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:	**2023/62/90792/W**
Site Address:	Land Adjacent To, 6, Sands Terrace, Leeds Road, Huddersfield, HD2 1YX
Description:	Erection of two-storey workshop (Class E (g)) and associated works
Recommending Officer:	William Simcock

DECISION – Conditional Full 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.

Teresa Harlow

AUTHORISED OFFICER

Date: 7th November 2023

Officer Report – 2023/90792
6 Sands Terrace, off Leeds Road, Huddersfield

Site Description

The site comprises a rectangular plot of land adjoining the southern end of a short residential terraced row known as 1-6 Sands Terrace. It is located on the north-eastern side of Peace Pit Lane, an unadopted gravel-surfaced lane that extends from Leeds Road as far as Huddersfield Broad Canal.

The site is occupied by a raised concrete platform at the same level as Peace Pit Lane. The land gently slopes down to the north-east. The site adjoins urban green space to the north-west and north-east which has been developed over time to include a children's playground, bowling green, indoor sports facilities and an athletics ground. The wider area contains a mix of industrial and residential uses.

Description of Proposal

The proposal is for the erection of a two-storey building, described as "workshop" on the plans but which the design statement proposes could be used for office, research & development, and light industrial uses (those falling within Class E(g)) and for associated works.

The building would measure 9.0m by 7.0m. It would have a dual-pitched roof and would be 5.4m high to the eaves on the south-western aspect, with a small amount of underbuild to the north-eastern elevation where land level is lower.

It is proposed that 4 no. car parking spaces would be provided, two each to the north-west and south-east of the building respectively.

Associated land to the rear (north-east) would be retained as landscaping, predominantly grass but with a paved area 2.4m by 5.8m approx., to be used by future employees.

Materials are to be coursed stone walls and composite cladding roof.

History of negotiations/amendments received

Further plans showing details of access and servicing arrangements were requested and provided. These were not re-publicised as they were not considered to raise significant new issues.

Relevant Planning History

2016/93110 – Erection of two dwellings. Refused. No appeal. Reason for refusal.

In summary, the reason for refusal was on the basis the site is in Flood Zone 3a and has not passed the sequential or exceptions test for more vulnerable uses.

Representations

Final publicity date expires: 03-Nov-2023. Publicity by site notice and press advertisement in addition to neighbour notification letter (PROW) thereby fulfilling the requirements of the Development Management Procedure Order.

No representations were made.

Consultation Responses

The following is a brief summary of Consultee advice (more details are contained in the Assessment section of the report, where appropriate):

- Canal and River Trust – No comment
- Health & Safety Executive – No objection
- KC Highways Development Management – No objections
- KC Environmental Services – Acceptable subject to conditions
- KC Public Rights of Way – Did not respond within the time available
- KC Lead Local Flood Authority – Did not respond within the time available.

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 within land designated as a Priority Employment Area and as part of the Strategic Green Infrastructure Network on the Kirklees Local Plan.

Other constraints:

- Within Inner Zone of Hazardous Material Site

- Within 200m of Historic Landfill Site 206

- The site is also within Flood Zone 2 according to the Environment Agency and Flood Zone 3A according to the Kirklees Strategic Flood Risk Assessment.

- Peace Pit Lane carries the route of a Public Right of Way, byway HUD/43/50.

Kirklees Local Plan (LP):

- **LP 1:** Presumption in favour of sustainable development
- **LP 7:** Efficient and effective use of land and buildings
- **LP 8:** Safeguarding employment land and premises
- **LP 20:** Sustainable transport
- **LP 21:** Highways and access
- **LP 22:** Parking
- **LP 24:** Design
- **LP 27:** Flood risk
- **LP 28:** Drainage
- **LP 30:** Biodiversity and geodiversity
- **LP 52:** Protection and improvement of environmental quality
- **LP 53:** 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 20th July 2021, 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 6 – Building a strong, competitive economy.
- Chapter 12 – Achieving well-designed places.
- Chapter 14 – Meeting the challenge of climate change, flood risk and coastal change.
- Chapter 15 – Conserving and enhancing the natural environment.
- Chapter 16 – Conserving and enhancing the historic environment.

Supplementary Planning Documents:

- KC Highways Design Guide 2019
- Biodiversity Net Gain Technical Advice Note
- Climate Change Guidance for Planning Applications

Assessment

The following matters are considered in the assessment below –

1) Principle of development
2) Impact on visual amenity (including any heritage considerations)
3) Impact on residential amenity

4) Impact on highway safety
5) Other matters – e.g. trees/ecology (e.g. bats)
6) Representations
7) Conclusion

1 – Principle of development: Policy LP1 of the Local Plan 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. LP1 goes on further to stating that:

"The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area."

The site is within land designated as Priority Employment Area in which, under Policy LP8, employment-generating development is to be supported in principle provided that it does not undermine the viability of nearby businesses. It is considered that the development would not prejudice the viability or future expansion of other employment-generating uses in the local area. The development would, it is considered, make efficient use of land in a sustainable location which would accord with the aims of Policy LP7, and those of paragraph 80 of the NPPF, in supporting economic growth and productivity.

The site also lies within a Green Infrastructure Network. Under Policy LP31, development proposals should ensure:

i. The function and connectivity of the green infrastructure network is retained or replaced;
ii. New or enhanced green infrastructure is designed and integrated into the development scheme where appropriate;
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.

It is considered that the development would not undermine the function or continuity of the network since it would not result in any significant loss of semi-natural land, being built on land that is already hard-surfaced. Owing to the small scale of the development, opportunities for incorporating new green infrastructure or new connections to walking and cycling routes into the development are very limited at best. Implications for biodiversity will be considered later in this report.

It will further be assessed having regard to the aims of Policies LP21, 22, 24, 27, 28, 30, 52 and 53, and the relevant parts of the NPPF, as set out above.

2 –Impact on visual amenity: The building would be erected close to a terraced row of two-storey houses. It would however maintain a 4m separation distance from the end property in the row, and the context in which it would appear would not be predominantly residential. Aside from Sands Terrace, the nearest originally residential property is approximately 35m away to the south-east (669-671 Leeds Road) and there are other substantial buildings (including a car showroom and sports facilities) within a 35m radius. In short, the area lacks a cohesive character.

Seen in this context, the development would not appear as disproportionate or excessively prominent and, although not of domestic appearance in terms of window placement and proportions, would respect the appearance of the existing row since it would not project significantly beyond the rear of the row and would be faced in stone. It is considered that the use of stone as a walling material would balance the use of metal cladding as a roofing material, in that it would acknowledge and harmonise with the terraced row whilst being of an appearance appropriate to an industrial building and typical of others in the area.

Subject to a condition that samples of stone, and of the external finish colour for the roof, are inspected on site and approved, it would conserve the townscape and visual amenity in accordance with the aims of Policies LP24a.

3 – Impact on residential amenity: The site lies within a mixed commercial, industrial and residential area. As such, it is important that noise emissions are not permitted to be of a level incompatible with residential amenity. Given that the proposed uses would be a ‘workshop’ as shown on the plans which is Class E(g)(iii), it is considered that a proportionate approach to protecting residential amenity would be to impose a prescriptive condition that the combined noise from fixed mechanical services, plant and equipment does not exceed the background level. This is subject to a condition that prevents changes within Class E – which would require different car parking and which may have different impacts on residential amenity. Although used rarely, given the allocation of the site as a primary employment area, it is considered that the condition would satisfy the 6-tests in this case given the specific limitations of the site and its proximity to dwellings and the restricted access from a byway.

Furthermore, the hours of use (unspecified on the application form) should be limited to 0800hrs to 1800hrs Monday to Friday, and 0800hrs to 1600hrs Saturday, which are considered reasonable for a site in close proximity to residential uses.

In accordance with the approach that has been taken in the recent past with other Minor applications, hours of construction will not be conditioned, but will be mentioned in an advisory footnote. Excessive construction noise, if it occurs, can be remedied under statutory nuisance legislation.

The neighbouring dwellings have their main outlook to the north-east and south-west. No. 6 has no windows in the elevation that faces the development site. The new build would extend somewhat beyond the joint north-eastern elevation of Sands Terrace but it is considered that this would not result in an overbearing impact or any noticeable reduction in natural light or outlook for any of these properties.

It is considered that the employee amenity area would not result in compromised privacy for the occupiers of neighbouring properties since it would be formed at natural ground level and not directly adjoining any residential curtilage (a separation distance of just over 6m is maintained).

As a precautionary measure it is recommended it be conditioned that no windows be formed in the side elevation nearest 6 Sands Terrace since this could give rise to undesirable overlooking.

Subject to this, the development would not give rise to any loss of residential amenity or other environmental problems and would accord with the aims of LP24b, LP52 and NPPF15.

4 – Impact on highway safety: Peace Pit Lane is unadopted and is not constructed or laid out to an adoptable standard. It is considered however that the level of additional traffic arising from this development would not be such as would raise material safety concerns either for the future occupier or other highway users. Visibility at the Leeds Road junction is considered satisfactory.

Two off-street parking spaces are shown to the north-west side of the proposed building (2.4m by 10.2m in total) and a small area to the south-east, 3m by 8.9m, reserved as turning / parking space for a van. The two parking spaces would serve private cars.

The applicant has supplied the following additional statement:

I wish to confirm the following:

- The site will only be operated as a ‘starter unit’. It will have a turning area to the side and a loading bay to the front. This is shown in s p a c e architecture and design limited drawing 23.001(2-)003 rev B.
- The largest vehicle that will access the site will be a 3.5 tonne van.
- San Pedro Properties Ltd will arrange for a private company to collect refuse from the site and that this will also be done using a 3.5 tonne van.

The Highway Officer initially expressed concerns about the low level of detail concerning servicing arrangements and requested that the applicants demonstrate by means of swept paths that the largest vehicle anticipated to visit the site can enter, exit, and turn within the site, as well as details for the storage and collection of wastes from the site. It is considered that the plans now contain a level of detail, proportionate to the scale and nature of the

development, to show that it can be safely accessed and serviced. The space indicated to be used by a van would allow a 3.5 tonne (approximately 6.7m) van to park there and still leave some space which would allow cars to turn and leave in forward gear if both parking spaces were occupied.

A bin store has been shown on the plans and the applicant has confirmed that refuse will be put out for collection in front of the premises. As there is room to accommodate a large waste container on the forecourt, the arrangements are considered safe and satisfactory.

Peace Pit Lane carries the route of a Public Right of Way, byway HUD/43/50. The recorded width of the byway is 3 m.

It is considered that the amount and type of additional traffic arising from the development of this small scale, given the width of the track and the good visibility available, would not inconvenience other users of the PROW or compromise their safety. A footnote will be included in the decision setting out the requirements to keep the byway clear and the procedures required if the right of way might be affected during the course of development.

Subject to a prescriptive condition on the formation and retention of the parking, turning, and refuse storage areas and their subsequent retention, the development would protect highway safety and accord with the aims of Policies LP21-22.

5 – Drainage and flooding: Under National Planning Policy Guidance (Paragraph: 033 Reference ID: 7-033-20140306), the Sequential Test does not need to be applied for individual developments on sites which have been allocated in development plans through the Sequential Test. The applicant proposes that to mitigate against the fluvial flood risk from the adjacent River Colne, the proposed finished floor levels (FFL's) will be set at 55.800m AOD. This is a minimum of 600mm above the 1 in 100 year plus climate change flood event and at the 1 in 1000-year flood extent.

It is considered that this would give the building and its users adequate protection against flood risk.

Part 6.5 of the Site Specific Flood Risk Assessment proposes the following strategy for surface water disposal:

• Aim to limit where possible the impermeable fraction of development.
• Surface water treatment using the 'Management Train' approach to remove and isolate contamination at all SuDS facilities prior to conveyance to the existing drainage infrastructure.
• Prevention measures in the form of water butts.
• Source control in the form of potential permeable paving for car parking spaces.

• Source control in the form of a single length of filter drain [a trench lined with geotextile and filled with gravel into which run-off water is led] along the lower lying rear boundary of the site.

The nature of the end user is unknown and there are therefore no reasons to assume that there is a high risk of contamination of run-off water. It is considered that this can be adequately safeguarded under other, non-planning, laws and regulations.

The above measures are welcomed as they would mean no additional discharge to the mains. A large part of the site is already hard-surfaced so any increase in run-off would be modest, and it is considered that given the scale of the development no further details on drainage need to be sought or conditioned.

It is therefore considered that the aims of Policies LP27 and 28, and those of Chapter 14 of the NPPF, would thereby be fulfilled.

6 – Other matters:

Hazardous materials / installations
The site is within the designated Inner Zone of a Hazardous Material Site. The Health & Safety Executive do not raise any concerns and it is considered that no conditions to protect the safety of users are required.

Climate Change:
On 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. Since February the submission of a Climate Change Statement has been mandatory under the local Validation Requirements.

The applicant's statement includes, in brief, the following measures:

- Install smart energy meter;
- Use local building materials;
- The development proposals are for Class E (g) use and therefore it is not practicable to integrate the same specification of energy efficiency required for residential proposals. Nonetheless, energy efficient design is considered in the proposals where appropriate. The development integrates roof lights to increase daylight exposure in the workshop and reduce electrical usage.

Since this is a Minor development and in a highly accessible location, it is considered that the developer should not be required to incorporate further measures into the construction to reduce carbon emissions.

It is generally expected that new development should provide charging points for electric vehicles at the rate of at least one for every allocated parking space or one for every 10 unallocated parking spaces. It is considered that a reasonable approach in this instance would be to impose a prescriptive condition that one charging point be installed before the unit becomes operational. Given the small scale of the premises and the expected low number of employees, it is considered on balance that cycle storage can left to the discretion of the developer and future users.

Subject to this, the proposal would be compatible with the above carbon reduction aims and those of Policy LP24(d) and NPPF Chapter 14.

Land contamination:
The site does not occupy land that is registered as contaminated from its former uses, nor does it lie immediately adjacent to such land. It is approximately 40m away from a former landfill site, ref. 206, which it is believed was used for the deposition of canal dredgings. Owing to the negligible methane readings from surveys and as Environmental Health have expressed no concerns about it, it is considered that in the circumstances no special measures are required to protect future users from landfill gas. The proposal is therefore considered acceptable having regard to the aims of LP53.

Biodiversity:
Under Policy LP30, all development should deliver a biodiversity net gain although in the case of development classed as “Minor” the BNG Metric is not normally imposed except in areas deemed sensitive or high-value. The site, in its present condition, is likely to have minimal biodiversity value. It does not fall within land that is designated for biological conservation purposes, although it is only just outside the bat alert layer and within 80m of the Kirklees Wildlife Habitat Network. The benefits of providing new native planting within the curtilage of the site would be very limited since the retained land would consist of only a maximum 3.4m strip, and would be subject to disturbance, so it is considered that a more proportionate approach would be a prescriptive condition requiring the installation of a single artificial bat roost or bird nesting feature. It is considered that this would comply with the aims of LP30, Chapter 15 of the NPPF and the Biodiversity Net Gain Technical Advice Note.

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 material considerations. It is considered that the development would constitute sustainable development and is therefore recommended for approval.

Recommendation – CONDITIONAL FULL PERMISSION

Decision Authorisation - Delegated Powers

Application Number: **2023/90792**

Officer Recommendation: CONDITIONAL FULL PERMISSION

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 with Policies LP1, 7, 8, 21, 22, 24, 27, 28 and 52 of the Kirklees Local Plan.

3. Before any part of the development is first brought into use, all areas indicated to be used for the parking and turning of vehicles, and for the storage of wastes, on the site plan as proposed shall have been formed and laid out with a hardened and drained surface. Any new hardstanding shall be in accordance with the Communities and Local Government; and Environment Agency's 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or any successor guidance, unless arrangements are made to discharge the run-off water to a soakaway sustainable drainage system. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) these areas shall be so retained, free of obstructions and available for the parking and turning of vehicles.
Reason: To ensure adequate space within the site for parking in the interests of amenity and traffic safety, to minimise contribution to flood risk arising from water run-off from the site, and to accord with the aims of Policies LP21-22 and LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

4. Samples of all facing and roofing materials, including the external finish colour for the roofing sheets, shall be placed on site for the inspection of, and shall be approved in writing by, the Local Planning Authority, before work commences above foundation level, and the development shall thereafter be implemented using the approved materials.
Reason: In the interests of visual amenity and to accord with the aims of Policy LP24(a) of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

5. The combined noise from the future use of the site (including any industrial or manufacturing process, any fixed mechanical and electrical plant and equipment, any loading and unloading of goods and materials and from any vehicles or mobile plant) shall be effectively controlled so that the combined rating level of noise from all such equipment does not exceed the background sound level at any time. “Rating level” and “background sound level” are as defined in BS 4142:2014+A1:2019.
Reason: To ensure the proposed development does not cause harmful noise pollution within neighbouring noise sensitive locations, to comply with the aims and objectives of Policies LP24(b) and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

6. No activities shall be carried out on the premises, including deliveries to or dispatches from the premises, outside the hours of 0800 to 1800 hours Monday to Friday and 0900 to 1600 hours Saturdays, with no activities Sundays and Bank Holidays.
Reason: To ensure that the proposed uses does not give rise to the loss of amenity to nearby residential properties by reason of noise or disturbance at unsociable hours, to accord with the aims of Policies LP24(b) and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

7. A minimum of one electric vehicle recharging point shall be installed within the designated parking area as shown on the plan before any part of the development is first brought into use. 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 point so installed shall thereafter be retained.
Reason: In accordance with the aims of Policy 24(d & v) of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework, so as to promote infrastructure which encourages modes of transport with low carbon emissions.

8. Before the development is first brought into use, either a single artificial bat roost feature or an artificial bird nesting feature, made of Woodcrete or a similar durable weatherproof material, shall be installed at eaves level on the north-eastern or north-western elevation of the building and not directly above a door or window, and shall thereafter be retained.
Reason: To ensure that the development delivers an appropriate amount of biodiversity net gain in accordance with the aims of Policy LP30 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

9. Notwithstanding the provisions of section 55(2)(a)(ii) of the Town and Country Planning Act 1990 and the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Act or Order with or without modification) no new door or window openings shall be constructed in the external south-eastern side wall of the development hereby approved at any time.

Reason: So as not to detract from the amenities of adjoining residential properties by reason of loss of privacy and to accord with Policy LP24(b) of the Kirklees Local Plan.

10. In the event that contamination, or the presence of coal not previously identified by the developer prior to the grant of this planning permission is encountered during the development, 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. Groundworks in the affected area shall not recommence until either (a) a Remediation Strategy by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority or (b) the Local Planning Authority has confirmed in writing that remediation measures are not required. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures. Thereafter remediation of the site shall be carried out and completed in accordance with the approved Remediation Strategy.
Following completion of any measures identified in the approved Remediation Strategy a Verification Report shall be submitted to the Local Planning Authority. No part of the site shall be brought into use until such time as that part of the site has been remediated in accordance with the approved Remediation Strategy and a Verification Report in respect of those works has been approved in writing by the Local Planning Authority.
Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 183 and 184 of the National Planning Policy Framework.

11. The premises shall be used as a workshop (Class E(g)(iii)) and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) , or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).
Reason: The site is severely restricted in size with limited car parking and servicing arrangements. It is accessed from a road which is also a public byway and is sited close to residential property. Uses other than a warehouse could have adverse implications on residential amenity and highway safety which would be contrary to Policies LP21, LP24 and LP52 of the Kirklees Local Plan and the National Planning Policy Framework.

Public Right of Way:
Public byway Hudd 43 is the access to and is adjacent to the development site and must not be interfered with or obstructed, prior to, during or after development works. The recorded width of the byway is 3m. The Council's public rights of way unit may be contacted by telephone 01484 221000 or by email: publicrightsofway@kirklees.gov.uk

Construction Site Working Times – Footnote
It is recommended that noisy construction related activities should not take place outside the hours of:

07.30 to 18.30 hours Mondays to Fridays
08.00 to 13.00hours Saturdays
With no noisy activities on Sundays or Public Holidays

Construction Sites working times – Footnote
Kirklees Council has powers under Section 60 of the Control of Pollution Act 1974 to control noise from construction sites and may serve a notice imposing requirements on the way in which construction works are to be carried out. It has additional powers under Sections 80 of the Environmental Protection Act 1990 to prevent statutory nuisance including noise, dust, smoke and artificial light and must serve an abatement notice when it is satisfied that a statutory nuisance exists, or is likely to occur or recur. Failure to comply with a notice served using the above mentioned legislation would be an offence for which the maximum fine on summary conviction is unlimited.

Plans and specifications schedule:-

Plan Type	**Reference**	**Version**	**Date Received**
Application form			13-Mar-2023
Design and access statement			13-Mar-2023
Flood risk assessment			27-Apr-2023
Flood map			13-Mar-2023
Additional planning statement			19-Sep-2023
Climate change statement			27-Apr-2023
Location plan	23001(2-)001		13-Mar-2023
Plans, elevations and general layout as proposed	23001(2-)003	B	19-Sep-2023
Servicing plan	Paragon Highways		19-Sep-2023

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 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. The case officer requested further details of parking and servicing arrangements, which were submitted and informed the decision.

Report Dated: 06-Nov-2023