

KIRKLEES METROPOLITAN COUNCIL

PLANNING SERVICE

UPDATE OF LIST OF PLANNING APPLICATIONS TO BE DECIDED BY PLANNING SUB-COMMITTEE (HEAVY WOOLLEN AREA)

30 OCTOBER 2015

APPLICATION NO: 2015/92628

PAGE 10

ERECTION OF 49 DWELLINGS

LAND ADJ 12, SCHOOL STREET, CHICKENLEY, DEWSBURY, WF12 8QG

Amended plans have been received. These address the detailed layout comments raised by Highways Development Management (HDM), as well as reducing the roof pitches from 35 to 30 degrees; identifying the location of the sub-station and deleting a proposed footpath between the 2 turning heads on the northern part of the site.

KC Highways DM.

Following a review of this application it is considered that given the width of the proposed point of access the proposed alignment of School Street at its junction with Chickenley Lane is considered satisfactory.

The applicants have provided revised plan number 600.09(01)01 rev O which satisfactorily addresses the previous highways concerns as follows:

- Acceptable sight lines are shown onto Chickenley Lane and Princess Street and at the junction of Princess Street and Chickenley Lane.
- The private driveway serving blocks M and N has been satisfactorily redesigned.
- Turning heads sufficient in size to allow an 11.6m refuse vehicle to turn are shown to the ends of both of the proposed cul-de-sacs.
- The majority of type 1 house types now have 2 off-street parking spaces. Only the central plots to blocks M and K have one off-street parking space. These plots are however sited close to visitor parking spaces and are therefore considered acceptable.
- Footways are shown to run to the rear of visitor parking spaces along the traditional estate roads and driveway accesses are no longer shown to be sited adjacent to traffic calming features

These proposals are therefore considered acceptable and HDM have no wish to resist the granting of planning permission, subject to the imposition of appropriate conditions.

9. RECOMMENDATION (AMENDED):

CONDITIONAL FULL PERMISSION SUBJECT TO THE DELEGATION OF AUTHORITY TO OFFICERS TO:

- 1. RESOLVE OUTSTANDING MATTERS IN RESPECT OF DRAINAGE;**
- 2. IMPOSE ALL NECESSARY AND APPROPRIATE CONDITIONS, WHICH MAY INCLUDE THOSE BELOW; AND**
- 3. SUBJECT TO THERE BEING NO MATERIAL CHANGES THAT WOULD AFFECT THIS RECOMMENDATION, ISSUE THE DECISION NOTICE.**

Additional conditions.

17. The sightlines of 2.4m x 43m to the junction of the proposed estate roads and Chickenley Lane and Princess Street and Princess Street and Chickenley Lane as shown on plan number 600.09(01)01 rev O shall be cleared of all obstructions to visibility exceeding 1 m in height before development commences, and these shall be retained free of any such obstruction.

18. Prior to the development being brought into use, the approved vehicle parking areas shall be surfaced and drained in accordance with the Communities and Local Government; and Environment Agency's 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded; and thereafter retained.

19. No development shall take place until a scheme detailing the proposed internal adoptable estate roads have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full sections, drainage works, street lighting, signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of work. Before any building is brought into use the scheme shall be completed in accordance with the scheme shown on approved plans and retained thereafter.

20. Notwithstanding the details shown on the approved plan, the development shall not commence until a scheme detailing the provision of a 2.0m wide footway to the Princess Street frontage of the development site, construction specification, surfacing, drainage and kerbing including the relocation of existing telegraph pole and street lighting column no. 5 and associated highway works has been submitted and approved in writing by the Local Planning Authority. The development shall not be brought into use until the approved scheme has been implemented and thereafter retained.

21. Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site, construction workers parking facilities and the provision, use and retention of adequate wheel washing facilities within the site. Unless otherwise agreed in writing by the Local Planning Authority, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Plans table (updated):

Plan Type	Reference	Version	Date Received
Location plan			20/8/15
Existing site/ block plan	600-09(-)02		20/8/15
Proposed site/ block plan	600-09(-)01	O	23/10/15
Site sections	600-09(01)11	A	23/10/15
<u>Block Plans/ Elevation</u>			
Blocks D,E,G,L,P,T &U	600-09(-) 051	A	23/10/15
Blocks C,O&Q	052	A	23/10/15
Blocks F&J	053	A	23/10/15
Block K	054	A	23/10/15
Block M	055	A	23/10/15
Block H	056	A	23/10/15
Block S	057	A	23/10/15
Block I,R&V	058	A	23/10/15
Block A&N	059	A	23/10/15
Block B	060	A	23/10/15
Design and Access Statement		A	20/8/15
Desk Top Study	J3167/15/EDS		20/8/15
Phase 2 Contaminated Land Report	J3167/15/E		20/8/15
Flood Risk Assessment	15 EN-056		8/10/15
Statement of Community Involvement			20/8/15

APPLICATION NO: 2015/91865

PAGE 26

**CHANGE OF USE FROM B1 / A1 COMMERCIAL UNIT TO D1 & D2
PRAYER ROOM AND RELIGIOUS EDUCATION CENTRE AND
FORMATION OF CAR PARK FOR 14 SPACES**

HEALEY LANE MILLS, HEALEY LANE, HEALEY, BATLEY, WF17 7SH

9. RECOMMENDATION (Pages 34-36)

After further assessment by Highways Development Management (HDM), and taking into account the number of worshippers and children anticipated by the applicant (as set out on page 31 of the agenda), condition 8, as set out on page 35 of the agenda, is recommended to be amended as follows:

8. A Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The Travel Plan shall:

- Provide written confirmation of the maximum number of worshippers to the premises, which shall not exceed **50** worshippers at any one time;

- Provide written confirmation of the maximum number of children in the classrooms, which shall not exceed **30** children at any one time;
- Provide details of a method of recording daily visitors to the site;
- Be comprehensive in respect of encouraging the use of all modes of alternative transport to the private car;
- Include overall targets for reductions in car trips;
- Include details of annual monitoring and enforcement of the approved plan;
- Provide a timetable for implementation.

The Travel Plan approved shall be implemented in accordance with the approved details and timetable in order to reduce dependence on the car in the interests of sustainability, and in order to ensure the development is accessible by a range of non-car modes of transport

Amended wording to Condition 4:

4. Notwithstanding the submitted details including plan ref: 15010-P-01, the specification of the car park layout, access, surfacing material(s), and drainage shall be submitted to and approved in writing by the Local Planning Authority before the Prayer Room and Education Centre is brought into use. The proposed car park hereby approved shall then be laid out, surfaced, marked out into bays and drained in accordance with the approved details before the Prayer Room and Education Centre is brought into use. The car park shall thereafter be retained.

Officers recommend the omission of Condition 6, as the relevant matters are addressed in the amended wording of Condition 4.

APPLICATION NO: 2014/92889

PAGE 37

OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT

LAND REAR OF, 49/51, HUDDERSFIELD ROAD, SKELMANTHORPE, HUDDERSFIELD, HD8 9AR

Amended Block Plan

An amended block plan has been received which omits the indicative access road proposed to potentially serve the remainder of the Provisional Open Land (POL) allocation.

NPPF paragraph 58 sets out the requirement for developments to “*optimise the potential of the site to accommodate development*”. As this proposal only covers part of the POL allocation, the proposal would need to demonstrate that it does not prevent the remainder of the POL site being developed. This application therefore needs to consider future access to the remainder of the POL allocation to the west.

The previous block layout indicatively showed a potential access to the remainder of the POL site via Heather Fold. Heather Fold is a traditional estate road off Cumberworth Road with a 5.5m wide carriageway and standard width 1.8 metre wide footways to both sides. Sight lines from this road along Cumberworth Road are good in both directions and Highways Development Management (HDM) consider this to be a potentially acceptable access to the remainder of the POL site, and preferable to an access from Huddersfield Road, which provides less width and has existing driveways located to either side.

The revised block plan has omitted this indicative access road. It does however indicate that this area would be kept clear of any development such that the proposed development of the six dwellings would not prejudice the possibility of future access into the remainder of the POL site being taken from Heather Fold.

7. REPRESENTATIONS

A letter has been received from the 'Residents of Heather Fold' with 33 signatures. Three objections raised are as follows:

The inclusion of a road would prejudice future planning applications in favour of a future development. The inclusion of the road is assuming that a further application would be submitted and approved by the Committee. The current application should not assist in the assessment of such applications.

Officer Response: The indicative access road was included to demonstrate that the proposal does not prevent the remainder of the POL site being developed. Any future application for development on the remainder of the POL site would be assessed on its own merits.

Concern the proposed footpath link would become the route for students attending Shelley College. A drop off point for students would create congestion and the playground would become a gathering place for anti-social behaviour.

Officer Response: Most planning approvals are likely to interfere to some extent, with an adjoining occupier's enjoyment of their property. However the test is whether this is proportionate. HDM raised no objections to the proposed footpath link and taking into account the separation of the new properties to the adjoining neighbours and the distance to Shelley College it was considered the proposal would not be unduly harmful to residential amenity. Notwithstanding this the footpath link has now been omitted from the plans.

Concern the wholesale destruction of habitat is neither necessary nor desirable. Bats are seen flying in the area.

Officer Response: The Council's ecologist raises no objections to the principle of development but advises that the layout is designed in accordance with the recommendations of the ecological report. Although bats are likely to use the area for foraging, the trees are small other than a single fallen willow and do not have bat roost potential.

9. RECOMMENDATION

Revised Plans Schedule:

Plan Type	Reference	Version	Date Received
Design and Access Statement			18.09.15
Location Plan			18.09.15
Block Plan	Proposed site layout	E	27.10.15
Ecological Survey	140702		23.01.15
Method Statement – great crested Newts			02.06.15
Phase I Contaminated Land Report			18.09.15
Coal Mining Report			18.09.15
Transport Assessment			22.09.15
Drainage Statement	B20003/PH 1	A	19.12.14
Planning Policy Statement			18.09.15

APPLICATION NO: 2015/90663

PAGE 52

ERECTION OF 2 NO. DWELLINGS (WITHIN A CONSERVATION AREA)

LAND AT, MANOR ROAD, FARNLEY TYAS, HUDDERSFIELD

9. RECOMMENDATION

Amended wording to condition 20 –

20. The development shall not be brought into use until the works shown on the approved site plan (105/90-01 REV **D**) to widen the access road to 4.5m and the provision of visibility splays have been implemented. These works shall be retained thereafter.

Plans table (updated):

Plan Type	Reference	Version	Date Received
Proposed site plan	105-90-01	<u>D</u>	05/October/ 2015
Proposed plans and elevations	105/00-02		24/March/2015
Heritage Statement			24/March/2015

ERECTION OF EXTENSIONS AND DORMERS TO FRONT AND REAR

27, BROOMER STREET, RAVENSTHORPE, DEWSBURY, WF13 3DF

6. CONSULTATIONS (Page 78)

K.C. Flood Management and Drainage - Provided further comments outlining that within the updated flood map, the application site is no longer identified as being at risk of flooding.

CHANGE OF USE OF VACANT UNIT TO INDOOR TRAMPOLINE AND SOFT PLAY CENTRE

UNIT 1, LIVERSEDGE BUSINESS PARK, 22-26, HALIFAX ROAD, LIVERSEDGE, WF15 6JL

6. CONSULTATIONS (Page 87)

K.C. Highway Development Management – Due to the potential shortfall in parking provision, the operational capacity of the site should be restricted to 110 visitors in total at any one time. In addition, conditions relating to the provision of a pedestrian walkway from Halifax Road into the site, along with cycle storage facilities, and the submission of a travel plan, are recommended

8. ASSESSMENT

Impact on highway safety (page 92):

After further assessment Highways Development Management (HDM) would recommend that given the potential shortfall in parking provision, the operational capacity of the proposed site is restricted to 110 visitors in total at any one time.

This would give HDM some confidence that the proposed parking provision would be sufficient to serve the development as a whole without resulting in any indiscriminate parking along the site access and on Halifax Road.

Furthermore, to enhance pedestrian safety within the site, HDM recommends that a delineated pedestrian walkway (in lining) is provided and ties into the existing footway on the west side of the access and extends to the building entrance.

Conditions relating to the provision of cycle storage facilities and a travel plan are also recommended.

As such, and with the inclusion of appropriate conditions which would secure the above, the proposal is considered, on balance, acceptable from highway safety and efficiency perspective and would accord with the aims of policy T10 of the UDP.

In light of the highway safety matters now being resolved to the satisfaction of officers, the recommendation is amended as follows:

Other Matters (pages 92 -93):

Point of clarification, the proposal would involve demolition of a small outbuilding to the north east of the building. It was a bund, shelter and effluent treatment system granted planning permission under reference: 2004/91665, and appears to have been partly dismantled. In light of this it is considered appropriate to include a further condition relating to the reporting of unexpected contamination (condition 8 – below).

9. RECOMMENDATION (AMENDED): (Pages 93-94)

CONDITIONAL FULL PERMISSION

5. Notwithstanding the details shown on the approved plan, a plan showing a delineated 1.8m wide footway that ties in to the existing footway on the west side of the access and extends to the building entrance shall be submitted to and approved in writing by the Local Planning Authority before the new use hereby approved commences. The walkway provision so approved shall be implemented before the development is first brought into use and thereafter be retained.

6. Notwithstanding the details shown on the approved plan, details of cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority before the new use hereby approved commences. The cycle storage facilities shall thereafter be provided in accordance with the approved details before the new use commences and thereafter retained.

7. Within the first 3 months of any part of the development being brought into use a full travel plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall:

- Provide written confirmation that there shall be no more than 110 visitors in total to the premises at any one time;
- Provide details of a method of recording daily visitors to the site;
- Be comprehensive in respect of encouraging the use of all modes of alternative transport to the private car;
- Include overall targets for reductions in car trips;
- Include details of annual monitoring and enforcement of the approved plan;
- Provide a timetable for implementation.

The Travel Plan approved shall be implemented in accordance with the approved details and timetable in order reduce dependence on the car in the interests of sustainability, and in order to ensure the development is accessible by a range of non-car modes of transport.

8. In the event that contamination not previously identified by the developer prior to the grant of this planning permission is encountered during the development, all works on site (save for site investigation works) shall cease immediately and the Local Planning authority shall be notified in writing within 2 working days. Works on site shall not recommence until either (a) a Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority or (b) the Local Planning Authority has confirmed in writing that remediation measures are not required. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures. Thereafter remediation of the site shall be carried out and completed in accordance with the approved Remediation Strategy.

Following completion of any measures identified in the approved Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. Unless otherwise approved in writing by the Local Planning Authority, no part of the site shall be brought into use until such time as the whole site has been remediated in accordance with the approved Remediation Strategy and a Validation Report in respect of those works has been approved in writing by the Local Planning Authority.

Revised plans table:

Plan Type	Reference	Version	Date Received
Planning Statement			11-Aug-2015
Location Plan	Dwg: Jumping Jacks/06		29-Oct-2015
Flood Risk Assessment			07-Sept-2015
Travel Plan			11-Aug-2015
Luna Trampolines – Sample Designs and Layout			11-Aug-2015
Design Catalogue			11-Aug-2015

APPLICATION NO: 2014/91721

PAGE 95

OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT

SPAFIELD MILL, UPPER ROAD, BATLEY, WF17 7LR

9. RECOMMENDATION):

Additional conditions:

Two additional conditions are required to cover matters relating to bat roosts within the site and electric vehicle charging points to promote sustainable means of transport:

23. A scheme detailing measures to provide replacement roosts within the site for common pipistrelle shall be submitted to and approved in writing by the Local Planning Authority before development commences. The scheme shall include consideration of the need for further activity surveys (and carry them out if necessary), a timetable for demolition works and roost destruction and, redevelopment and roost creation. The scheme shall also include measures to maintain roost continuity between demolition and redevelopment of the site. The development shall be implemented in accordance with the approved scheme.

24. Prior to occupation of the dwelling(s), in all residential units that have a dedicated parking area and/or a dedicated garage, an electric vehicle recharging point shall be installed. Cable and circuitry ratings shall be of adequate size to ensure a minimum continuous current demand of 16 Amps and a maximum demand of 32Amps. In residential units that have unallocated parking spaces then before occupation of these units at least one electric vehicle recharging point per ten properties with the above specification shall be installed.

APPLICATION NO: 2014/93480

PAGE 110

**OUTLINE APPLICATION FOR ERECTION OF RESIDENTIAL
DEVELOPMENT OF UP TO 24 DWELLINGS WITH ASSOCIATED ACCESS**

**MANOR HOUSE FARM, MANOR HOUSE, FLOCKTON, HUDDERSFIELD,
WF4 4AN**

9. RECOMMENDATION:

Additional condition:

An additional condition is required to secure electric vehicle charging points to promote sustainable means of transport:

25. Prior to occupation of the dwelling(s), in all residential units that have a dedicated parking area and/or a dedicated garage, an electric vehicle recharging point shall be installed. Cable and circuitry ratings shall be of adequate size to ensure a minimum continuous current demand of 16 Amps and a maximum demand of 32Amps. In residential units that have unallocated parking spaces then before occupation of these units at least one electric vehicle recharging point per ten properties with the above specification shall be installed.

ERECTION OF 47 DWELLINGS AND ASSOCIATED WORKS INCLUDING ACCESS, PUBLIC OPEN SPACE, LANDSCAPING, PARKING AND ANCILLARY WORKS**FLOCKTON HALL FARM, BARNSELY ROAD, FLOCKTON, HUDDERSFIELD, WF4 4DW****CONSULTATIONS:**

K.C. Highway Development Management – It is noted that there is an application for an estimated 25 dwellings on the eastern edge of Flockton village proposed to be served directly off Barnsley Road (Plan ref: 2014/93480). As such, this application has been assessed separately and together on their cumulative traffic impact on the section of Barnsley Road running through Flockton village.

In terms of traffic generation based on 47 units, the proposal is forecast to generate an estimated 35 two-way 'am' and 'pm' movements with 16 (45%) movements assigned through the village. The other development for circa 25 dwellings is forecast to generate 18 two-way 'am' and 'pm' movements with 10 (55%) movements assigned through the village. Collectively, 26 movements i.e. 1 movement every 2.5 minutes added to the existing base flows of circa 1,100 peak hour two-way flows along Barnsley Road would be difficult to demonstrate a severe cumulative impact on the existing traffic flows.

RECOMMENDATION:**Revised Wording of Condition 6**

6. A scheme detailing the proposed internal adoptable estate roads shall be submitted to and approved in writing by the Local Planning Authority before the superstructure of any dwelling hereby approved is complete. The scheme shall include full sections, drainage works, street lighting (to be set back behind the hard margins of the shared access road serving the field), signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of work. Before any dwelling is first occupied the scheme shall be completed in accordance with the scheme shown on approved plans and retained thereafter.
