and accessible places.
- 10.14 As noted above, the site is within an existing park. The park includes a number of mature trees and as such the site would not be prominent within the street scene or wider landscape. The site is currently predominantly a grassed area with one unoccupied building. It is directly adjacent to a tennis court and basketball court which are covered in hardstanding.
- 10.15 The proposed development would include a significant amount of hardstanding to an existing green area within the Green Belt. As outlined in detail above, given the proposed development is for an outdoor use and is within an existing park which is well screened, the proposed development is considered acceptable in this instance.
- 10.16 The proposed revised layout plan shows the highest point of the proposed skate park would be 2.1-2.5 metres high, however the majority would be under 1 metre in height. Within the submitted Design and Access statement, the applicant has included photographs of similar schemes designed and built by the same contractors. These demonstrate what the scheme is aiming to achieve, and this is typical of the type of facilities that are found within other recreation grounds within Kirklees. The applicant has stated that the wheel park, including ramps, bowls and bases, would be constructed from concrete which is, again, a common material for this type of development. Particularly when considered in the context of the existing facilities within the park. Officers consider that the proposed skate park would not appear out of place within Royds Park.



- 10.17 The revised layout plan also includes details of soft landscaping adjacent to the concrete area which would be a welcome addition to the proposal and would mitigate the proposed concrete.
- 10.18 In light of this, the proposal is considered to be, on balance, in accordance with Policies LP24 and LP32 of the Kirklees Local Plan and NPPF (Chapter 12) in terms of landscape character impacts.

### **Impact on Residential Amenity**

- 10.19 Policy LP24(b) of the KLP requires that proposals provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary.
- 10.20 A site plan has been submitted by the applicant with separation distances annotated. The proposal retains a minimum separation distance of ~52 metres from the nearest residential dwelling (18 New Street). This is considered a more than sufficient distance to prevent any significant overlooking, overbearing or overshadowing harm to the amenity of the neighbouring occupants. There may be some additional noise as a result of the proposal, however, given the separation distance this is unlikely to cause any significant harm to any nearby occupants. KC Environmental Health were consulted and had no objections to the proposed scheme.
- 10.21 The proposal would include some street lighting (which would comprise permitted development under Schedule 2, Part 12 of the Town and Country Planning (General Permitted Development) (England) (Order) 2015) but there would be no flood lighting. Therefore, the scheme would not cause additional harm to the neighbouring occupants over and above the existing arrangements on site.
- 10.22 Taking the above into consideration, the proposed scheme would not result in significant harm to the residential amenity of neighbouring occupants and would therefore comply with LP24 of the Kirklees Local Plan and Chapter 12 of the NPPF.

### **Impact on Highway Safety**

- 10.23 Policy LP20 of the KLP requires that proposals are located in accordance with the Council's spatial strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. Furthermore, proposals should be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity.
- 10.24 Policy LP21 of the KLP requires proposals to demonstrate sustainable modes of transport and be accessed effectively and safely by all users. New development will 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.

- 10.25 NPPF (Chapter 9) Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 112 further details priority use of new roads, addressing the needs of people with disabilities, creating safe and secure places, allowing for efficient delivery of good and emergency service access, and enabling the use of electric vehicles.
- 10.26 It is likely, given the nature of the proposal that it will be used by people within the local vicinity who will most likely visit on foot. Notwithstanding this, the site is located within a reasonable walking distance of a number of bus stops on Bradford Road (A638), which provide regular bus services to Wakefield, Dewsbury, Heckmondwike and Bradford.
- 10.27 KC Highways DM do not therefore expect any additional trips generated to result in a severe impact on the operation or efficiency of the local highway network. Most users are expected to be under driving age and so will arrive by public transport, dropped off by parents etc or to arrive by bike/skate, this assumption has been accepted by other Local Planning Departments around the country due to the lack of trip generation details on TRICS for this land use, and it is considered a reasonable assumption.
- 10.28 No cycle parking has been proposed for the site. This is considered acceptable in this instance as it is expected that cyclists accessing the site will then use their cycles on the ramps and equipment provided.
- 10.29 Due to the location of the site being within a public park, KC Highways DM recommend that a condition be added requesting a construction access management plan that provides details of the routes to be taken by both delivery and contractor vehicles and how pedestrian access and movement within the park will be safely maintained, the location of contractor and delivery parking, the location of site facilities and materials storage, details of the use of a banksman for large delivery vehicles and the use of wheel washing facilities to stop mud and debris from being dragged on to the highway. This is included as a recommended condition should members approve the application.
- 10.30 There are also a number of Public Rights of Way within the wider vicinity of the site. Given the location in relation to the site, it is considered that none of the Public Rights of Way would be affected by the proposed development.
- 10.31 Given the above, Officers consider that the site is located in a sustainable location and offers good links into the local public transport and other sustainable travel networks. In light of this, the proposal is considered to be in accordance with Policy LP20 of the adopted Kirklees Local Plan.
- 10.32 Overall, subject to conditions, the proposal is considered to be in accordance with Policy LP21 of the adopted Kirklees Local Plan, the Highway Design Guide SPD, and Chapter 9 of the NPPF.

## **Other Matters**

### Trees

- 10.33 Policy LP33 states that planning permission will not be granted for developments which directly or indirectly threaten trees or woodland of significant amenity. Furthermore, proposals should normally retain any valuable or important trees where they make a contribution to public amenity, the distinctiveness of a specific location or contribute to the environment.
- 10.34 The site itself does not host any trees however there are a number of mature trees in close proximity to the site. Given the nature of development, and as the proposed works are likely to require minimal ground works, no significant harm is considered to be caused to any trees as a result of the proposed scheme. KC Trees officer was informally consulted on the scheme and raised no objections subject to a condition relating to protective fencing.
- 10.35 Given the above, officers are satisfied the proposal would not cause significant harm to Trees and would therefore comply with LP33 of the Kirklees Local Plan.

### Ecological Implications

- 10.36 The application site lies within a Wildlife Habitat Network. The Kirklees Local Plan requires proposals to demonstrate a biodiversity net gain in accordance with LP30 (ii) which requires development to “minimise impact on biodiversity and provide net biodiversity gains through good design”. Guidance released June 2021 by Kirklees Council within the Biodiversity Net Gain Technical Advice Note indicates that a 10% net gain should be achieved. The Technical Advice Note details that sites located within the Kirklees Wildlife Habitat Network should provide information on how a biodiversity net gain is to be achieved, post development.
- 10.37 Additional information was requested and provided by the applicant regarding the biodiversity net gain within the site. The application site entirely comprises closely mown modified grassland, that is subject to routine management to maintain its amenity value within Royds Park. This grassland is extremely species poor and therefore is considered to be of little ecological value. Although the site is located within the wildlife habitat network, the landscaping proposals seek to incorporate areas of wildflowers and perennial shrubs. These areas will maintain the value of the site as a foraging/commuting area for local faunal groups.
- 10.38 KC Ecology were reconsulted on the additional information provided informally and have no objections to the proposal subject to all planting being native species and provision of a lighting design strategy. Notwithstanding this, in respect of the lighting strategy, as outlined in paragraphs 3.3 and 10.21 above, this would fall under permitted development and no conditions are considered reasonable or necessary in respect of this.
- 10.39 Officers therefore consider that the proposal is in accordance with Policy LP30 of the adopted Kirklees Local Plan, Biodiversity Net Gain Technical Advice Note, and NPPF (Chapter 15), particularly Paragraph 174.

### Contaminated Land

- 10.40 Policy LP53 requires that development on land that is unstable, currently contaminated or suspected of being contaminated due to its previous history or geology will require the submission of an appropriate contamination assessment and/or land instability risk assessment. Furthermore, any development which cannot incorporate suitable and sustainable mitigation measures (if required) which protect the well-being of residents or protect the environment will not be permitted.
- 10.41 The site lies within a Coal Referral Area which is considered to be a high-risk area for new development.
- 10.42 A Coal Mining Risk Assessment was submitted as part of the application. This summarises that the proposed development would involve minimal groundworks. The Coal Authority have been consulted and officers are awaiting a response however officers do not consider that there would be an objection due to the nature of the proposed development requiring minimal ground works. Similarly, no contaminated land conditions were recommended by KC Environmental Health.
- 10.43 Given this, the proposal is considered to be in accordance with Policy LP53 of the adopted Kirklees Local Plan with regards to land stability however, the recommendation to members reflects the outstanding response from the Coal Authority.

### Safety

- 10.44 It is noted that there has been significant representation which raised concerns regarding anti-social behaviour and crime. The KC Crime Prevention Officer was formally consulted regarding the proposed development. They raised no objection to the principle of this application however, they have provided advice on security measures that could be incorporated into the scheme to maximise the security including lighting and CCTV. The applicant has outlined that there would be some lighting. As outlined in paragraphs 3.3 and 10.21 above, this would fall under permitted development and no conditions are considered reasonable or necessary in respect of this. Officers would advise the applicant reviews the formal response provided by the KC Crime Prevention Officer which is available to view online.

### Pre-Commencement Conditions

- 10.45 The recommendation proposes the inclusion of some pre-commencement planning conditions. Therefore, in accordance with Section 100ZA of the Town and Country Planning Act 1990 and The Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the Local Planning Authority served notice upon the applicant to seek agreement to the imposition of such conditions. The applicant has agreed to the imposition of the relevant pre-commencement conditions.

## Representation

10.46 During this period of public consultation, a total of 27 representations were received from 26 members of the public. Of these, 26 were received as objections, 1 as a general comment and none in support.

10.47 The key points raised, and officers response, are summarised as follows:

- No site notices/publication

*Officer Response: Publication of the application has been undertaken in accordance with the Council's Development Management Charter (July 2015) and in line with the Council's adopted Statement of Community Involvement (December 2019).*

- Loss of green space
- Impact on trees
- Loss of biodiversity and wildlife

*Officer response: This is a material planning consideration which has been carefully considered within the other matters section of this report (paragraphs 10.33-10.39).*

- Eye sore
- Loss of historic building
- Skate park could be located elsewhere

*Officer response: This is a material planning consideration which has been carefully considered within the visual amenity section of this report (paragraphs 10.8-10.18).*

- Increase in anti-social behaviour/crime
- Would make the park unsafe

*Officer response: This is a material planning consideration which has been carefully considered within the other matters section of this report (paragraph 10.44).*

- Increase in traffic
- Limited parking

*Officer response: This is a material planning consideration which has been carefully considered within the highway safety section of this report (paragraphs 10.23-10.32).*

- Additional noise

*Officer response: This is a material planning consideration which has been carefully considered within the residential amenity section of this report (paragraphs 10.19-10.22).*

## 11.0 CONCLUSION AND RECOMMENDATION

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 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**, in accordance with the recommendation set out within this report, subject to the imposition of the conditions listed below.

## **12.0 CONDITIONS (Summary list. Full wording of conditions including any amendments/additions to be delegated to the Head of Planning and Development)**

1. Standard timescale for implementation of permission
2. Development to be carried out in complete accordance with the approved plans
3. Planting schedule to be submitted comprising native species
4. Submission of construction management plan
5. Erection of protective fencing in accordance with British Standard BS 5837 shall be erected around the canopy extent of adjacent trees.

### **Background Papers:**

#### Application details:

[Planning application details | Kirklees Council](#)

2022/92619: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2022%2F92619>

#### Certificate of Ownership:

Certificate A signed.

#### Planning application history files:

2019/91491: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2019%2F91491>

2019/92005: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2019%2F92005>

2020/90352: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2020%2F90352>

2020/92195: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2020%2F92195>

2021/90369: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2021%2F90369>

2021/90373: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2021%2F90373>

2021/90376: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2021%2F90376>

2021/92888: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2021%2F92888>

2022/90252: <https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2022%2F90252>