

**KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE**

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended) – SECTION 70

DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS

Reference No: 2021/62/90343/W

Site Address: rear of, 154, Trinity Street, Huddersfield, HD1 4DT

Description: Demolition of existing building and erection of 2 dwellings and widening of existing access (within a Conservation Area)

Recommending Officer: Ellie Worth

DECISION – Full Conditional Permission

I hereby authorise the approval of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.

Neil Bearcroft

AUTHORISED OFFICER

Date: 24-May-2021

Officer report

Site description

The application relates to the outbuilding associated with 154 Trinity Street, a large detached Victorian villa, constructed from natural stone and concrete tiles. The property is set on the junction with Trinity Street and Vernon Avenue, with two points of access. Vehicular access to the property is taken via Vernon Avenue. The property also benefits from amenity space to the front of the dwelling and an area of hardstanding to the rear. Boundary treatment is typical of the area, consisting of a low rise natural stone wall.

The site is situated within a predominantly residential area, whereby the neighbouring properties vary in size, scale and form. The property is also situated within Greenhead Park and New North Road Conservation Area and is within the vicinity of a number of Listed Buildings, the most notable being no. 156 Trinity Street.

Description of development

The applicant seeks permission for the demolition of existing building and the erection of 2 dwellings and widening of existing access. The structural survey suggest that the building is in a poor condition and therefore to facilitate the two dwelling previously approved under 2020/90230 it will need to be demolished and re-built, in line with the design which has previously been approved. The details of the scheme are as follows:

- 16m in width
- 5.5m in depth
- 4.2m in height to the eaves; 7.1m in overall height

The new building will be constructed from reclaimed stone with a slate tiled roof to match the existing. The new windows and doors will also be painted timber to match. Internally two x 1 bed apartments will be created.

One parking space for each dwelling will be provided on the area of hardstanding. The existing access will also be increased.

History of negotiations/amendments received

Officers have entered into discussions with the agent regarding a bat survey, however, they have confirmed that the building is not safe to enter. Furthermore, details of demolition have been required and therefore a method statement has been received. This was sought on the 10th May 2021.

Relevant Planning History

Application site:

2020/90230 Erection of extension and alterations to derelict building to form 2 dwellings and widening of existing access (within a Conservation Area) -
Granted

2018/92571 - Certificate of lawfulness for existing use of dwelling as House of Multiple Occupation (within a Conservation Area) – Certificate granted

Neighbouring sites:

Various planning, listed building and advertisement consent at 156 Trinity Street

Representations

The application has been advertised by site notice, neighbour notification letters and the press.

Final publicity expires: 26th March 2021

As a result of the above publicity, two objections have been received. A summary of the concerns raised are as follows:

- Concerns regarding the impact in which the proposed construction of the two properties would have at the rear of 154 Trinity Street.
- The density of residential properties in the area would be excessive.
- The proposed plan would be better suited for the construction of one dwelling rather than two.
- The area will be too densely populated and will create nuisance to the surrounding properties.
- The increase in height of the current garage will have a significant effect on the property behind and will take away large parts of sunlight.
- The building will be out of character.
- There has been no provision for ensuring free and easy access to the lane behind and this is likely to be significantly impacted upon not only by the building but by the ongoing run off.

Consultation responses

KC Conservation and Design: No concerns on heritage grounds however, conditions should be attached to the decision notice to ensure that a binding contract is sought for carrying out the works of re-development.

The Coal Authority: Requested that condition 8 on the previous permission (pre commencement site investigations) shall be re-attached to the new proposal. This will ensure the safety and stability of the new dwelling.

KC Ecology (informal): Requested that a Preliminary Roost Assessment or Bat Scoping Survey is submitted.

KC Highway DM (informal): No concern as the parking would be retained as per the previous permission.

Policy

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 located within Greenhead Park/New North Road Conservation Area on the Kirklees Local Plan.

Kirklees Local Plan:

- LP 1 – Achieving sustainable development
- LP 2 – Place shaping
- LP3 – Location of new development

- LP7 – Efficient and effective use of land
- LP21 – Highway safety
- LP22 – Parking
- LP24 – Design
- LP30 – Biodiversity
- LP35 – Historic Environment
- LP53 – Contaminated and unstable land

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published 19th February 2019, 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 5 – Delivering a sufficient supply of homes
- Chapter 11 – Making effective use of land
- Chapter 12 – Achieving well design places
- Chapter 15 – Conserving and enhancing the natural environment
- Chapter 16 – Conserving and enhancing the history environment

Assessment

The following matters are considered in the assessment below:

1. Principle of development
2. Impact on visual amenity
3. Impact on residential amenity
4. Impact on highways
5. Other matters
6. Representations
7. Conclusions

1.Principle of development

The site is located within Greenhead Park/New North Road Conservation Area. Therefore, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that Local Planning Authorities to pay special attention to preserve or enhance the character and setting of buildings or land within a Conservation Area. Policy LP35 of the Local Plan and Chapter 16 of the National Planning Policy Framework are relevant regarding the historic environment.

LP35 states “development proposals affecting a designated heritage asset...should preserve or enhance the significance of the asset. In cases likely to result in substantial harm or loss, development will only be permitted

where it can be demonstrated that the proposals would bring substantial public benefits that clearly outweigh the harm". This harm will be assessed and discussed later in the report.

Alongside this, LP1 of the KLP 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 NPPF. Policy LP24 of the KLP is also relevant and states that "good design should be at the core of all proposals in the district".

Housing supply

Alongside the above, the proposal would also lead to the formation of two residential flats and therefore it is considered appropriate to consider the Council's housing land supply position. As set out in the Authority Monitoring Report (AMR), the assessment of the required housing (taking account of under-delivery since the Local Plan base date and the required 5% buffer) compared to the deliverable housing capacity, windfall allowance, lapse rate and demolitions allowance shows that the current land supply position in Kirklees is 5.88 years supply. The 5% buffer is required following the publication of the 2020 Housing Delivery Test results for Kirklees (published 19th January 2021).

As the Kirklees Local Plan was adopted within the last five years the five year supply calculation is based on the housing requirement set out in the Local Plan (adopted 27th February 2019). Chapter 5 of the NPPF clearly identifies that Local Authorities should seek to boost significantly the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development.

In this instance, the principle of having a larger building to form two residential apartments at the site, has already been established under the previously approved 2020/90230 application. As such, the main consideration to this scheme is the demolition and re-build of the existing building.

2. Impact on visual amenity and heritage

The building under consideration has been designed in a gothic style, fashionable at that time the original building was constructed and the existing building has previously been considered ancillary to 154 Trinity Street, a mid-19th century property. The house and its coach house contribute to the character and appearance of Greenhead Park/New North Road Conservation Area.

Policy LP24 of the Kirklees Local plan states that new proposals should promote good design by ensuring development will enhance and respect the character and landscape of the area. In this instance, the application site is situated within a residential street whereby the design and form of the neighbouring properties vary in design and form.

Policy LP35 of the KLP also requires that proposals within Conservation Areas, conserve those elements in which contribute to their significance.

Paragraph 190 of the NPPF requires that we avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

In this instance, the proposed development would result in the complete loss of the existing coach house building and its replacement with two new dwellings of a larger scale with similar architectural features. Nonetheless as identified above, the end visual finish of the works proposed would match the previously approved permission 2020/9023, and therefore no concern is raised regarding the scale or final visual appearance of the development. Furthermore, the external alterations within the front of the building would preserve the original historic features of the coach house, along with the retention of the centrally placed gable dormer, stone kneelers, stone copings to the gable ends of the roof and the opening up of the lunette window in the north western elevation. The ground floor openings have also been previously altered; however, it is apparent that there was a large opening to the right of the centrally placed window on the south western elevation and a pair of windows or doors to the left. As such, the design and form of the fenestration proposed has been considered acceptable from a visual and heritage perspective. Roof lights will also be inserted into the dual pitched roof in order to provide natural light into the roof spaces of each apartment.

Part of the existing boundary wall will be demolished in order to widen the existing pedestrian and vehicular access. Such works have been considered acceptable, as they are unlikely to unduly impact on the character and setting of the property.

With regards to paragraph 194 of the NPPF, the evidence provided in support of the case for demolition is accepted by KC Conservation and Design, as it is considered to provide clear and convincing justification for the harm that would be caused. Subject to the re-use of sound architectural features and materials in corresponding locations and the use of new features and materials to match the existing where required, the harm to the character and appearance of the Greenhead Park/ New North Road Conservation Area would be minimal but still less than substantial harm.

Alongside this, the public benefits to the scheme are that the construction of a well-detailed replacement building would enhance the character and setting of Greenhead Park/New North Road Conservation Area. This would balance the harm with regards to the requirements of paragraph 196 of the NPPF.

KC Conservation and Design have also acknowledged that there are very few of coach houses in which remain within the vicinity and therefore the principle of re-building/re-using this building is supported. For these reasons, the public benefits to the scheme are considered to outweigh the less than substantial harm.

Conclusion on amenity

Having taken into account the above officers are satisfied that the development proposed would be of a satisfactory design quality as the materials would be in keeping with the character of the area and would sustain the significance of Greenhead/New North Road Conservation area, alongside the setting of the nearby Listed Buildings. As such, the proposal

would accord with Policies LP24 and LP35 of the Kirklees Local Plan and Chapters 12 and 16 of the NPPF.

3. Impact on residential amenity

With regard to residential amenity Policy LP24 advises that proposals should ensure that a high standard of amenity is achieved for future and neighbouring occupiers. This is also supported by Chapter 12 of the NPPF. The impact of the development on each of the surrounding properties will be assessed in turn.

8 Vernon Avenue is the neighbouring property to the North East of the application site. It has been considered that there would be some impact upon these neighbours' amenity as a result of the demolition and rebuild. However, any impact would not be any greater than the works in which have been previously approved. The eaves and ridge height will also remain the same and therefore any additional bulk and massing upon these neighbours principle openings would not be undue. A separation distance of approximately 7.4m will also be retained.

There will also be no habitable room windows inserted into the northern facing rear elevation of the building. The additional roof lights proposed within the rear roof slope will look towards the side elevation of the dwelling which other than the high level windows and a door, is blank. As such, this relationship is considered to be acceptable.

Nonetheless, in order to protect these neighbours' future amenity permitted development rights for future openings within the northern eastern facing rear elevations of each apartment will be removed. A condition will be attached to the decision notice accordingly.

Overall, it has been considered that there would be an acceptable level of amenity retained at these neighbours, with a significant amount of weight being afforded to the extant permission.

156 Trinity Street and 1 Vernon Road are the residential properties to the West and North West of the application site. It has been considered that there would be no material overbearing, overshadowing and overlooking as a result of the works proposed, given that a separation distance of approximately 21m will be retained between the application site and the nearest side elevation at no 156 Trinity Street, including a highway. It has also been noted that the lunette opening within the north western elevation will be relatively small in size and scale and therefore would not result in any significant loss of privacy. Future first floor openings will also be controlled under the GPDO.

152 Trinity Street is the residential property to the South East of the application. Given that the works proposed are to rebuild the unit at the same size as what was previous approved, no concerns have been raised upon these neighbours' amenity. As such, any overbearing and overshadowing would be limited. The submitted plans also show no additional openings to be inserted into the south eastern facing side elevation which will also mitigate

against any undue overlooking. Nonetheless given the close relationship between these neighbours, officers have considered it necessary to remove permitted development rights for future ground floor openings within this elevation. First floor openings will also be protected under the GDPO.

As such, it has been concluded that an acceptable level of amenity will be retained as part of this proposal.

Future occupiers of the apartments and 154 Trinity Street

As shown on the submitted plans 154 Trinity Street is also within the applicant's ownership, as it has been situated within the blue line boundary. Nonetheless, officers have undertaken an assessment regarding the impact in which the additional bulk, massing and openings would have on the amenity of the occupants of this property.

In this instance, it appeared that all the openings within the rear elevation of 154 are obscurely glazed and therefore there will be no material overlooking, overbearing or overshadowing from the additional fenestration and built form proposed to create two apartments.

With regards to the two new apartments, it has been noted that they would provide an acceptable amount of internal living accommodation when considered against the Government's technical guidance. As this advises that a single storey property with additional living accommodation within the roof space should have an internal floor space of 50m². In this instance both units will have an internal floor space of at least 60m², which will ensure that an acceptable level of amenity is retained.

Alongside this, it has been noted that the extra activity at the site may have the potential to disturb neighbouring properties (e.g noise, car usage and parking) however, it has been considered that any impact would be minimal. This is due to the submitted plans showing for one off street parking space, to be provided for each dwelling in order to relieve pressure from the highway, given that the neighbouring streets are for permit holders only.

Having considered the above factors affecting neighbouring properties and relevant policies, the proposed development is not deemed to result in any significant impact upon residential amenity and therefore the proposal is considered to accord with Policy LP24 of the Kirklees Local Plan.

4. Impact on highway safety

The proposal would result in the demolition and re-build of the existing outbuilding/former coach house into two residential apartments, which would increase the number of householders on the site. In this instance it has not been considered necessary to re-consult with KC Highways DM, as the site would retain the same level of accommodation as the scheme in which was previously approved under 2020/90230.

Nonetheless, whilst it has been noted that the spaces seem difficult to access, they already exist, and therefore are of an appropriate dimension. As such,

one on-site parking space for each apartment has been considered acceptable.

In this case, it is likely that the parking area will be re-laid and therefore officers consider it reasonable to attach a condition to the decision notice to ensure that it is appropriately surfaced and drained in accordance with standard guidance to ensure that the additional hard surface does not result in an increase in surface water run-off and flood risk. This would accord with Policies LP28 and LP34 of the Kirklees Local Plan.

Whilst it is unclear to whether the hardstanding to the rear of the property was previously used by the occupants of 154 Trinity Street, officers have noted that the site is within a close proximity to Huddersfield Town Centre with access to bus and train serves and other amenities are within walking distance. Therefore, on balance no additional on-site parking is required for the existing HMO.

The widening of the existing access is also welcomed as part of this proposal, as this will provide safe access and egress in and out of the site. This will be secured by condition.

For these reasons, the proposal on balance will have an acceptable impact on highway safety in accordance with Policies LP21 and LP22 of the Kirklees Local Plan.

5. Other matters

Air quality

It is advised that an electrical charging point should be installed for each residential unit in order to maximise sustainable transport solutions which includes the supporting of the transition to low emission vehicles. This is also set out within the West Yorkshire Low Emissions Strategy and Policies LP24 and LP51 of the Local Plan and therefore a condition will be attached to the decision notice accordingly.

Bats

The application site lies within the bat alert layer on the Councils GIS System. As such, KC Ecology have been informally consulted. In this instance, the officer requested a Preliminary Roost Assessment or Bat Scoping Survey will need to be undertaken in order to determine whether bats are likely to be affected. However, the agent has confirmed that the building due to its poor state, is not safe to enter and therefore it is not possible to carry out a meaningful assessment. As such, officers accept that the building is not within a structurally sound state and is therefore unsafe. As such, a note will be attached to the decision notice to state that bats are a European protected species under regulation 41 of the Conservation of Habitats and Species Regulations 2010. It is an offence for anyone intentionally to kill, injure or handle a bat, disturb a roosting bat, or sell or offer a bat for sale without a licence. Therefore, should any bat roosts be found during the demolition of the building, works should cease and the applicant is advised to contact Natural England for advice.

Alongside the above, in order to comply with the aims of LP30, proposals should provide net biodiversity gains through good design by incorporating biodiversity enhancements and habitat create where opportunities exist. In this case, a condition will be attached to the decision notice to state that a bird box shall be installed within the north eastern elevation of the dwelling during the construction period. This is to accord with LP30 of the KLP and Chapter 15 of the NPPF.

Climate change

On the 12th 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 will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

In this case, due to the nature of the proposal it has been considered that the demolition and rebuild of the unit will be the best option in order to sustain its long term conservation. Furthermore, the building will be constructed from reclaimed stone, that can be locally sourced.

High Coal Area

The site is situated within a high coal area and therefore The Coal Authority have been formally consulted. In this instance it has been noted that the Coal Mining Risk Assessment (CMRA) has only been informed by a limited amount of evidence, that suggests that the site is in the zone of likely physical influence on the surface from past underground workings. The report author identifies that as part of the future development the need for a robust site investigation (rotary boreholes to 30m depth) would be carried out, if considered necessary.

However, it has been noted that the proposal is for a revised scheme to: *2020/62/90230/W - Erection of extensions and alterations to derelict building to form 2 dwellings*. The Coal Authority were consulted on the previous planning application that was accompanied by the above assessment. In that case, The Coal Authority raised no objections to the proposal, subject to the LPA imposing a suitably worded condition to secure the undertaking of intrusive ground investigations prior to the commencement of development. The LPA imposed such a condition (no. 8) on the aforementioned application.

Therefore, given that the development will now be to demolish and rebuild, it has been considered necessary to re-impose the above condition. This is to accord with Policy LP53 of the KLP and Paragraphs 178 and 179 of the National Planning Policy Framework.

6. Representations

As part of the above publicity, two representations have been received. As such, the objections raised alongside officer correspondence can be seen below:

- Concerns regarding the impact in which the proposed construction of the two properties would have at the rear of 154 Trinity Street.
- The density of residential properties in the area would be excessive.
- The proposed plan would be better suited for the construction of one dwelling rather than two.

Comment: The works proposed would be no greater than what has been approved under the previous permission. As such, no concern is raised from a visual, residential or heritage perspective.

- The area will be too densely populated and will create nuisance to the surrounding properties

Comment: Given that the building will be retained in a residential use, no concern has been raised.

- The increase in height of the current garage will have a significant effect on the property behind and will take away large parts of sunlight.

Comment: The overall height of the new building would be the same as the existing. As such, an acceptable level of residential amenity is likely to be retained.

- The building will be out of character.

Comment: The building is considered to conserve and enhance the character of the site and the wider conservation area.

- There has been no provision for ensuring free and easy access to the lane behind and this is likely to be significantly impacted upon not only by the building but by the ongoing run off

Comment: The track to the rear of the site is outside of the applicants red line boundary. As such, any concern raised regarding the usage of this would be a private legal matter.

7. Conclusion

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. This application has been assessed against relevant policies in the development plan and other materials considerations. It is considered that the development would constitute to sustainable development and is therefore recommended for approval.

Recommendation Approve

Decision Authorisation - Delegated Powers

Application Number: 2021/90343

Officer Recommendation: Approve

Conditions and Reasons

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: Pursuant to the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.

Reason: For the avoidance of doubt as to what is being permitted and so as to ensure the satisfactory appearance of the development on completion, and to accord Policies LP1, LP2, LP21, LP22, LP24, LP30 and LP35 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

3. The works to demolish and rebuild the building shall be carried out in accordance with the details set out within the Heritage Statement (Revised May 2021). This includes manual methods of demolition whereby the re-usable stone and roof slates can be marked and stored safely for the re-build.

Reason: In the interests of visual amenity, heritage and biodiversity, to ensure that any future development would enhance the character and setting

of Greenhead Park and New North Road Conservation Area, in accordance with Policies LP24 and LP35 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

4. Prior to their use in the construction of the hereby approved development, samples of all new facing materials and features to supplement those salvaged from the existing building shall be submitted to and approved in writing by the Local Planning Authority.

Reason: So as to ensure the satisfactory appearance of the development on completion, to ensure that any future development would enhance the character and setting of Greenhead Park and New North Road Conservation Area and to accord with Policies LP24 and LP35 of the Kirklees Local Plan and advice within the National Planning Policy Framework.

5. Before either of the hereby approved dwellings are first occupied the access to the parking area to serve the development will be widened in accordance with the specification set out on the hereby approved Dwg. No. 19:11:7205:100. The widened access shall thereafter be retained.

Reason: In the interests of highway safety and to accord with Policy LP21 of the Kirklees Local Plan.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any Order revoking or re-enacting that Order) no doors, windows or any other openings, other than those expressly permitted by this development, shall be created within the north eastern and south eastern facing elevations of dwellings hereby approved.

Reason: So as not to detract from the amenities of neighbouring properties by reason of loss of privacy and to accord with Policy LP24 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

7. Before occupation of each dwelling, one electric vehicle recharging point shall be provided within the parking areas for each dwelling. 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. The electric vehicle charging points so installed shall thereafter be retained.

Reason: To encourage ultra-low emission vehicles in the interests of air quality and accord with the guidance contained in Chapter 9 and Chapter 15 of the National Planning Policy Framework, the West Yorkshire Low Emissions Strategy and Policies LP 21 and LP24 of the Kirklees Local Plan.

8. One nest box suitable for house sparrow (Schwegler 1SP sparrow terrace, or similar) shall be installed within the exterior of the apartment 1 during the construction phase before the dwelling is first occupied. The box shall be installed on the North Eastern facing elevation, at least 4 metres above ground and not located above windows or doors. The box shall thereafter be retained.

Reason: In the interests of enhancing the biodiversity value of the site, in accordance with Policy LP30 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

9. No development shall commence until intrusive site investigations have been carried out on site to establish the exact situation in respect of coal mining legacy features. The findings of the intrusive site investigations shall be submitted to the Local Planning Authority for consideration and approval in writing. The intrusive site investigations shall be carried out in accordance with authoritative UK guidance.

Reason: This is in order to ensure the safety and stability of the development given the sites coal mining legacy, in accordance with paragraphs 178 and 179 of the National Planning Policy Framework and to accord with Policy LP53 Of the Kirklees Local Plan. This is a pre commencement condition as intrusive site investigations may be necessary before work can commencement on the construction of the development hereby approved.

10. Where the findings of the intrusive site investigations (required by condition 9) identify that coal mining legacy on the site poses a risk to surface stability, no development shall commence until a detailed remediation scheme to protect the development from the effects of such land instability has been submitted to the Local Planning Authority for consideration and approval in writing. Following approval, the remedial works shall be implemented on site in complete accordance with the approved details.

Reason: This is in order to ensure the safety and stability of the development given the sites coal mining legacy, in accordance with paragraphs 178 and 179 of the National Planning Policy Framework and to accord with Policy LP53 Of the Kirklees Local Plan. This is a pre commencement condition as remediation measures may be necessary before work can commencement on the construction of the development hereby approved.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any Order revoking or re-enacting that Order with or without modification) no development included within Classes A, B, C, D and E of Part 1 of Schedule 2 to that Order shall be carried out within the site, outlined in red on the submitted location plan (Dwg. 19:11:7205:100), prior to written consent from the Local Planning Authority.

Reason: In the interests of visual amenity and heritage, to ensure that any future development would not lead to the overdevelopment of the site or detract from the character and setting of Greenhead Park and New North Road Conservation Area, in accordance with Policies LP24 and LP35 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

NOTE: To minimise noise disturbance at nearby premises it is generally recommended that activities relating to the erection, construction, alteration, repair or maintenance of buildings, structures or roads shall not take place outside the hours of: 07.30 and 18.30 hours Mondays to Fridays 08.00 and 13.00hours, Saturdays With no working Sundays or Public Holidays In some cases, different site specific hours of operation may be appropriate. Under the Control of Pollution Act 1974, Section 60 Kirklees Environment and Transportation Services can control noise from construction sites by serving a

notice. This notice can specify the hours during which work may be carried out.

NOTE: Electric Vehicle Charging Points

- A Standard electric vehicle charging point is one which is capable of providing a continuous supply of at least 16A (3.5kW). A 32A (7kW) is however more likely to be futureproof
- Standard charging points for single residential properties that meet the requirements specified in the latest version of “Minimum technical specification - Electric Vehicle Homecharge Scheme (EVHS)” by the Office for Low Emission Vehicles will be acceptable. Basically, charging points that provide Mode 3 charging with a continuous output of least 16A (3.5kW) and have Type 2 sockets would be acceptable.
- The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.
- The installation must comply with all applicable electrical requirements in force at the time of installation.

NOTE: Due to its location, a bat roost may be present on site. Bats are a European protected species under regulation 41 of the Conservation of Habitats and Species Regulations 2010. It is an offence for anyone intentionally to kill, injure or handle a bat, disturb a roosting bat, or sell or offer a bat for sale without a licence. It is also an offence to damage, destroy or obstruct access to any place used by bats for shelter, whether they are present or not. If bats are discovered on site development shall cease and the applicant is advised to contact Natural England for advice.

Plans and specifications schedule:

Plan Type	Reference	Version	Date Received
Location plan and existing and proposed floor plans and elevations	19:11:7205:100	-	18 th February 2021
Structural report	-	-	18 th February 2021
Coal Mining Risk Assessment	-	-	18 th February 2021
Heritage and justification statement	Revised May 2021	-	10 th May 2021

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2015 and otherwise actively engaged with the applicant in dealing with the application. In this instance, officers have

entered into discussions with the agent regarding a bat survey, however, they have confirmed that the building is not safe to enter. Furthermore, details of demolition have been required and therefore a method statement has been received. This was sought on the 10th May 2021.

Date: 24th May 2021