

Project:

2014.034 - Former Railway Cutting,
Between Brunswick Street and Walkley
Terrace, Heckmondwike.

Document:

PS01-Planning Statement

Client:

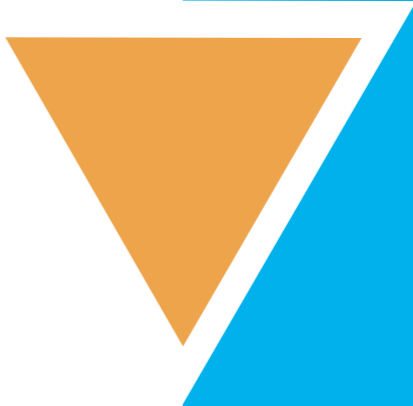
Ernest Gordon Ltd

Prepared By:

Andrew Redmile
14.05.18



Planning
Statement



This application is a resubmission following the refusal of Application Reference 2017/93488 for the Engineered Fill of the Cutting with formation of the Urban Greenway and Outline Consent for Residential Use of the new plateau formed by the fill.

The Application was refused for the following reasons;

1. The proposed temporary access arrangements associated with the landfilling element of this proposal would have significant detrimental impact on highway safety in the vicinity of the site in that the local highway network is not capable of safely accommodating the regular daily movement of the heavy goods vehicles needed to transport infill material to the site.
This would be contrary to Unitary Development Plan policy T10 and Kirklees Publication Draft Local Plan policies PLP21, PLP44 and Section 7 of the National Planning Policy Framework.
2. The applicant has failed to demonstrate that the landfill of the site over a period of at least two years will not have a detrimental impact on the amenity of neighbouring uses as a result of noise and dust.
This would be contrary to Unitary Development Plan policies EP4, EP6 and WD5 and Kirklees Publication Draft Local Plan policies PLP51 and PLP52 and Section 11 of the National Planning Policy Framework.
3. The applicant has failed to demonstrate that this proposal will not have a detrimental impact on the ecology of the area and that local biodiversity will not be detrimentally affected.
This would be contrary to Unitary Development Plan policies D6, WD5 and Kirklees Publication Draft Local Plan policy PLP30 and Section 11 of the National Planning Policy Framework.
4. The applicant has failed to demonstrate that this proposal will not have a detrimental impact on air quality in the area.
This would be contrary to Kirklees Publication Draft Local Plan policy PLP51 and Section 11 of the National Planning Policy Framework.
5. The applicant has failed to demonstrate that the drainage measures proposed would not increase the risk of flooding in the local area.
This would be contrary to Kirklees Publication Draft Local Plan policy PLP27 and Section 10 of the National Planning Policy Framework.

The Revised and resubmitted application address' the points raised as follows.

1. The amended scheme does not require the use of imported fill material, all the development plateaus are formed using cut material from within the site, regraded to form the required contours to receive the construction materials and road build ups. The operations for the regrading would be confined within the existing site and with the exception of the delivery and removal of the plant would not have a detrimental impact upon the local Highway Network.
2. The regrading of the site would be carried out under the supervision of suitably qualified Site Operatives, and the management of the site and any noise or dust measures would be subject to a detailed site management plan, that would be formulated once a main contractor is appointed and they would have to implement any Planning Conditions which may be appended to a consent. With this application we enclose a draft Construction Management Plan with the all best Practices highlighted and industry standards to be adhered to. The regrading would be achieved in a period of weeks rather than years, and the resultant disruption to the wider community would therefore be reduced accordingly.
3. The retention of large areas of vegetation and habitat to the perimeter of the site will see a much reduced impact upon local wildlife and foraging areas for species to use. The proposed layout does not result in isolated areas of habitat being cut off from the wider environment. This is supported by the additional survey reports and the amended Ecology Report.
4. The revised scheme includes the preliminary Site Management Plan which includes measures to reduce Noise generated on site, methods and best Practice for dust suppression, future undertakings for the dwellings will include provision of Electric Vehicle Charging Points to each dwelling, will all contribute to ensuring the air quality and general quality of life for the wider area will not be unduly affected. It must be accepted that not all general Construction noise will be eliminated, however it is a short term process.
5. Drainage from the site, both for Surface Water, Foul Water and Flood Water has been addressed and set out within the Drainage and Flood Reports supporting this application, the Flood Drainage provision to prevent the railway cutting to the North of our site from flooding can be alleviated with the incorporation of a culvert which would run within the gardens of the properties to the West of the site. The retention of a large section of Track bed that will be retained to the North of the site will also assist with providing a natural soakaway for any collected surface run off water.

The site will provide a windfall contribution to the Local Housing Stock.

Paragraph 14 of the National Planning Policy Framework presumes in favour of sustainable development, indicating that for decision making purposes this means “approving development proposals that accord with the development plan without delay”. In addition the Council is currently unable to demonstrate a 5 year supply of deliverable housing sites, and in this context paragraph 49 of the National Planning Policy Framework indicates that “housing applications should be considered in the context of the presumption in favour of sustainable development.

As identified in the Planning Officers report, The site is considered to be in a sustainable location with access to public transport, and local facilities, services and amenities as such it is considered that the principle of residential development on this site is acceptable.

Whilst it is considered that the principle of developing this site for housing is acceptable, Officers believe that the proposals associated with the initial landfill element of the development would have a significant detrimental impact on local amenity and highway safety in the area, therefore by removing the engineered fill element from the application, this should allow the officers to support the scheme put before them.

This site is not prominent within the wider landscape due to the presence of existing buildings and mature vegetation. Consequently, at distance, the proposed development would be unlikely to have any significant effect on the area’s landscape character. At closer distance the site is overlooked by a number of residential properties and by PROW HEC/22/30 which is immediately adjacent to the eastern boundary of the site. Given this position, and the sitting of the proposed dwellings at lower levels than the surrounding environment, the dwellings will not have an adverse impact upon the surroundings.

The proposed scheme will not create a through road, therefore will respect the Highways position as set out in the Pre Application discussions.

Development of a brownfield site is preferential to the Local Authority as it protects the Greenbelt land from further development, it removes a large section of derelict land which could be subject to anti social behaviour and trespass, and as evidence indicates, a large grass fire to the Eastern banking (summer 2017). Man made tracks and litter/drinks cans and a fire pit with rock surround would suggest that the site is prone to trespass, not to mention the general flytipping which has taken place primarily along the Western Boundary.

The design, massing, material treatment and size of the dwellings is not to be considered within this application. Only the access road is to be considered and the use of the land for residential purposes.

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