



Supporting Planning Statement

Proposed residential development on land to
the south of the former Midlothian Garage,
New Mill Road, Holmfirth

Date: Feb 2020

Reference: SP10820

1.0 Introduction

1.1 This Supporting Planning Statement has been prepared by **D5 Town Planning Consultants** on behalf of the applicant, Priestroyd Construction. It describes the site and the details of the application and examines both local and national planning policies relevant to the application site.

1.2 The application is supported by a number of other reports and plans prepared by Orange Design Studio.

- Highway Design – Paragon Highways;
- Civils design – Avie Consulting;
- Ecology and Trees – David Watts;
- Phase 1 Contaminated Land Survey – Rogers Geotech;
- Architectural Design – Orange Design Studio;
- Design & Access Statement – Orange Design Studio; and
- Supporting Planning Statement – D5 Planning Consultants.

1.3 The applicant engaged with the Council in their Pre-Application Enquiry Service in 2019 – reference 2019/20404, with comments received on the 2 December 2019. The comments were generally supportive, subject to a satisfactory density being achieved and satisfactory highways conditions and living conditions. The full response can be seen at **Appendix A**.



2.0 Application site and surrounding area

2.1 Full planning permission is sought for the erection of 25no. dwellings made up of;

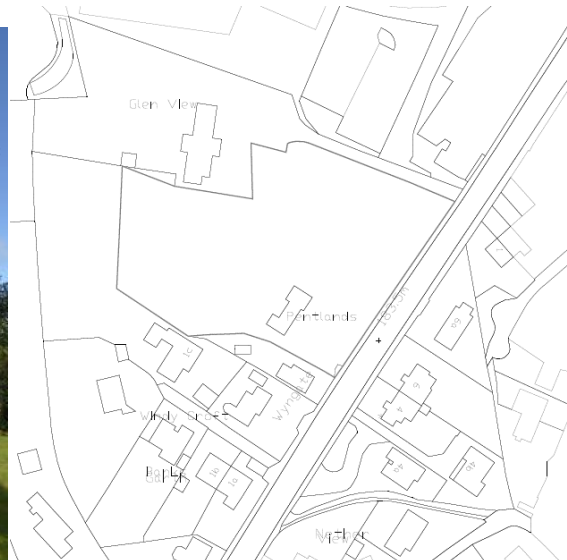
8 x 2-bed houses

15 x 3-bed houses

2 x 5-bed houses

2.2 The housing mix proposes a range of house types providing 2,3- and 5-bedroom properties meeting all needs.

2.3 The site currently forms Pentlands, a detached house and its grounds. The property fronts New Mill Road and the character of the immediate area is residential, with a mix of house types and designs evident.



Pentlands

2.4 The proposal would involve the demolition of Pentlands and the creation of a new Access off New Mill Road to serve the development.



- 2.5 Car parking will be provided within the site for each property that, coupled with landscaping and the scale, design and external materials will provide a high quality environment for the future residents.





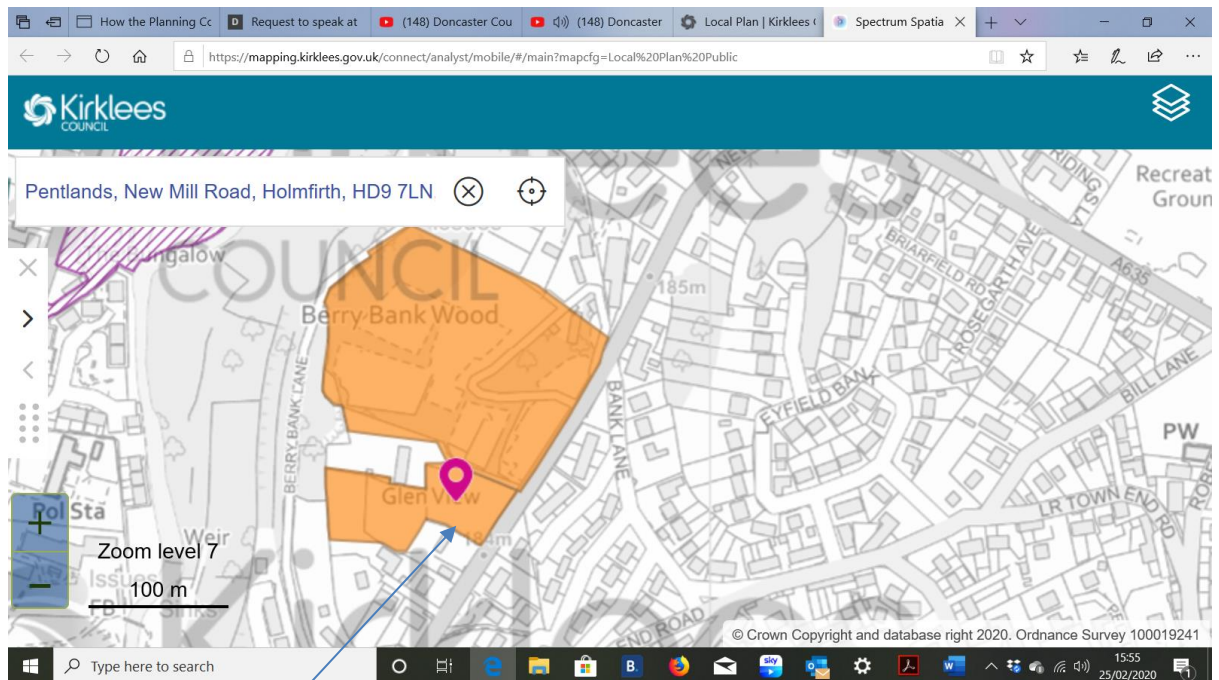
- 2.6 The site lies within a sustainable location, north of Holmfirth town centre and south of the settlement of New Mill with good access to shops, schools, health services, post office and other facilities. The character of the immediate area is residential, and the proposed development would compliment this.

3.0 Relevant Planning History

- 3.1 2014/60/91492/W: Outline (access / layout) application for residential development (4 dwellings) – Conditional Full Permission – Expired

4.0 Planning Policy

- 4.1 The Kirklees Local Plan was adopted in February 2019. The application site forms part of housing allocation HS189 and lies to the south of housing allocation HS191 (former Midlothian Garage).



Application site

4.2 Given the above, the principle of residential development is clearly accepted with the site forming part of a housing allocation in the adopted Local Plan. The remaining part of the allocation to the west is the garden area of an existing dwelling where the dwelling falls outside the allocation, and Pentlands. The party who own the garden area to the west of the site have no desire to see their garden developed for housing.

4.3 Also relevant is the following policies: -

LP 1 – Presumption in favour of sustainable development

LP 2 – Place shaping

LP 3 – Location of new development

LP 5 – Master planning sites

☐ **LP 7** – *Efficient and effective use of land and buildings*

☐ **LP 11** – *Housing mix and affordable housing*

☐ **LP 21** – *Highway safety and access*

☐ **LP 22** – *Parking*

☐ **LP 24** – *Design*

☐ **LP 27** – *Flood risk*

☐ **LP 28** – *Drainage*

☐ **LP 30** – *Biodiversity and geodiversity*

☐ **LP 31** – *Strategic Green Infrastructure Network*

☐ **LP 33** – *Trees*

☐ **LP 51** – *Protection and improvement of local air quality*

☐ **LP 52** – *Protection and improvement of environmental quality*

☐ **LP 53** – *Contaminated and unstable land*

National Planning Policy Framework

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF), published 19th February 2019, and 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 applications.

☐ **Chapter 2** – *Achieving sustainable development*

☐ **Chapter 4** – *Decision-making*

☐ **Chapter 5** – *Delivering a sufficient supply of homes*

☐ **Chapter 8** – *Promoting healthy and safe communities*

☐ **Chapter 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*

5.0 Comments in support of the application

5.1 Planning law at Section 38 of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The site is allocated for housing in the Kirklees Local Plan adopted in February 2019.

5.2 As encouraged by central government advice in the National Planning Policy Framework, the applicant sought pre-application advice in 2019. A copy of the full Council response is at **Appendix A**. The proposal brings forward a housing allocation in the adopted Local Plan providing a mix of house types with the majority being 2 and 3 bed units. This would be consistent with policy LP11 of the Local Plan that seeks for a development's housing mix to reflect the proportions of households that require housing, achieving a mix of house size and tenure.

- 5.2 Policy LP7 of the Local Plan requires housing schemes to provide a density of 35 dwellings per ha. The density in this scheme is at 47 dph. This increase in policy requirement is to make up, in terms of housing delivery, on the site not covering all of the allocation. As explained above, the remainder of the allocation somewhat surprisingly includes a neighbour's garden (but not their dwelling). These neighbours have no intention of releasing their garden for development. The uplift in housing on the remaining area compensates for the loss of this part of the allocation.
- 5.3 At 25 units the development triggers a number of S.106 requirements, including affordable housing (20%), education and POS. These are matters that would be agreed in a S.106.
- 5.4 Also relevant in the consideration of the application is advice and policy in the National Planning Policy Framework (2019). An overarching aim of the Framework is the need to achieve sustainable development. The Framework sets out a presumption in favour of sustainable development with a desire to significantly increase the delivery of new homes.
- 5.5 The proposed development would accord with the aims and relevant policies in the Framework. It would bring forward a site allocated for housing in the development plan.
- 6.0 Conclusion**
- 6.1 The proposed development seeks to bring forward housing on part of a housing allocation in the Local Plan in a sustainable location bringing forward a mix of housing to meet identified housing needs. It would be policy compliant and meet the aims of the Framework providing a range and mix of house types to meet housing need.
- 6.2 For the above reasons we trust the application can be supported.

Appendix A – Pre-application response





Enquiries to: Nick Hirst

59A Huddersfield Road
Mirfield
WF14 8AA

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Kirklees Direct
Tel: 01484 414746
Email: nick.hirst@kirklees.gov.uk

Date: 02-Dec-2019
Our Ref: 2019/20404

Dear Sir,

RE: Pre application for 18no. dwellings at Pentlands, New Mill Road, Holmfirth, HD9 7LN

I acknowledge receipt of your recent application for pre-application advice submitted on for the above location.

1. Summary of proposal

The enquiry seeks feedback on a proposed development of 18 dwellings. The site comprises part of a housing allocation, HS189, and a neighbouring dwelling, Pentlands.

The enquiry is supported by an indicative layout plan. A meeting was held between the LPA and the applicant on the 12th of November, 2019.

2. Relevant Planning History

Application Site

2014/60/91492/W: Outline (access / layout) application for residential development (4 dwellings) – Conditional Full Permission – Expired

Surrounding Area

Berry Banks House

2007/92657: Erection of single and two storey extension and alterations – Conditional Full Permission

Berry Banks House, 1C

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2016/93295: Erection of two storey and single storey extensions – Conditional Full Permission

2017/92821: Erection of first floor extension – Conditional Full Permission

2018/94220: Erection of first floor extension – Conditional Full Permission

Former Midlothian Garage

2011/93163: Erection of retail food store (Class A1) with associated car parking, highway works and landscaping – Refused (appeal dismissed)

2015/93824: Outline application for erection of 56 dwellings and care home with associated car parking – Conditional Outline Permission

2018/91579: Reserved matters application pursuant to outline application 2015/93824 for erection of 56 dwellings – Approval of Reserved Matters.

2018/92802: Discharge condition 17 (electrical charging point) on previous permission 2015/93824 for outline application for erection of 56 dwellings and care home with associated car parking – Ongoing

2019/91658: Discharge conditions 5, 8, 11, 12, 13, 14, 17, 21, 22, 23, 24 on previous permission 2015/93824 for outline application for erection of 56 dwellings and care home with associated car parking – Ongoing

2019/91721: Certificate of lawfulness for existing commencement of formation of access road – Ongoing

3. Land allocation and relevant planning policy

Kirklees Local Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

The site is part Housing (HS189) and part Unallocated on the LP Policies Map.

- LP 1 – Presumption in favour of sustainable development
- LP 2 – Place shaping
- LP 3 – Location of new development
- LP 5 – Master planning sites
- LP 7 – Efficient and effective use of land and buildings
- LP 11 – Housing mix and affordable housing
- LP 21 – Highway safety and access
- LP 22 – Parking

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- LP 24 – Design
- LP 27 – Flood risk
- LP 28 – Drainage
- LP 30 – Biodiversity and geodiversity
- LP 31 – Strategic Green Infrastructure Network
- LP 33 – Trees
- LP 51 – Protection and improvement of local air quality
- LP 52 – Protection and improvement of environmental quality
- LP 53 – Contaminated and unstable land
- LP 61 – Urban green space

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Local Plan submission documents can be views on the following website:-

<http://www.kirklees.gov.uk/beta/planning-policy/local-plan.aspx>

National Planning Policy Framework

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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 5** – Delivering a sufficient supply of homes
- **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

The National Planning Policy Framework (NPPF) can be viewed at:-

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Other

- DCLG: Technical Housing Standards – Nationally Described Space Standard
- Kirklees Local Plan SPD: Highways Design Guide

4. Consultations undertaken

Internal consultees

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K.C. Ecology: Formal advice attached to this letter.

K.C. Environmental Health: Comments incorporated below.

K.C. Highways: Comments incorporated below.

K.C. Landscape: Comments incorporated below.

K.C. Lead Local Flood Authority: Detailed comments attached and summarised below.

K.C. Strategic Housing: Comments incorporated below.

K.C. Trees: No objection to the loss of trees on the land subject to acceptable mitigation / replacement outlined within a landscaping scheme.

External consultees

Officers are unable to undertake external consultations at pre-application stage. Based on the details held at this time, the following groups would be consulted with at application stage;

- The Environment Agency
- The Health and Safety Executive
- West Yorkshire Combined Authority – Metro

Ward member interest

Given the scale of the development local ward councillors were notified of the enquiry. The site is within Holme Valley South ward, with the local councillors being Cllr Nigel Patrick, Cllr Donald Firth and Cllr Paul Davies. No comments were received.

5. Relevant matters for consideration

Principle of Development

Sustainable Development and climate change

At application stage you will need to submit supporting information to demonstrate that the proposed development would achieve net gains in respect of all three sustainable development objectives (economic, social and environmental).

Subject to details, and to highways, infrastructure, design, residential amenity, drainage and other matters (addressed below) being appropriately addressed, residential development at this site can be considered to be sustainable development, given the site's location adjacent to an accessible, already-developed area, its proximity to public transport and other facilities, and the opportunities for economic, social and environmental net gains (and for addressing climate change) that the site provides.



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Chapters 2, 9, 14, 15 and 17 of the NPPF are particularly relevant to your proposals in relation to climate change, as are Local Plan policies LP1, LP20, LP21, LP24, LP26, LP27 and LP28, and the vision and strategic objectives set out in chapter 4 of the Local Plan. The council approved Climate Emergency measures at its meeting of full Council on 16/01/2019, and you may also be aware of the West Yorkshire Combined Authority's pledge for the Leeds City Region to reach net zero carbon emissions by 2038. Your forthcoming submissions must respond positively to these policies and initiatives.

Measures will be necessary to encourage the use of sustainable modes of transport. A development which was entirely reliant on residents travelling by private car is unlikely to be considered sustainable. At application stage, adequate provision for pedestrians and cyclists should be demonstrated. Cycle storage, electric vehicle charging points, and a Travel Plan (note that a Travel Plan is required due to the size of the site, as per paragraph 5.19 of the Highway Design Guide SPD) and other measures would be required. Drainage and flood risk minimisation measures will need to account for climate change.

Residential Development

The site comprises part of a housing allocation, HS189, and unallocated land in the form a dwelling and its curtilage, Pentlands. The west section of HS189, an area of circa 1,400sqm does not fall into the enquiry boundary.

Officers would oppose a part-development of a housing allocation which does not provide suitable reassurance that the remainder of the allocation could reasonably be brought forward, or if the part development of a site would prejudice the remainder of the allocation's implementation. Based on the submitted details, this is considered to be the case and therefore concerns are held.

Your attention is brought to Policy LP5 of the Local Plan, which seeks the Masterplanning of allocations which are subdivided by ownership. This policy establishes a requirement for neighbouring land owners to work corroboratively towards implementing development. This includes seeking coherent designs and that utilities, i.e. drainage arrangements, are efficiently and effectively implemented. A practical example would be ensuring that the proposed access is suitable to serve the enquiry development's number of dwellings, plus any subsequent dwellings on the excluded area of the allocation. Masterplanning also seek to ensure Planning contributions, via S106, are not unduly reduced due to the piecemeal development of housing allocations.

Because of the relative small size of the excluded section of the allocation, and its limited opportunity for access, there are fears whether it could realistically be brought forward at a later date, should the enquiry development be implemented.

During the meeting reference was made to the demolition of adjacent dwellings, outside of your ownership, whose removal may allow access to the remainder of the allocation. Without reasonable evidence that such an outcome is likely, officers would not be able to accept this as an option. Reference was also made to forming an access road through the enquiry site. This may be a viable solution, however consideration must also be given to separation distances of neighbouring plots and other planning considerations. It is advised



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that an indicative plan showing how the neighbouring site could realistically be developed alongside your proposal is requested.

Notwithstanding the above, with due regard given to the need to undertake masterplanning, the site is a housing allocation and therefore residential development is welcomed. The re-development of Pentland's and its associated curtilage is also not opposed. However, the Local Plan establishes additional criteria for residential development. LP7 of the Local Plan requires housing schemes to provide a density of 35 dwellings per ha. LP11 of the Local Plan seeks for development's housing mix to reflect the proportions of households that require housing, achieving a mix of house size and tenure

The site has a size of 0.52ha. At 35 dwellings per ha, a site of 0.52ha is expected to have a minimum density of 18 dwellings, which is shown to be achieved within the enquiry. I would however re-iterate that should the development prejudice the remaining of the allocation being implemented, concerns over density may be raised. The allocation as a whole plus Pentlands (0.66ha), would be expected to provide a minimum of 23 dwellings.

Turning to LP11, no details on housing mixture are provided. Based on the size of units, they are anticipated to be a mixture of 3, 4 and 5 bed dwellings. While the scale of the development is noted, LP11 requires development to include a mixture of housing types (detached, semi and terrace) and size (2bed, 3 bed or 4bed+). The provision of 3 and 4bed+ only units causes concern; further details and a more representative mixture is sought. Details on the Council's independently assessed housing need and demand are detailed within the Strategic Housing Market Assessment (SHMA).

You are encouraged to carry out public consultation and engagement prior to submitting your planning application, in accordance with paragraph 40 of the NPPF. The results of your pre-application consultation will need to be included in a Statement of Community Involvement to be submitted with your forthcoming planning application.

Strategic Green Infrastructure Network

The site falls into the designated 'Holme Valley Corridor' Strategic Green Infrastructure Network. Development proposals within and adjacent to the Strategic Green Infrastructure Network should ensure:-

- (i) the function and connectivity of green infrastructure networks and assets are retained or replaced;
- (ii) new or enhanced green infrastructure is designed and integrated into the development scheme where appropriate, including natural greenspace, woodland and street trees;
- (iii) the scheme integrates into existing and proposed cycling, bridleway and walking routes, particularly the Core Walking and Cycling Network, by providing new connecting links where opportunities exist;



(iv) the protection and enhancement of biodiversity and ecological links, particularly within and connecting to the Kirklees Wildlife Habitat Network.

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These points should be considered and addressed within any subsequent planning application.

Impact on visual amenity

The site has a wide frontage, circa 70m, and while there are no heritage assets in the area, it does have some sensitivity due to its topography, which slopes steeply in place.

The enquiry is supported by an indicative layout plan but no design and access statement. No elevations are provided. Therefore officer comments and feedback on design will be limited and officers must reserve the right to comment fully on design. Also, the site is acknowledged to have a difficult topography, notably along the frontage to New Mill Road. Therefore levels, building heights and retaining walls, details of which are not held, are anticipated to have a significant impact on the design of the scheme.

Notwithstanding the above, the block plan does allow for a level of assessment, along with general comments being made.

The primary facing material for the proposed dwellings is expected to be locally sourced natural stone, to harmonise with the prevailing material of the area. Roofing materials in the area are more varied, however that proposed should likewise conform to that prevalent in the area.

It is noted that the proposed dwellings are large in scale. The number of bedrooms per unit is not known, however considering the national Technical Housing Standards, the proposed units are considered significantly larger than the minimum sizes sought. The impact of this, alongside site constraints such as the site shape and topography, do result in concerns. An overall reduction in the scale of the proposed units would likely assist in addressing these concerns.

Particular concern is held over the design of plots one to ten. The indicative plan suggests that these would be a singular house type, uniformly distributed along the site frontage. They would have gardens to their fronts and parking to the rear, accessed from long shared driveways. A side separation distance of only circa 1m is achieved between the dwellings. Officers hold concerns that this arrangement would be overly cramped and monotonous. Furthermore, it would fail to harmonise and respect the character of the area, which is noted to include a wide variety of housing designs.

While having gardens onto New Mill Road and parking from within the site, the New Mill Road frontage should be designed as the front elevation of the units, so that the development does not 'turn its back' on the highway. It is advised that a mixture of housing types along the frontage be sought, along with introducing more varied roof forms (i.e. some front facing gables, hipped roofs). Variation in the dwelling's distance to the road would assist in breaking up the otherwise flat frontage and add depth to the elevation. This would also assist in breaking up the rear access driveways, which are shown to be large expanses of surfaced area. Typically, dwellings on the north side of New Mill Road are set



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back and have low overall heights; careful consideration should be given to the overall height and massing of the proposed dwellings. Through sections showing the heights compared to the dwellings on the south of New Mill Road would aid officers in their assessment.

Separation distance between buildings should be increased to a minimum 3m and, as per above, consideration given to reducing the mass and scale of dwellings to reflect the more open character of the area. This is a particular concern between plots 4 and 5, which would create an intimidating valley for residents to pass through. A much greater separation should be secured around the access road, with any side elevations fronting onto it having 'active' frontage to add architectural interest (giving due consideration to window placement for residential amenity reasons). If retaining garden spaces to the front, careful consideration should be given to their boundary treatment. A balance must be retained between securing the privacy of residents, but also the openness and character of the area. Officers would raise concerns to 1.8m high fencing along the whole of the site frontage.

Concluding on the above points, officers consider that the scheme would benefit from reducing the number of units along the frontage. This would make the above notes easier to implement. To achieve density targets, these should be re-distributed within the site.

Turning to the layout within the site, without prejudice to the above comments, having the development's density reduce approaching the woodland is not opposed in principle. Considering their existing layouts, plots 11 – 13 and 17 – 18 would benefit from reduced sizes, greater separation and minor variations to their layout, such as their orientation, to remove their currently regimented arrangement to achieve a more natural feel.

A full boundary treatment schedule should be provided at application stage. A landscaping strategy will be required with any subsequent application. This should include replacement planting for any trees removed to facilitate the development.

Impact on residential amenity

With only a block-plan submitted, officers are limited in their ability to provide comments on residential amenity. The following is based solely on the block-black and is a general commentary, with fully comments on residential needing to be reserved.

Based on the details held at this time, officers are satisfied that the development would not cause harm to the amenity of the vast majority of neighbouring residents, with the exemption of the following.

Officers have been unable to ascertain whether 1c has any side windows facing the site. If not, no concerns are held. If it does have primary habitable room windows on its side elevation facing the rear of plot 17, the current separation distance of 16.5m is considered insufficient.

Plot 13 is sited 19m to the front of Glen View, to the site's north. Glen View has numerous habitable room windows on its front elevation. While the LPA does not have set separation distances, without adequate justification as to why this separation distance should be



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considered acceptable, officers express concerns. It is advised that the separation distance be increased to 21m.

Consideration must also be given to the amenity of future occupiers. First considering house sizes, while bedroom numbers are unknown, giving the scale of units and the Technical Housing Standards, officers raise no concerns over unit sizes. Conversely, for reasons given above, it is advisable that unit sizes be reduced (without falling below the minimums of the Technical Housing Standards) to enhance other aspects of the development.

Because of the site's close proximity to New Mill Road, a major road, a noise mitigation strategy should be provided showing that suitable standards of noise attenuation can be achieved for the proposed development.

All habitable rooms should be served by windows which provide a suitable standard of natural light and a reasonable outlook. On the presumption that habitable room windows will be arranged front/rear, and considering the internal separation distances shown, officers raise no substantial concerns, with the exception of plots 16 and 17. Plot 16's front windows face the rear elevation of 17 at a minimum distance of circa 15m. While the somewhat oblique layout is noted, the orientation is not considered sufficient to overcome concerns. This is a particular cause for concern that must be addressed in any subsequent application. Improving the facing separation distance of plots 11 and 18, from 19m, would also be welcomed.

Turning to external areas, the garden sizes of plots 1 – 10 are not considered commensurate to the scale of the host dwellings. This concern is exacerbated by the gardens fronting onto the public realm, therefore limiting the privacy they would offer, and being adjacent to a road where noise will be an issue.

Impact on highway safety

Your attention is brought to the Kirklees Local Plan Supplementary Planning Document: Highways Design Guide. This document details the requirements and expectations of the LPA when considering new Highway infrastructure.

Based on the details held at this time, Highways DM have provided the following comments on the scheme;

- The road must be designed to adoptable standards (detailed within the Highways Design Guide). It is noted that a gated access is shown. This would prevent the road being adopted and it is recommended that it be removed from the scheme.
 - The site is significantly lower than the level of the public highway; indicative long section along the centre line of the proposed road to determine gradients will therefore be needed. Estate road and shared surface gradients to be kept to maximum of 1:20, where possible; driveway and private drives to be 1:10 maximum gradient; crossfalls to be 1:40. All private drives and driveways that fall towards the public highway (or highway to be adopted) to



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have surface water drainage to avoid surface water running on to the public highway.

- All double driveways measure at least 5.0m x 5.0m, and this is the acceptable minimum dimension.
 - A 2.0m footway should be provided for the full frontage of the site on New Mill Road.
 - The main access should be a minimum of 5.5m wide with a 2.0m access provided on either side to 2.0m beyond the ramp. A 0.6m wide check kerb will suffice for the rest of the development.
 - Clearance from parking bays should be a minimum of 6.0m to allow for comfortable access and egress.
 - All private driveways that serve over five dwellings should also be constructed to adoptable standard.
- A development of this size will require an independent Stage 1 Safety Audit; a scoping brief for the Transport Assessment and Travel Plan should be agreed fully with HDM prior to submission. To discuss this please contact;

Jamie Turner, Highways Officer: Jamie.turner@kirklees.gov.uk
 - The provision for metro cards for the development should be taken into consideration, WYCA - Metro will be consulted at the planning application stage and will recommend a contributory sum accordingly.
 - The sightlines at the junctions with new Mill Road should be demonstrated to achieve 2.4m x Y distance (Y distance be of the 85th %ile wet weather speed on each approach to the junction).
 - Officers seek for 3 bed or smaller units to have 2 off-road parking spaces. 4 bed plus units should have 3 parking spaces. 1 visitor parking space is sought per 4 dwellings. 4 are shown, whereas 5 (rounded up) would be sought. Furthermore, some concern is held over the 4 visitor parking spaces being clustered to the site's east. A more even distribution would be welcomed.
 - If the provision of off-street parking is less than the advised, this should be justified using empirical data on local car ownership, public transport use etc.
 - External parking bays should have a minimum size of 2.4m x 4.8m. Internal parking spaces should measure 3 x 6m (single) or 6m x 6m (double).
 - Plans should include the provision for the storage and collection of wastes from dwellings including bin collection points adjacent to the adopted road. Swept path analysis for an 11.85m refuse wagon accessing the site and exiting in a forward



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gear will be required. All refuse infrastructure should be provided in accordance with Kirklees Council's "Good Practice Guide for Developers" document.

- PROW HOL/50/70 runs along the east of the site. A connection between the site and this PROW would be desirable.

Planning Contributions

As noted above, masterplanning seeks to avoid the piecemeal development of housing allocations reducing reasonably expected planning contributions. Where relevant, this will be considered below.

Affordable housing

LP11 seeks for 20% of dwellings on site of schemes of 11 or more units to be provided as affordable housing. Notwithstanding the comments above regarding density, based on a scheme of 18 units, 4 dwellings would be sought as affordable.

In terms of affordable tenure split, across the district Kirklees works on a split of 55% social or affordable rent to 45% intermediate housing, but this can be flexible. 2 social or affordable rented dwellings and 2 intermediate dwellings would be suitable for the development.

To discuss arrangements and requirements of affordable housing please contact K.C. Strategic Housing, Ellie Selby, on;

Ellie.Selby@kirklees.gov.uk

Education

The allocation as a whole plus Pentlands (0.66ha), would be expected to provide a minimum of 23 dwellings. K.C. Education and the Planning Department currently seeks education contributions on schemes of 25 units or more.

While the enquiry proposal and the anticipated density of the whole allocation development falls below this number, given the comments the proximity to the threshold and relationship with adjacent site, this is brought to your attention.

Public Open Space

Policy LP63 (New open space) requires new housing developments to provide or contribute towards new open space or the improvement of existing provision in the area. However, in determining the required open space provision, the council will have regard to the type of housing proposed and the availability, quality and accessibility of open space provision in the area assessed in accordance with the council's district wide open space standards.



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An area of land is denoted as 'Public Open Space' on site. Given its small size and limited function, officers are unlikely to be able to accept it as Public Open Space for LP63 purposes. If seeking to offer the area as POS, further details should be provided.

Notwithstanding the above, even when considering the POS shown on site, the site falls below the requirements of LP63.

Without prejudice to any re-calculation that may be necessary during part of a subsequent application and based on the scheme as submitted at this time, and taking into account the POS where some concerns have been raised, an in lieu off-site contribution of £33,925 would be sought.

Metro

At application stage consultation will be undertaken with the West Yorkshire Combined Authority – Metro group. Given the scale of the development, in the interest of enhancing local public transport networks, they are likely to request a contribution towards either travel cards for local residents or for upgrades to nearby bus routes.

Other matters

Air Quality

In accordance with government guidance on air quality mitigation, outlined within the NPPG and Chapter 15 of the NPPF, and local policy contained within LP24 and LP51 and the West Yorkshire Low Emission Strategy Planning Guidance seeks to mitigate Air Quality harm. Given the scale and nature of the development officers seek the provision of electric vehicle charging points, one per dwelling, on new development that includes car parking. The purpose of this is to promote modes of transport with low impact on air quality.

Contaminated land and health and safety risk

The site falls within a landfill gas buffer zone. The site falls under the remit of the Environment Agency, who cannot be consulted as part of pre-application.

Given the above, and the proximity to a Gas Holder, consultation will also be required with the Health and Safety Executive who likewise cannot be consulted at pre-application stage.

Contamination

Kirklees LPA require residential development to be supported by Land Contamination studies. It is advised that an application be supported by, at a minimum, a Phase 1 Desktop study. Given the specific concerns, we recommend that the gas sampling strategy be submitted. The outcome of the Phase 1 will dictate whether further investigation is required.

Drainage and Flood Risk

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Please see the attached comments from the Lead Local Flood Authority for full details on drainage and flood risk. The following is a summary.

The site is within Flood Zone 1 and has an area less than 1ha. Therefore a site Specific Flood Risk Assessment is not required.

A drainage strategy will be required to support any subsequent application. Advice on how this should be formed, alongside attenuation and the undertaking of a S106 for management, are detailed in the attached LLFA response.

Impact on Local Ecology

The site falls within a bat alert area, swift nesting area, adjacent to and surrounded by several Habitat Networks, with Pentlands having a recorded bat roost within it. Therefore the development of the site has the potential to cause harm to local species. The council's Ecologist has expressed particular concern over the cumulative ecological constraints on the site, which will require thorough investigation and appropriate Ecological Reports to address. Please see the attached comments from K.C. Ecology for full details.

Impact on Neighbouring Trees

The proposal would necessitate the removal of several mature trees. Based on the details held at this time, K.C. Trees are satisfied that the trees in question are not worthy of a Trees Preservation Order and do not oppose their removal. This is subject to suitable mitigation through replacement planting being proposed within a landscape strategy. Policy seeks for enhancements to be provided by development; therefore the landscaping strategy should seek to provide a net increase of trees on site.

The above is based on the details submitted with the enquiry. Should any subsequent application include the remainder of the allocation, this would bring development closer to the adjacent woodland. Consideration would be required to the impact upon these trees, which has not taken place at this time, and a detailed Arboricultural Survey, Impact Assessment and Methodology would be sought.

Minerals

LP38 of the Local Plan requires residential developments on sites over 0.1ha to be supported by a Mineral Safeguarding statement. This document should demonstrate that;

- a. the mineral concerned is proven to be of no economic value as a result of the undertaking of a Mineral Resource Assessment; or
- b. the development will not inhibit mineral extraction if required in the future; or
- c. there is an overriding need for the development; or
- d. the mineral can be extracted prior to the development taking place

7. Conclusion



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I trust that this information is of use to you in formulating a scheme for the site. In brief, concern are held over whether the proposed development could be implemented without causing harm to the larger housing allocation. Without this clarification, the principle of development cannot be supported. Should this be provided, and an acceptable density and housing mix provided, the principle of housing on the site is considered acceptable. Careful consideration will be required to the design of the scheme, with initial concerns expressed over the indicative layout given, due to the constraints of the site. Other matters, including residential amenity and highways, have been raised for consideration.

However, I have to advise you that any views or opinions expressed are in good faith, without prejudice to the formal consideration of any planning application, which will be subject to public consultation and ultimately be decided by the Council.

It should be noted that subsequent alterations to legislation or local, regional and national policies might affect the advice given.

Caution should be exercised in respect of pre-application advice which is not submitted within a short time of the Council's advice letter.

The information you need to provide with your application is detailed on the Validation checklist which can be viewed under the heading 'Guidance and advice notes' on the Kirklees Planning and development website: -

<http://www.kirklees.gov.uk/beta/planning-anddevelopment.aspx>

Yours faithfully

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