



Application For: -

The Erection of 35 dwellings

At: -

Wesley Avenue, Netherthong

By: -

Heywood Homes

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Supporting Information

This report should be read in conjunction with the supporting reports listed here.

Gas report

Carbon reduction and climate change

Construction phase plan

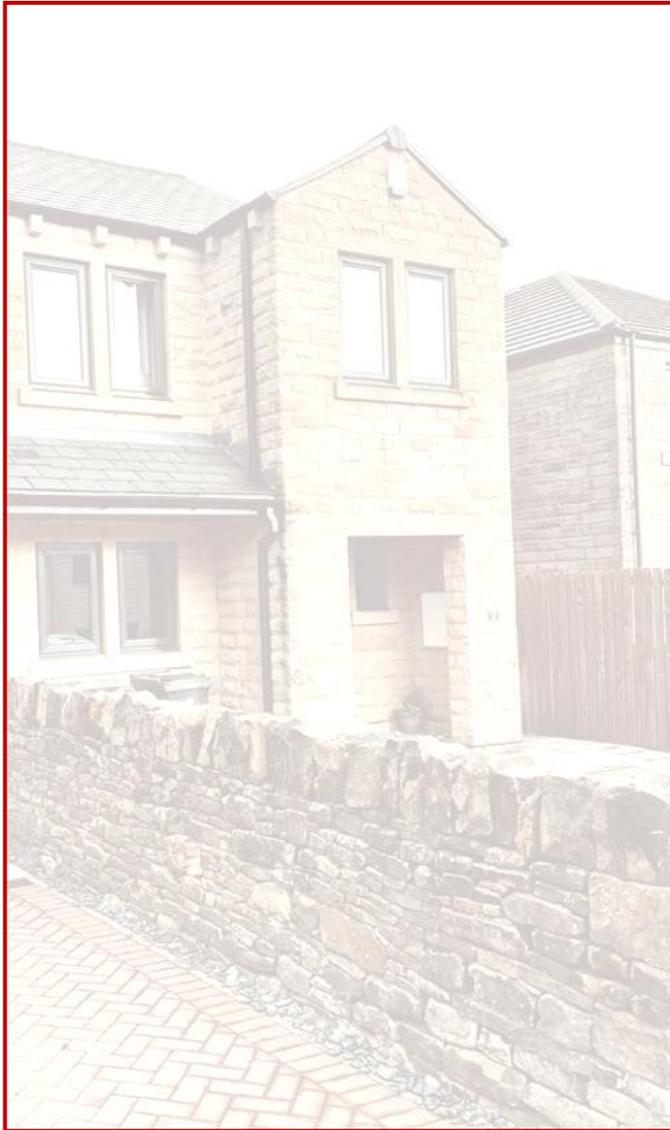
Ecology reports

Landscape proposals

Travel Plan

Submitted layout plan, cross sections and house types

Highway reports and plans



Introduction

This statement is submitted in support of a reserved matters application for the erection of 35 dwellings on land off Wesley Avenue, Netherthong.

It will address the issues raised by the outline application and is informed by The Kirklees Housebuilders Design Guide SPD and the Holme Valley Neighbourhood Development Plan (NDP).

Site Location and Description

The site is an open field located off the end of Wesley Avenue. It has a significant slope up from north to south.

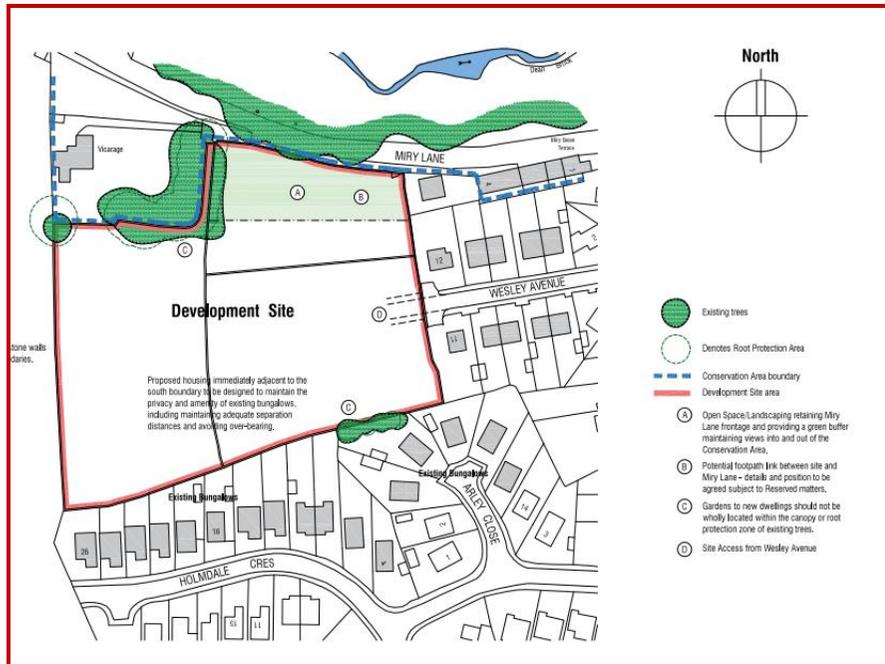
There are dwellings (mid-20th Century) to the East and South. An older stone building, The Old Parsonage, stands adjacent the north-western corner of the site. Further open fields are to the West.

The aerial view adjacent shows the site (red line for identification purposes only).

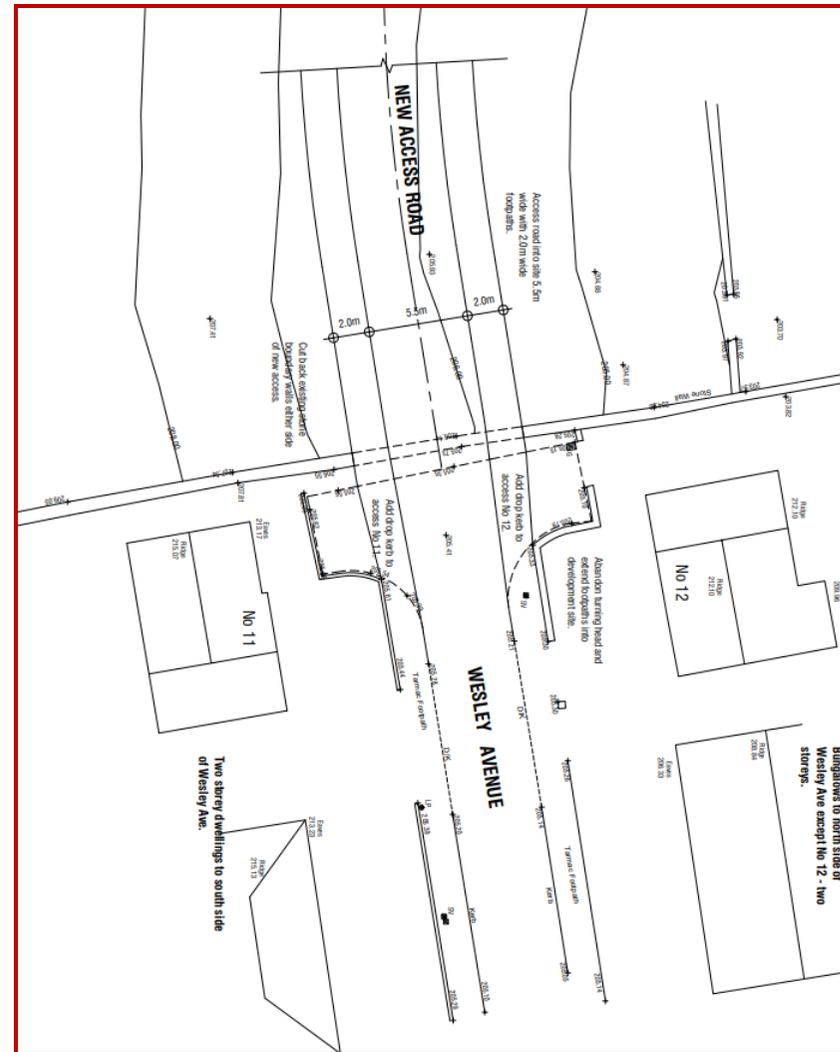


Relevant Site History

Outline planning permission was granted at appeal on the 31st January 2022. This included a number of conditions primary of which was a maximum number of dwellings of 36 and any new layout to be informed by the submitted parameters and access plans.



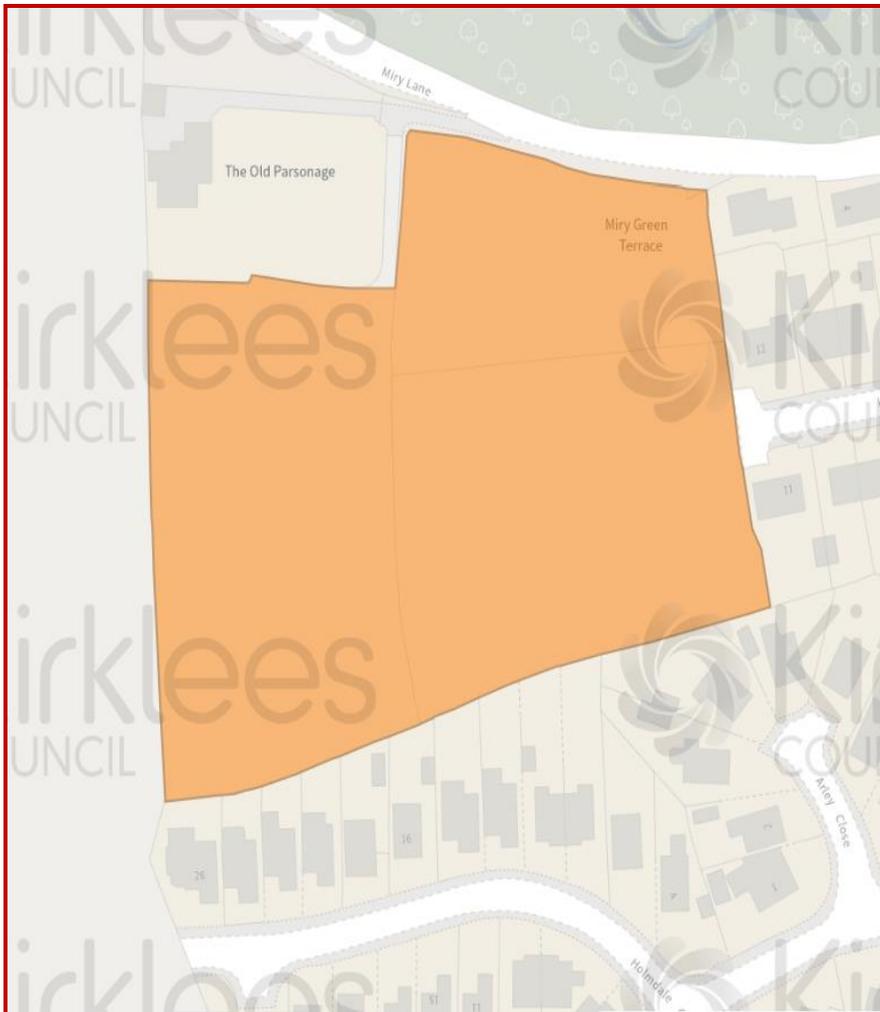
Parameters Plan



Access Plan

Planning Policy

The Kirklees Local Plan allocates the site for residential purposes as shown on the extract below.



Policy LP11 is applicable and states: -

Policy LP11

Housing Mix and Affordable Housing

All proposals for housing, including those affecting the existing housing stock, will be of high quality and design and contribute to creating mixed and balanced communities in line with the latest evidence of housing need. All proposals for housing must aim to provide a mix (size and tenure) of housing suitable for different household types which reflect changes in household composition in Kirklees in the types of dwelling they provide, taking into account the latest evidence of the need for different types of housing. This includes consideration of provision for those with specialist needs. For schemes of more than 10 dwellings or those of 0.4ha or greater in size, the housing mix should reflect the proportions of households that require housing, achieving a mix of house size and tenure. The council encourages the inclusion of appropriate design elements that ensure buildings are suitable or can be adapted to meet the needs of people needing specialist accommodation at present and into later life. The council will encourage proposals for custom/self build homes where consistent with other policies in the Local Plan.

Taking into account the annual overall shortfall in affordable homes, the council will negotiate with developers for the

inclusion of an element of affordable homes in planning applications for housing developments of more than 10 homes, including proposals involving self-contained residential units. The proportion of affordable homes should be 20% of the total units on market housing sites. The proportion may be less where viability evidence demonstrates that there are development costs which would otherwise prejudice the implementation of the proposal. Achievement of a higher proportion of affordable housing on sites will be encouraged.

The affordable homes should be incorporated within the development but where justified, a financial contribution of at least equal value may be accepted to provide affordable homes elsewhere or to re-use or improve the existing housing stock.

The affordable housing provision should:

- a. cater for the type of affordable need identified in the latest housing evidence in terms type, tenure, size and suitability to meet the needs of specific groups;*
- b. incorporate appropriate arrangements to retain the benefits of affordability for initial and subsequent occupiers or for the subsidy to be recycled for alternative affordable housing provision; and*
- c. be indistinguishable from market housing in terms of achieving the same high quality of design.*

Exceptionally, planning permission may be granted for affordable homes on land which would not normally be permitted for housing development, where there is otherwise little prospect of meeting robustly evidenced local needs particularly for housing to rent by people who work locally. Where appropriate, such schemes must include arrangements for the homes to remain affordable in perpetuity.

Kirklees also have the Holme Valley NDP and the Housebuilders Design Guide SDP. The SDP gives prompts and guidance on how the LPA considers it can achieve the Local Plan Policy aims of high quality and socially inclusive housing. It is our intention, for ease of reference, that rest of this D and A follows the suggested guidance and it is therefore split into the suggested six principles.

1. Introduction: Explaining the policy context, drivers for site design in Kirklees and the tools to secure good design through the planning process.
2. Context: Exploring the character of Kirklees and local built form to inform residential development.
3. Setting development parameters: Identifying a site framework to establish how the development potential of the site can be fulfilled.
4. Site Layout: Considering how the site can be developed within identified site parameters.

5. Architectural Details: Considering the materials and detailing to be used throughout the site.
6. Home Design: How individual homes can be designed within the developed site layout.

As well as these matters the statement will also address heritage impact of the proposals as Netherthong Conservation area lies to the North of the site and The Holme Valley Development Plan NDP.



Principle 1

Developers are expected to draw upon the range of tools available to help secure high-quality design for residential development, from the outset of the development process. Developers should work closely with the Council and use the most appropriate tools to secure high-quality design.

Pre-application advice was sought from the LPA. Unfortunately, this did take some time, but a meeting was held with the responsible planning officer and written advice was received.

Principles had already been set, by the allocation and outline permission, so the advice received centred on housing mix, layout, and technical information from statutory consultees.

Concern was expressed about the street layout on entering the site (lack of mix of house types and over dominance of car parking).

The highway authority also indicated that they required alterations to create an additional footpath (only one was proposed with an “informal” mixed highway layout).

As a result of this advice the layout was re-designed with several different house types introduced and parking areas re-arranged along the access road. The original layout is shown adjacent.



The main issue with the site layout has been accommodating the cross site levels for the “T” part of the road. There is a 9.5m difference in levels across this part of the site.

To accommodate the required gradient of the road it is necessary to drop site levels at the southern boundary by 3m.

This does have the benefit of lowering the proposed dwellings along the southern boundary so that they have minimum impact on the views of existing residents.

The layout proposed has been driven by the restrictions of the outline permission (access, POS location, existing trees, adjacent dwellings and maximum number of dwellings) and by the site topography.

The final solution has been informed by advice from statutory consultees and the LPA.



Principle 2

New residential development proposals will be expected to respect and enhance the local character of the area by:

- *Taking cues from the character of the built and natural environment within the locality.*
- *Creating a positive and coherent identity, complementing the surrounding built form in terms of its height, shape, form and architectural details.*
- *Illustrating how landscape opportunities have been used and promote a responsive, appropriate approach to the local context.*

Heywood Homes is a local developer having completed developments in Meltham. It prides itself on creating a modern home using the local vernacular including the use of local stone.

A local architect has been used to design the house types.

This site is adjacent to mid-20th century housing that has no architectural or visual merit and is itself out of context for the area. We have not therefore sought to copy local development but have rather sought to follow the advice on local vernacular in the Holme Valley Neighbourhood Development Plan.

The house types proposed are simple in their concept but do have features of note. They all use natural stone and incorporate appropriate window proportions. The photos in this section are taken from Heywood Homes sites and reflect the approach on this site.



Gables are often used as front features and run through the range of house types to provide a cohesive design throughout the site.

Hedges are used in front gardens with dry stone walls and wooden fencing elsewhere

Corbels are used as a feature and open porches provide a location for supply boxes to be hidden.

Roofing materials are artificial blue slates with a low profile.



Gables can be omitted to create a very traditional look.



An occasional different roof line is introduced to add overall interest whilst features such as corbels, window sizes and materials remain true to the overall design palette.



Larger house types can accommodate a different feature such as the larger windows here.

Overall, the house types reflect the local vernacular, include some appropriate variance within the design concept and provide a quality and sought after product.

As can also be seen fencing is wooden (with drystone walls in some visually prominent areas) and driveways are distinguished by the use of blockwork. Tarmac is restricted to the adoptable areas.

The proposed layout has most houses orientated east-west (same as adjacent) but because of the level changes the T section does run north-south. But these will then provide a visual terminus to the site and not an open-ended cul-de-sac.

The larger house types have been placed on the T section to avoid the overuse of retaining walls between properties; and to avoid split level terraces/semi-detached properties which would increase costs significantly.

Landscaping is incorporated on all properties; it is designed to provide appropriate gardens and to hide car parking as much as possible.

Formal open space is included as shown on the approved concepts plan.

Principle 3

Developers are expected to clearly identify and map out site opportunities and constraints in the Design and Access Statement. This can help understand what constraints impact upon the developability of the site and ensure that they are fully embedded into the design of the site and that the site can be developed to make the efficient and effective use of land. A Site Framework will identify the purpose of each part of the site and help guide the site's development, setting the development parameters early in the planning process.

The site already has outline planning permission and has an approved drawing with site restraints and opportunities on it, this is shown adjacent.

There is a further legal constraint not noted. There is an easement around the north-eastern boundary that allows access for the Old Parsonage to gain access for maintenance.

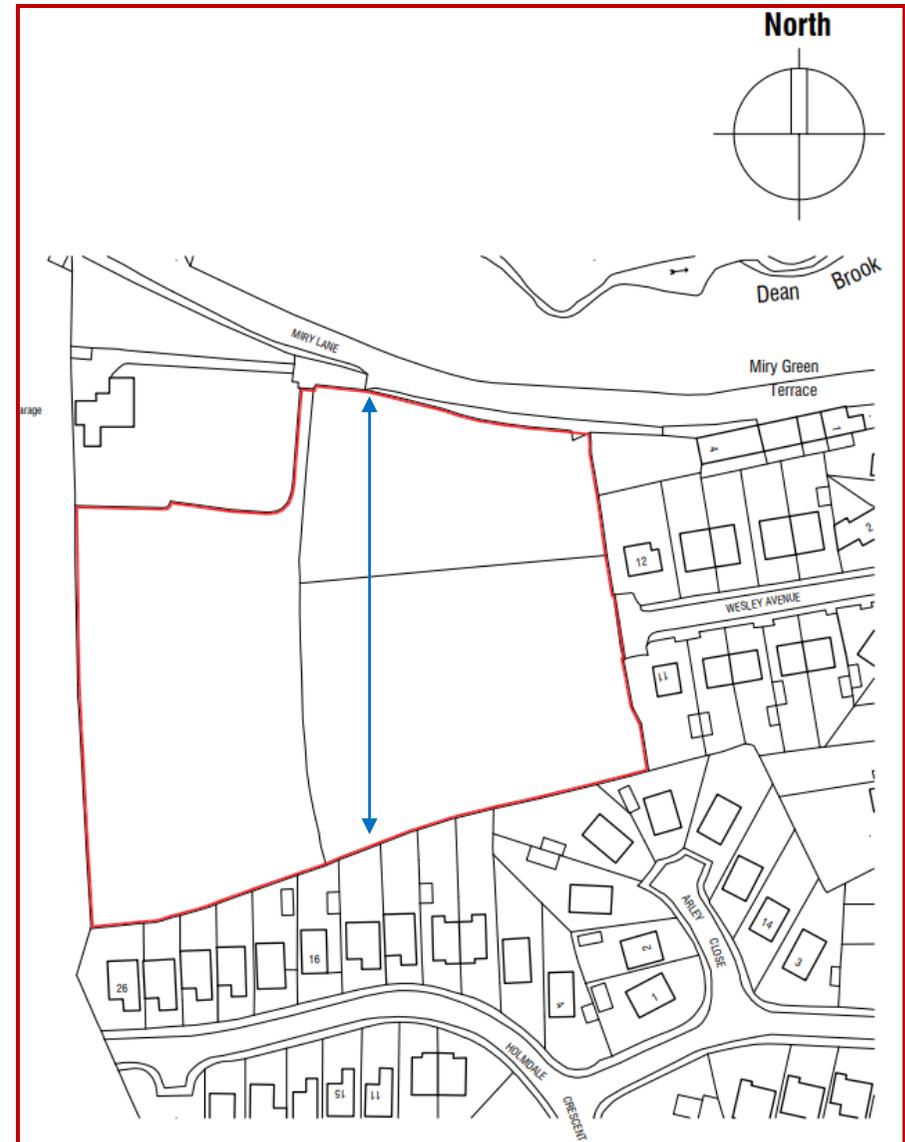


Principle 4

Net development density is expected to achieve at least 35 dwellings per hectare, though higher densities are supported in areas in or adjacent to town centres which are well served by public transport and to secure more sustainable forms of development. Densities lower than 35 are only permitted in line with Local Plan Policy LP7. The location of the site is important in terms of the requirement for car parking provision, on-site open space provision and the type of housing required in the locality.

The density of the site has been set by the maximum number of dwellings allowed under the terms of the outline permission. It is in line with the recommended density in the policy.

The main difficulty in achieving the required density has been the site levels. There is an 18m difference (blue line adjacent) across the site. These levels have been accommodated into the site layout and the necessary density achieved.



Principle 5

Buildings should be aligned and set-back to form a coherent building line and designed to front on to the street, including corner plots, to help create active frontages. The layout of the development should enable important views to be maintained to provide a sense of places and visual connections to surrounding areas, and seek to enable interesting townscape and landscape features to be viewed at the end of streets, working with site topography. The arrangement of buildings should consider maintaining privacy and residential amenity. Effective boundary treatments should be used to form defensible space and delineate between public and private realm. Buildings should be arranged to take account of weather and microclimates.

The proposed layout provides a varied but coherent building line in accordance with the recommendations made in the pre-application advice.

All the dwellings are appropriate distances from each other and existing neighbouring dwellings. Boundary treatments will be solid structures of either stone or timber which is in keeping with the area and provides security and privacy.

There are no important views across the site, but the proposed T will provide a visual terminus to the development.



Principle 6

Residential layouts must ensure adequate privacy and maintain high standards of residential amenity, to avoid negative impacts on light, outlook and to avoid overlooking.

Privacy is maintained by appropriate distances being achieved between existing and proposed properties.

Each plot has a significant garden and the proposed apartments have access to open space around and adjacent to them.

Levels on the southern boundary will be lowered by up to 3m. This means that the existing dwellings on this boundary will have views over the roofs of the proposals.



Principle 8

The transition from urban to open land should be carefully considered where development is located on the edge of the urban area. Proposals should demonstrate how the new development makes a positive contribution to the character and function of the landscape through sensitive siting and good design. For all sites in elevated areas, the appearance in the wider landscape should be considered and with applicants demonstrating how development respects the topography of the site and its surroundings.

The application site has residential development on three sides, with the western boundary open to the green belt beyond.

Along this boundary properties have been turned 90° for two reasons: -

1. To provide a visual terminus from inside the site
2. To provide gardens along the length of this boundary to soften the transition from open green belt to urban area.

Landscaping (hedging) along this boundary will also help this transition.

Principle 9

Proposals are required to provide net gains in biodiversity, with ecological enhancement integral to the design of the development. At the outset of the design process the wildlife habitat network and Habitats of Principal Importance should be considered in addition to protected species and the maintenance and management arrangements for any wildlife spaces need to be clearly set out.

We have provided an ecology report and landscape plan that show how the proposals will optimise on site biodiversity.

On-site baseline	Habitat units	4.98
	Hedgerow units	0.00
	River units	0.00
On-site post-intervention <small>(Including habitat retention, creation & enhancement)</small>	Habitat units	2.35
	Hedgerow units	1.15
	River units	0.00
On-site net % change <small>(Including habitat retention, creation & enhancement)</small>	Habitat units	-52.86%
	Hedgerow units	0.00%
	River units	0.00%
Off-site baseline	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Off-site post-intervention <small>(Including habitat retention, creation & enhancement)</small>	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Total net unit change <small>(including all on-site & off-site habitat retention, creation & enhancement)</small>	Habitat units	-2.63
	Hedgerow units	1.15
	River units	0.00
Total on-site net % change plus off-site surplus <small>(including all on-site & off-site habitat retention, creation & enhancement)</small>	Habitat units	-52.86%
	Hedgerow units	100.00%
	River units	0.00%

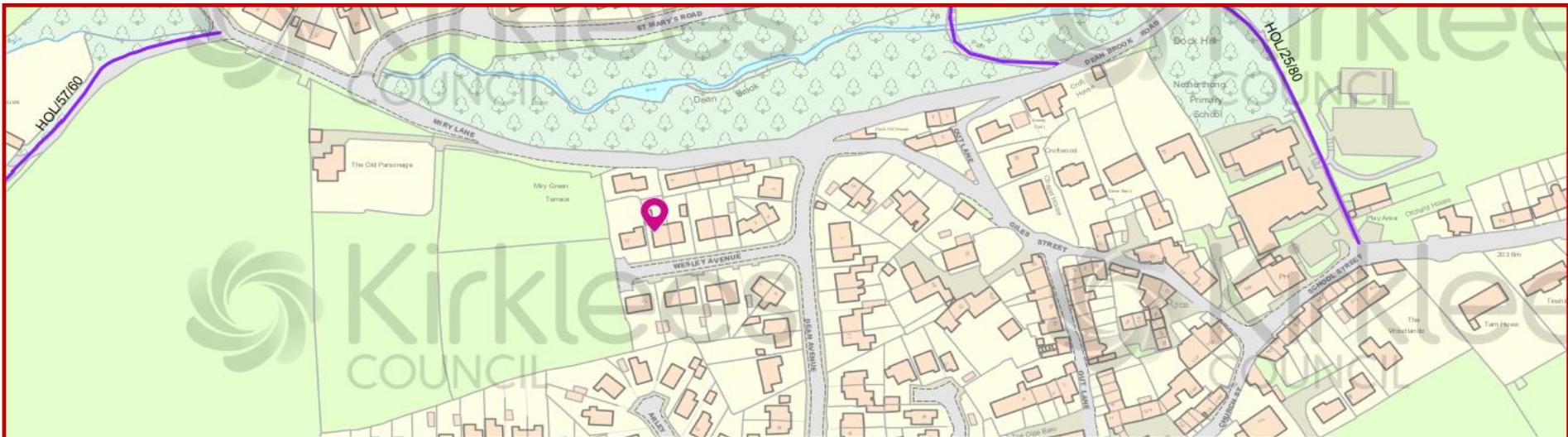
Principle 10

The site layout should make effective connections to existing walking and cycling links and take opportunities to create new connections. Site access will recognise the different needs of people walking, cycling and using cars and prioritise the needs of people walking and cycling, to encourage sustainable modes of travel. In order to contribute towards more people using sustainable modes of travel walking and cycling links should be safe, convenient, direct and accessible; and residential development may provide opportunities to improve connections via the Kirklees Core Walking and Cycling Network.

A new footpath is proposed to connect the site through to Miry Lane. It accesses the wider network without the need to walk down Wesley Avenue. It is intended as a facility for the new residents to use the proposed open space and to access the wider footpath network located to the east and west.

The proposed footpath has been designed to achieve appropriate gradients and to provide a pleasant walk through the landscaped open space. It has been placed at the eastern end of the site so as to be safe and useable.

Planting around the footpath will provide fruit trees that can be picked in the summer as people use this area.



Principle 11

Provide inclusive spaces that meet the needs of pedestrians, cyclists and children and ensure streets are well integrated into the development. Streets must be able to serve emergency and service vehicles, maintain low vehicular speeds and successfully integrate on-street car parking. Creative design should ensure natural surveillance and movement help mitigate the risk of crime and street layouts are attractive with street trees and landscaping. An agreement of the design of highways to an adoptable standard, in accordance with the Highway Design Guide SPD, should be reached at the earliest stage of design following advice in paragraph 7.44.

Within the pre-application process comments were received from the Council's adoption section. Highway engineers have been employed to design the proposals to adoptable standards.

Parking is provided for all dwellings and visitors. Service and emergency vehicles can safely access all dwellings.



Principle 12

At the outset of the development, applicants should identify the need for car parking having considered a range of measures to reduce private car-use into the design of development and through travel plans such as promoting car sharing and car clubs, providing safe and convenient cycle infrastructure and parking, providing safe and convenient access to bus stops and providing improved passenger facilities and where appropriate working with bus operators facilitate bus services through the site; and seeking enhancements to existing bus services.

Any car parking provision should:

- Not dominate street frontages through parking arrangements that place cars at the front of all dwellings and with overly dominant integral garages at the front of dwellings;*
- Be provided in a mix of different formats including on street car parking, parking in mews courts, parking courtyards and under-croft / underground as well as within the curtilage of properties;*
- Where car parking is included within the curtilage of a dwelling, creative design solutions should ensure that car parking can be accommodated at the side of buildings or to their rear to avoid dominating the street scene;*

- Where car parking is accommodated outside the curtilage of dwellings, it should be well-integrated into the street scene with landscaping; discouraging anti-social parking and within the view of properties; and*
- Ensure that any garages are set back from the front door of the house or are carefully designed in terms of materials so that they are not the dominant feature; any garage must be large enough to accommodate a large family car following guidance set out in the Highway Design Guide SPD.*

This is an allocated site but, is relatively isolated. We have provided highway reports to address the potential for means of transport other than the car.

The proposed layout includes courtyard parking and parking to the side of dwellings where possible.

Integral garages are not dominant, and landscaping has been included in front gardens to vary the streetscene.

All garage doors are recessed and electric. Secure covered bike stores are provided to each property.

Principle 13

Applicants should show how different materials which are prevalent in the vicinity of the site have been taken into account in the proposal. Consider the use of locally prevalent materials and finishing of buildings to reflect the character of the area. A simple palette of materials, appropriate to the site's context, should be identified early in the development process to help give the site a coherent identity. The embodied carbon of the material in terms of the environmental impact of its production, transportation and thermal performance should be a prime consideration in the development process. The detailing of the public realm on larger schemes can help form part of a cohesive public art strategy for the site; and help create a rich identity supporting the distinctive character of Kirklees.

We have chosen not to follow the vernacular of the nearby streets as this does not reflect the character of the Colne Valley. The house types and materials proposed (stone and a blue slate) reflect the advice in the Holme Valley NPD

Principle 14

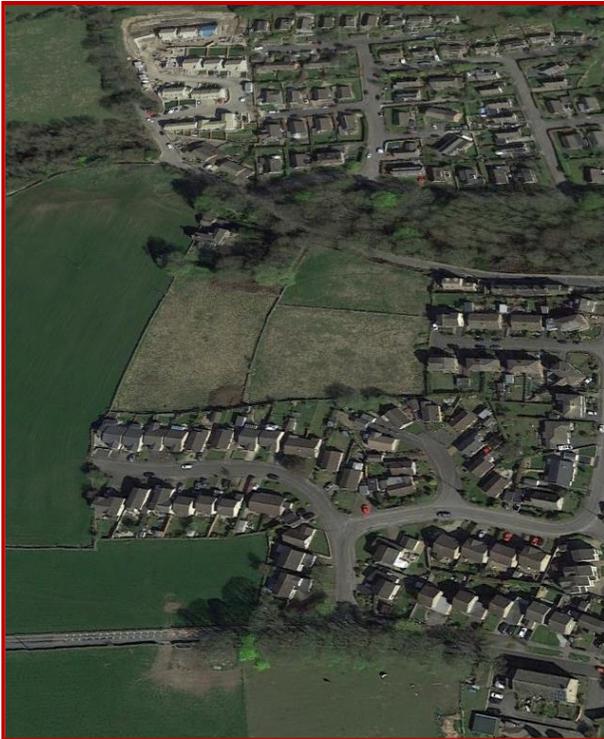
The design of windows and doors is expected to relate well to the street frontage and neighbouring properties and reflect local character in style and materials. Innovation for energy efficiency is encouraged, particularly for maximising solar gain to allow for passive solar construction.

All doors and windows are of an appropriate scale and design and most of the proposed dwellings have a north south orientation.



Principle 15

The design of the roofline should relate well to the site context, including topography, views, heights of buildings and the roof types. Consideration should be given to the pitch of roofs, the inclusion of dormer windows, provision of green/blue roofs, the role of roofs in providing outdoor space and ensuring that the design of roofs does not allow for easy climbing access to upper floor windows.



The proposed rooflines mainly run with the urban grain of Holmdale Crescent and Wesley Avenue. Materials and pitches are appropriate to the area.

The rooflines reflect the local topography.

Principle 16

All new homes should aim to be accessible and adaptable homes to meet the changing needs of occupants over time in accordance with Building Regulations. The provision of homes that meet these standards should be considered within the housing mix of the wider site in line with Local Plan policy LP11 (Housing Mix and Affordable Housing). All new build dwellings should have sufficient internal floor space to meet basic lifestyle needs and provide high standards of amenity for future occupiers. Although the government has set out Nationally Described Space Standards, these are not currently adopted in the Kirklees Local Plan. The council will seek to adopt such a policy in the future in accordance with evidence and in the meantime will seek to ensure high quality living environments through the application of Local Plan policy LP24 (Design)

All the dwellings are accessible and have sufficient internal space. The house types have been used on other local sites and have proven very popular and successful.

Principle 17

All new houses should have adequate access to private outdoor space that is functional and proportionate to the size of the dwelling and the character and context of the site. The provision of outdoor space should be considered in the context of the site layout and seek to maximise direct sunlight received in outdoor spaces. Apartment development can provide outdoor spaces through balconies, though communal terraces and gardens may be more appropriate.

All gardens are of a sufficient size for the house they serve. The apartments have access to land around them and to adjacent open space solely for their use.

Principle 18

New proposals should contribute to the Council's ambition to have net zero carbon emissions by 2038, with high levels of environmental sustainability by ensuring the fabric and siting of homes, and their energy sources reduce their reliance on sources of non-renewable energy. Proposals should seek to design water retention into proposals.

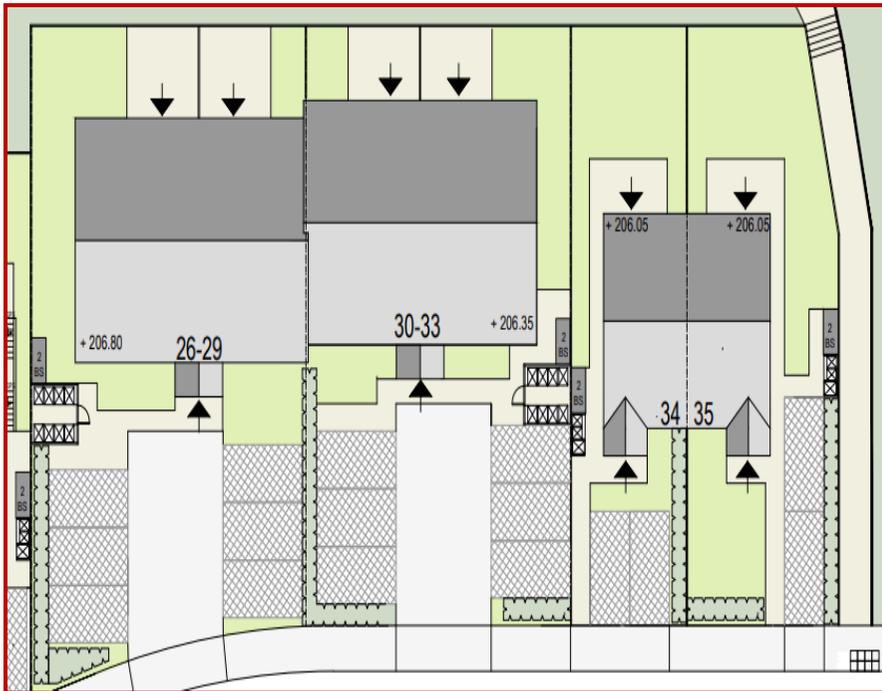
Heywood Homes propose to go further than required to satisfy the current building regulations in building our homes. Locally sourced products will be constructed as detailed above to deliver the most environmentally conscious and energy efficient homes possible within realistic budgetary constraints.

Water butts are provided on request to each of the properties.

Principle 19

Provision for waste storage and recycling must be incorporated into the design of new developments in such a way that it is convenient for both collection and use whilst having minimal visual impact on the development.

All properties have bin storage areas (up to three bins each) and are accessible by bin lorries.



Affordable Housing

The LPA were approached and asked to provide an assessment of the need for affordable housing in the area.

The response was: -

Significant need for 1/2 bedroom housing, as well as 1/2 bedroom properties for older people specifically.

Given the significant need for 1 and 2 bedroomed dwellings, a mixture would be suitable for this development.

The proposal includes 8 x 2 bed and 4 x 1 bed apartments.

Of these 4 will be social rented, 3 will be affordable sale and 5 will be open sale. The affordable plot numbers are 20-23, 30, 32-33

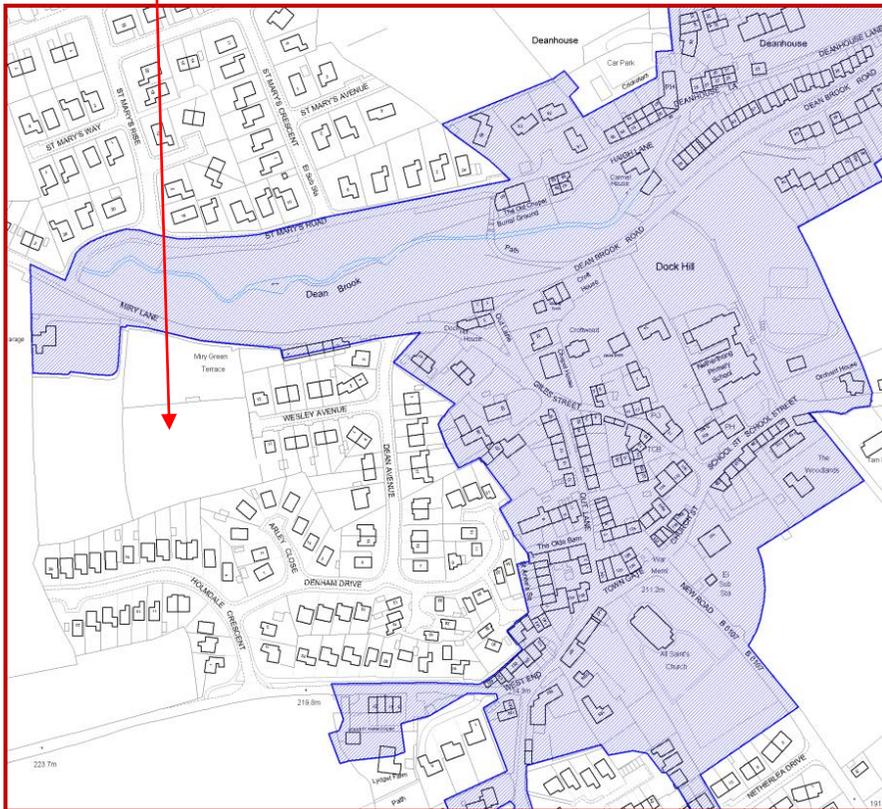
Together Housing have agreed to take on these affordable properties.

They have also been placed immediately adjacent to the POS as well as having open space around them.

Having covered the advice within the housebuilders SPD and Holme Valley NPD we will now address heritage and the conditions in the outline permission.

Heritage

The site lies adjacent to the Netherthong Conservation Area (CA).



The site is allocated for residential purposes and has outline planning permission.

In allocating the site the LPA will have taken into account the location of the CA, and no mention was made of detrimental impact on the CA within the outline permission.

It is therefore reasonable to assume that the LPA are of the opinion that so long as the design of the new houses is acceptable the impact on the CA of the new development will be neutral or positive.

We have already explained how the proposed development has followed local design advice and it is our opinion that the house types proposed sit well within the Holme Valley.



A significant open space has also been left around the Old Parsonage (this is the closest point of the CA). This provides a reasonable visual buffer. It is our conclusion that the impact on the CA is neutral and policy is complied with.

Design and Access Statement

The Outline Permission and Conditions

Within this section we list the conditions that required additional information submitting and indicate how this has been dealt with including the appropriate submitted document.

Wesley Avenue

Condition number	wording	Action/report	submission
1	Approval of the details of the scale, layout, appearance, and the landscaping of the site (hereinafter called “the reserved matters”) shall be obtained from the Local Planning Authority in writing before any development commences.	Submission of reserved matters application	Reserved matters application
2	Plans and particulars of the reserved matters referred to in Condition 1 above, relating to the scale, layout, appearance, and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out in full accordance with the approved plans.	Submission of reserved matters application Scale layout and appearance - Submitted Northern Design plans Landscaping – Landscape Plans from Pegasus	Reserved matters application
3	Application for approval of any reserved matter shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.	Timescale no action required	
4	The development hereby permitted shall be begun either before the expiration of two years from the final approval of reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.	Timescale no action required	
5	The development hereby permitted shall be carried out in accordance with the following approved plans: drawing numbers 0S1A – Location Plan, P3 – Access Details.	No action required	
6	Details of ‘layout’ submitted pursuant to condition 1 shall be informed by the approved Parameters Plan (drawing number P2A Rev A).	AKPlanning design & access Statement	Reserved matters application
7	The development permitted shall not exceed 36 dwellings.	No action required	

8	The point of access for the development shall be provided in accordance with drawing number P3 (Access Details) prior to the first occupation of the development hereby permitted and shall thereafter be maintained.	Layout plan and highway report (Paragon Highways)	Reserved matters application
9	Prior to development commencing a Construction Management Plan (CMP) shall be submitted to and approved in writing with the Local Planning Authority. The plan shall describe in detail the actions that will be taken to minimise adverse impacts on occupiers of nearby properties and highway safety by effectively controlling: <ul style="list-style-type: none"> • Noise & vibration arising from all construction related activities. This shall also include suitable restrictions on the hours of working on the site including times of deliveries. • Dust arising from all construction related activities. • Artificial lighting used in connection with all construction related activities and security of the construction site. • Means of access to the site for construction traffic • Times of use of the access • The routing of construction traffic to and from the site • Construction workers' parking facilities • A scheme to demonstrate how the public highway will be kept clear of mud/debris The approved plan shall be adhered to throughout the construction of the development.	Heywood Homes Construction Phase and Health and safety Plan	Reserved matters application
10	No development hereby permitted shall take place on the site until full details of the proposed internal adoptable estate roads including turning heads and the footpath link to Miry Lane, shall 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 the work. The site shall be laid out and constructed in accordance with the approved details prior to the occupation of the development and be thereafter maintained.	Layout Drawings and reports from Paragon Highways. S104 plan Kerbing plan Surfacing plan	Reserved matters

11	No development hereby permitted shall take place on the site until full details of the proposed location and cross-sectional information together with the proposed design and construction details for all new retaining walls/building retaining walls adjacent to the proposed adoptable highways shall be submitted to and approved by the Local Planning Authority. The site shall be laid out and constructed in accordance with the approved details prior to the occupation of the development and be thereafter maintained.	We do not have any retaining structures to the highway	
12	Prior to the occupation of the development hereby permitted, details of secure and covered cycle parking facilities for the dwellings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the occupation of the dwelling to which it relates and be thereafter maintained.	Shown on layout plan	Reserved matters
13	No dwelling shall be first occupied until the car parking and/or garaging provision for that dwelling have been provided. The car parking and/or garaging provision shall be retained for that purpose thereafter.	No action required	
14	A Final Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority within 6 months of the first occupation of the development hereby permitted. The Final Travel Plan shall be based on the principles set out in the Travel Plan Statement (30 March 2020) and shall include modal targets to achieve its objectives and a timetable for their achievement. The Final Travel Plan shall thereafter be implemented in accordance with the approved details.	Travel plan submitted – Paragon Highways	Reserved matters
15	Notwithstanding the submitted information, an updated Ecological Impact Assessment shall be provided with the details of ‘layout’ and ‘landscaping’ submitted pursuant to condition 1, and the layout and landscaping of the site shall be informed by the recommendations of the updated Ecological Impact Assessment.	Ecology report submitted - Middleton	Reserved matters
16	Details of ‘layout’, ‘landscaping’ and ‘appearance’ submitted pursuant to condition 1 shall include an Ecological Design Strategy that details a scheme of measures to provide a demonstrable net gain for biodiversity on the site.	Ecology report submitted - Middleton	Reserved matters

17	Groundworks (other than those required for a site investigation report) shall not commence until a Phase II Intrusive Site Investigation Report has been submitted to and approved in writing by the Local Planning Authority.	Site contamination report to be submitted as discharge of condition	DOC
18	Where site remediation is recommended in the Phase II Intrusive Site Investigation Report approved pursuant to condition 17, further groundworks shall not commence until a Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.	Site contamination report - DOC	DOC
19	Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition 18. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report is identified or encountered on site, all groundworks in the affected area (except for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. Works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.	Site contamination report - DOC	DOC
20	Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy, a Validation Report shall be submitted to the Local Planning Authority. No part of the site shall be brought into use until such time as the remediation measures have been completed for (that part of) the site in accordance with the approved Remediation Strategy or the approved revised Remediation Strategy and a Validation Report in respect of those remediation measures has been approved in writing by the Local Planning Authority. Where validation has been submitted and approved in stages for different areas of the whole site, a Final Validation Summary Report shall be submitted to and approved in writing by the Local	Site contamination report - DOC	DOC

	Planning Authority.		
21	The development shall be carried out in accordance with the flood mitigation measures detailed within the Combined Flood Risk Assessment and Drainage Strategy Prepared by Sanderson Associates – Report Ref: 11439/DH/001/01 dated March 2020.	Done	
22	A scheme detailing foul, surface water and land drainage, (including off site works, outfalls, balancing works, plans and longitudinal sections, hydraulic calculations, phasing of drainage provision, existing drainage to be maintained/diverted/abandoned, and percolation tests, where appropriate) shall be submitted to and approved in writing by the Local Planning Authority before development commences. None of the dwellings shall be occupied until such approved drainage scheme has been provided on the site to serve the development or each agreed phasing of the development to which the dwellings relate. The drainage scheme shall thereafter be retained as such	Haigh Huddleston drawing	Reserved matters
23	Details of the operation, maintenance, and management of the surface water drainage infrastructure approved pursuant to condition 22 shall be submitted to and approved in writing with the Local Planning Authority before any dwelling is first occupied. The details shall include adoption proposals of any adoptable structures, as necessary. The development shall thereafter be operated, managed, and maintained at all times for the lifetime of the development, or up to the point of adoption, in accordance with the approved details.	Haigh Huddleston drawing	Reserved matters
24	No piped discharge of surface water from the development site shall take place until the surface water drainage system approved pursuant to condition 22 has been completed.	No action	

25	Development shall not commence until a scheme detailing temporary surface water drainage for the construction phase (after soil and vegetation strip) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall detail: • phasing of the development and phasing of temporary drainage provision; and • methods of preventing silt, debris and contaminants entering existing drainage systems and watercourses and how flooding of adjacent land is prevented. The temporary works shall be implemented in accordance with the approved scheme and phasing. No phase of the development shall be commenced until the temporary works approved for that phase have been completed. The approved temporary drainage scheme shall be retained until the approved permanent surface water drainage system is in place for that phase and functioning in accordance with written notification to the Local Planning Authority.	Haigh Huddleston drawing	Reserved matters
26	Before the electrical system is installed on any dwelling, a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultralow emission vehicles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall meet at least the following minimum standard for numbers and power output: • A Standard Electric Vehicle Charging point (of a minimum output of 16A/3.5kW) for each residential unit that has a dedicated parking space • One Standard Electric Vehicle Charging Point for every 10 unallocated residential parking spaces Buildings and parking spaces that are to be provided with charging points shall not be brought into use until the charging points are installed and operational. The charging points shall thereafter be retained.	Details provided in report on condition 27	Reserved matters
27	The details submitted pursuant to condition 1 (the reserved matters), shall include a detailed scheme of measures to be incorporated into the development which promote carbon reduction and enhance resilience to climate change. The development shall be provided in accordance with the approved details and retained as such	Heywood Carbon reduction report	Reserved matters

Design and Access Statement

Conclusions

The site has outline planning permission and is allocated for residential purposes. We have liaised with the LPA on the proposed layout and have included changes in accordance with their wishes.

All the conditions on the outline approval have been complied with and reports submitted as necessary.

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