

Consultation Response from KC, Highways Development Management (HDM)**2023/93539 Land adjacent to Ledgard Bridge Mill, Back Station Road, Mirfield, WF14 8NZ****Outline application, including the considerations of access, appearance, layout, and scale, for the erection of a six-storey building to host 76 residential apartments (C3 use) and ancillary works comprising demolition of vacant building, formation of new access, parking areas, open space and landscaping; erection of cycle and bin refuse storage structures.****Date Responded: 22/10/25****Responding Officer: A Darwin****Responding Ref: 10-9NW/31**

RECOMMENDATION: No objection, subject to planning conditions and S106 requirements set out at the end of this consultation response.

Introduction:

HDM provided a consultation response on 26/02/24, confirming that the development was acceptable in principle, subject to the submission of further information and amendments that satisfactorily address the following outstanding issues:

- Revised access arrangements to the overspill car park are required, including treatment of visibility splays, and minimising the impact on-street parking (e.g. removing the current need to amend 'No Waiting at any time' TRO);
- Revised EV charging facilities are required, including provision for disabled/accessible parking spaces, and details of EV charging unit locations;
- Revised cycle parking facilities are required, to maximise the level/quality of provision and ensure that it is inclusive;
- Further information/amendments to the waste management arrangements for the replacement waste stores.

The applicant has now provided amended proposals and additional supporting information, which has satisfactorily addressed the above issues. Therefore, HDM offer no objection to the proposals, subject to planning conditions and S106 requirements set out at the end of this consultation response.

The following sections include an update of the previous HDM response of 26/02/24, based on the final scheme proposals that are now acceptable (subject to conditions/S106).

Development Overview:

The development site is located on Back Station Road in Mirfield, to the south of the town centre and west of Mirfield Railway Station, and forms land associated with the existing Ledgard Bridge Mills residential development.

The existing Ledgard Bridge Mills development consists of 125 No. apartments, which include 106 No. 1 bedroom and 19 No. 2 bedroom apartments (144 bedrooms in total). The existing mill development is accessed by a private access road (Ledgard Wharf) on to Back Station Road, located on the east side of the mill building that serves the developments private car park (156 spaces).

The proposed development includes an additional 76 No. 2 bedroom new 'build to rent' apartments. These apartments are proposed to be located within the existing mill car park, which would be reconfigured to provide 184 car parking spaces (net increase of 28 spaces) and cycle parking. A further 51 'overspill' car parking spaces are proposed on vacant land to the north-west of the existing Ledgard Bridge Mill apartments and accessed via a new car park access on to Back Station Road.

Site Access:

The existing mill access is proposed to be utilised as the main site access for the new development, which is acceptable in principle.

However, visibility splays at the site access are below 2.4x43m (measured to the nearside kerb edge), which are typically required based on the 30mph speed limit on Back Station Road. That said, with a reduced 'x' distance of 2.0m, in excess of 43m visibility splays are available in both directions.

This restricted junction visibility was identified by HDM at the pre-application stage, and the applicant was requested to investigate this matter further, including obtaining existing traffic speed data on Back Station Road to determine the necessary Stopping Sight Distances (SSD). The supporting Transport Assessment includes this further assessment data, with a summary of their findings as follows:

- ATC speed survey obtained between 28/11/22 – 04/12/22 indicates 85th percentile wet weather speeds of 25.5mph and 26.0mph (with 85th percentile speeds of 28.0mph and 28.5mph) in the eastbound and westbound approaches to the site access respectively. The TA confirms that wet weather speeds have been used in accordance with Manual for Streets (MfS) guidance, as the weather was predominantly dry during the survey period.
- Based on Manual for Streets guidance, the TA suggests that SSD of 34.2m and 35.2m are required for the eastbound and westbound approaches respectively, using the 85th percentile wet weather speed data. HDM agrees with these calculations.
- Drawing 17/321/TR/001 including in Appendix BGH 3 of the TA suggests that a visibility splay of 2.4m x 60m is available looking west of the site access, which is in excess of the 2.4x34.2m that the TA has determined is required. HDM have checked this measurement on site and do not agree that 60m SSD is available. However, the available SSD is in excess of 34.2m when measured to the nearside wheeltrack (based on the 1m offset assumed in the TA).
- Drawing 17/321/TR/001 including in Appendix BGH 3 of the TA then suggests that a visibility splay of 2.4m x 35.2m is available looking east of the site access measured to a 1m offset. HDM have checked this on site, and this also appears to be an overestimate with an SSD of circa 29m available. The drawing then suggests that when looking over the low height boundary wall of the adjacent site, the available SSD increases to 47m to a 1m offset. Again, based on HDM's on site measurements, this appears to be an overestimate, with an SSD of circa 43m available to a 1m offset when looking over the boundary wall.

In light of the above findings, it appears that the visibility splays identified in the TA are overestimated and are slightly below what is required to the east of the access (circa 29m SSD available rather than the required 35m SSD), without looking over the neighbours boundary wall. However, as the boundary wall is low (below 900mm) and will need to be maintained as such by the neighbour for their own visibility requirements, it is considered that adequate visibility should remain available. Furthermore, there is adequate visibility when an 'x' distance of 2m is utilised; and there have been no injury related collisions related to turning traffic at the site access since the residential development was originally approved in 2005, which suggests that there are no significant safety problems relating to the site access. Therefore, as confirmed in the previous HDM comments, it is considered that the existing site access arrangements are adequate to serve the proposed development without further alteration/improvement.

It is noted that concerns have been raised from a local residents that the full collision history within the vicinity of the main site access has not been taken into account in the assessment, citing a collision that occurred within the vicinity of the site access in September 2023. Therefore, HDM have undertaken a further review of the personal injury collision records. This has confirmed that whilst there was an incident in 2023 that resulted in slight injury, which occur within the vicinity of the site access, this incident did not relate to traffic to/from the site. Instead, the collision was a rear shunt type collision between two vehicles travelling southeast on Back Station Road. Therefore, this incident does not raise any significant safety issues relating to the operation of the site access, and the conclusion previously drawn remain valid.

Revised access arrangements to the overspill car park

Following comments previously provided by HDM, revised access arrangements have been proposed for the new overspill car park accessed from Back Station Road,.

The access is proposed as a 6m wide dropped footway crossover, located circa 30m east of the junction with Newgate, and includes adequate junction visibility of 2.4x25m to the west (based on a robust 20mph design for traffic turning into Back Station Road) and 2.4x35.5m to the east (based on the recorded 85th percentile speed of 26.2mph). A short section of 2m wide footway is also proposed on the east side of the access to allow segregated pedestrian access to/from the car park.

The access has been located to ensure that adequate junction visibility can be achieved (including for inbound right turners), and to ensure that it is located within the existing section of Back Station Road that already includes 'no waiting' restrictions. Therefore, no additional 'no waiting' restrictions are required to enable the access to be implemented, and as such, will not impact on-street parking availability on Back Station Road.

Swept path analysis had been provided to confirm that the site access can accommodate large cars passing and turning to/from the access. The access has also been subject to an Independent Stage 1 Road Safety Audit, which identified a number of minor issues that have been addressed in the final design shown on drawing 17/321/TR/002 Revision E, which is now acceptable.

Parking

Car Parking

The existing mill development includes 125 No. apartments, with a total of 144 bedrooms. 156 existing car parking spaces are provided, which are understood to be allocated at 1 space per apartment, with 31 unallocated visitor/overspill parking spaces (circa 25% provision), which is in full accordance with the Council guidance contained in the Highway Design SPD.

It is proposed to reconfigure the existing car park and remove an existing redundant building, which will enable 184 car parking spaces to be provided in the main car park. A further 51 'overspill' car parking spaces are to be provided in a new parking area to the west of the existing mill building. This equates to a total car parking provision of 235 spaces to be used by the existing and proposed development, which would total 201 apartments (125 existing + 76 proposed), with a total of 296 bedrooms (144 existing + 152 proposed).

Based on guidance contained within the Councils Highway Design SPD, each apartment would be expected to be provided with 1 car parking space, with an additional provision of 1:4 visitor parking spaces. This equates to a recommended provision of 201 residents parking spaces and 51 visitors parking spaces, totally 252 car parking spaces. Therefore, the proposed car provision is circa 93% of the recommended provision.

However, due to the site's accessible location (e.g. located close to Mirfield Railway station and many local amenities) and based on the applicants experience at this and their other similar local sites, they consider that this level of provision is adequate. To demonstrate this, and as requested by HDM at the pre-app stage, the TA includes parking survey data of the existing car park, with the main findings as follows:

- Car parking accumulation surveys undertaken on Tuesday 18th April and Saturday 22nd April 2023.
- 30 minute parking beats surveys undertaken between the hours of 2.00pm and 10.00pm on the Tuesday and 10.00am and 10.00pm on the Saturday.
- A maximum parking accumulation of 89 vehicles (57% occupancy) was observed at 10pm on Tuesday 18th April.
- Based on the maximum parking accumulation, this equates to a peak parking accumulation rate of 0.62 occupied spaces per bedroom.

When the above peak parking accumulation rate per bedroom is applied to the site following development, which would include a total of 296 bedrooms, this would equate to a peak parking accumulation of 184 vehicles.

In light of the above, it is accepted that the proposed parking provision should be adequate to accommodate the typical parking demand of the development.

However, to ensure that adequate visitor parking is available at all times, it is recommended that the 51 space 'overspill' car parking spaces are not allocated to individual apartments from the outset, and are retained for shared use by either visitors or residents that don't benefit from a dedicated car parking space in the main car park (e.g. 17 of the 201 apartments wouldn't have an allocated space in the main 184 space car park). This situation could then be monitored through the annual Travel Plan monitoring process, which has been suggested by the applicant in their June 2024 Transport Assessment (paragraph 5.15). Should this car park monitoring confirm that there is spare capacity within the shared use parking provision, it would then be possible to reallocate up to 17 of the 'overspill' spaces for residents (e.g. up to a maximum of 1 space per apartment), as part of the Travel Plan review process.

Disabled/Accessible Car Parking

8 No. disabled/accessible car parking spaces are proposed within the reconfigures car park, which include rear and side transfer zones in accordance with good practice. This provision appears to be adequate and is an improvement over the current situation, where no disabled/accessible spaces are available. All of these spaces incorporate EV charging facilities.

EV Charging Spaces

24 No. EV charging spaces (including the 8 No. disabled/accessible spaces) are proposed within the reconfigure car park, which equates to provision of circa 10% (24 of 235 spaces). This level of provision is in accordance with the 10% provision required by the West Yorkshire Low Emission Strategy for the entire site, which is welcomed and is acceptable.

Given the expected increase of EV's in the coming years, it is recommended that additional ducting is installed within the car park to allow additional EV charging spaces to be provided in future.

Cycle Parking

Secure/covered cycle stores are proposed for residents within the 'landscape hub' located within the main car park, which will cater for 140 no. cycles. Additional external space within the hub is also available for non-standard cycle types, in accordance with good practice. This level of provision will provide in excess of 1 space per new apartment, and will provide additional capacity for other existing/proposed residents to utilise.

In addition to the cycle parking for residents, additional short stay cycle parking is provided for visitors, with 18 no. spaces provided in the form of Sheffield stands.

The proposed cycle parking provision appears to be a good quality and is acceptable.

Motorcycle parking

12 No. motorcycle parking spaces are proposed. This level of provision is considered to be adequate. However, it would be beneficial if EV charging were provided for some of the spaces.

Servicing & Waste Collection:

The TA includes Swept Path Analysis (SPA) of a box van and the Kirklees Design Refuse Vehicle accessing and circulating within the site, and waiting within the two new laybys proposed along the building frontage. The SPA demonstrates that these vehicles can be satisfactorily accommodated within the site.

Following concerns previously raised by HDM and the Waste Collection Authority, the bin store locations have been amended, which now appear to be accessible without excessive carry distances for the waste collection crews, and are acceptable to HDM. However, the views of the Councils Waste Strategy Team should be sought, to confirm that the arrangements are acceptable.

Road Safety:

The Transport Assessment includes an assessment of personal injury collision data on the local network, and concludes that:

'The rate of PICs experienced is an average (of the total PICs occurring) of three per annum over the study period and, given the number of junctions considered as well as listed causation factors, there are not considered to be any road safety concerns that are likely to be exacerbated by the development.'

HDM have previously consulted with the Councils Road Safety Team who have not raised any specific highway safety issues within the immediate vicinity of the site. The latest collision records have also been rechecked on 22/10/25 for the latest 5 year period, which confirms there have been two slight incidents on Back Station Road (including the incident mentioned earlier in this response), with no recorded incidents at either the Back Station Road/Ledgard Bridge or Back Station Road/Station Road junctions. Neither of these slight incidents involved traffic turning to/from the development site access.

Therefore, there does not appear to be an existing history of collisions within the vicinity of the site that could be exacerbated by the development.

Accessibility and Travel Plan:

Given the sites location close to Mirfield Town Centre and Mirfield Railway Station, the site is in an accessible location. The supporting documents include a review of the sites accessibility by alternatives modes of transport to the private car, with a summary of their findings as follows:

- The site is considered to be in a sustainable location to promote trips on foot, with the site located less than 500 metres walking distance from Mirfield Town Centre and 350 metres walking distance from Mirfield railway station.
- Back Station Road is part of National Cycle Network (NCN) Route 66, which runs nationally from Central Manchester to Spurn Head, via Bradford, Leeds, York, Beverley and Kingston upon Hull. Locally, this route also forms part of Calder Valley Greenway, providing a largely off-carriageway cycle route between Huddersfield and Dewsbury.
- The nearest bus stops are located on Calder Road on both sides of the carriageway, approximately 280 metres walking distance from the site access to the south-west. These bus stops are served by bus service number 261. Further bus stops can be found on A644 Huddersfield Road, approximately 500 metres walking distance to the north of the site. These bus stops are served by bus service numbers 203 and 205.

The Transport Assessment concludes by stating:

'In summary, the development is considered to be well located to encourage journeys by all modes of sustainable transport.'

HDM generally agrees with the above findings. However, the existing bus stops located closest to the site on Calder Road are not accessible via dropped pedestrian crossings, with the nearest accessible stops located on Newgate (circa 220m walk from the site boundary) and Huddersfield Road (circa 350m walk from the site boundary). At present, neither of these stops benefit from real-time information displays. Therefore, it is recommended that real-time displays are provided by the development at the stops on Huddersfield Road (northwest bound stop 15147 and southeast bound stop 15148 or 15150) as these stops provide the most frequent services and benefit from bus shelter provision; and will require a S106 contribution of **£21,000**.

As the development includes over 50 dwellings, a Travel Plan is required for the development. As identified at the pre-application stage, to enable the delivery of an effective Travel Plan, the funding of Travel Plan measures is essential and it was confirmed that a Sustainable Travel Fund (STF) should be identified.

A Travel Plan has been submitted in support of the proposals and has been subsequently updated. However, no reference to the STF has been identified. As such, the Travel Plan will need to be developed further prior to occupation, and include the above STF, the mechanism for it's delivery and the associated measures that have

been agreed with the LPA. The final Travel Plan should be secured by condition, and implemented prior to first occupation. The condition should also specifically refer to the requirement for car parking surveys, to monitor and review the allocation of the dedicated and shared use car parking provision.

As identified in the pre-application response provided by HDM, the applicant is encouraged to investigate the delivery of car club vehicle(s) at the site as part of the package of measures funded by the STF, which would appear to be a good option for this development.

The STF will need to be secured via a S106 agreement, and should be based on the Residential MCard scheme value for a bus only MCard (which could form part of the STF offer), which is currently £511.50 per dwelling. This equates to a STF value of **£38,874**, based on the 76 dwellings currently proposed.

Kirklees Council will require a Travel Plan Monitoring Fee to be secured as part of the S106 agreement. For a development of this scale (classed as a 'small scale major residential development') the fee is **£10,000.00** (£2,000 per year for 5 years).

Traffic Impact Assessment:

The supporting Transport Assessment includes an assessment of the traffic impact of the development on the local highway network during the weekday network peak periods. This has been reviewed by HDM, with comments as follows:

Base count data

The base traffic count data that has been used within the assessment was obtained in 2017. Therefore, at the pre-application stage, the applicant was requested to obtain a more recent sample of traffic data to validate the 2017 base traffic counts. This has been undertaken in the supporting TA, with data obtained in 2022 on Back Station Road and Hopton New Road. The 2022 data showed some variation in flow from the 2017 data, but was within expected daily variation (e.g. less than 10% variation for the traffic flows on Hopton New Road). Therefore, HDM agrees that the use of the 2017 base traffic data is acceptable in this instance.

Trip Rates

A site-specific trip rate has been utilised within the assessment, using count data from the existing mill site. As requested by HDM at the pre-application stage, the trip rate has been calculated on a 'per bedroom' basis to ensure a robust assessment of the proposed development, which includes a higher proportion of 2 bedroom dwellings (100%) when compared to the existing mill development (15%).

The TA goes on to compare the above bespoke trip rates to alternative trip rates obtained from the TRICS database, which demonstrates that the bespoke trip rates are higher. Therefore, HDM agrees with the TA findings that the bespoke trip rates provide a robust basis for assessment, with the bespoke trip rates and associated development trips shown in the following tables:

Table 6.2

Trip Rate for the existing Ledgard Wharf development

	Trip Rates Per Bedroom					
	Morning Peak Hour			Evening Peak Hour		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Observed Vehicle Movements	3	26	29	29	13	42
Calculated Trip Rates, Per Bedroom	0.021	0.181	0.201	0.201	0.090	0.292

Table 6.4

Trip Generation of the Proposed Development

	Trip Generation					
	Morning Peak Hour			Evening Peak Hour		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Trip Generation (152 bedrooms)	3	27	31	31	14	44*

*Note slight error due to rounding

Traffic distribution, traffic growth and committed development

The development trip distribution has been based on journey to work census data from the local MSOA area, which is acceptable.

Traffic assessments have been undertaken at a design year of 2028, 5 years post planning submission, as agreed at the pre-application stage. To determine the 2028 base traffic levels, local traffic growth rates have been obtained from Temprow for MSOA Kirklees 002, which are acceptable.

As there are a number of completed / ongoing developments in the area that will not have been fully taken into account by the Temprow growth rates alone, the TA has specifically taken into account committed development traffic from the following developments, as agreed with HDM at the pre-application stage:

- Ref: 2017/90557 – Calder View, Mirfield; 99 dwellings;
- Ref: 2017/92997 – Station Road, Mirfield (Former Lidl Site); 70 apartments;
- Ref: 2019/91467 (APP/Z4718/W/21/32790400) – Granny Lane; 67 dwellings.

Traffic impact assessment

As agreed with HDM at the pre-application stage, the TA includes an assessment of the development traffic impact at the following junctions using PICADY modelling assessments:

- Main Site Access on toe Back Station Road;
- Back Station Road / Newgate / Ledgate Bridge junction;
- Back Station Road / Station Road / Hopton New Road junction.

The PICADY assessments confirm that all of the above junctions will operate well within capacity at the design year of 2028, following the introduction of the additional development traffic. Beyond the above study area, the development would generate less than 30 two-way peak hour vehicle trips. Therefore, HDM generally agrees with the findings of the TA, which states:

‘...the traffic it [the development] is likely to generate will not have a severe impact on the existing local highway network.’

Construction Access Strategy

A Construction Management Plan (CMP) is required for the development and should be secured by planning condition, which must specifically include details of wheel washing facilities and street cleansing. The CMP will also need to carefully consider the routing strategy for construction traffic, which will need to avoid routes that include weight restrictions, and take account of the low railway bridges on Newgate and Station Road (e.g. construction vehicle heights will need to be restricted).

Highway condition surveys (pre and post construction) and remediation is also required, and should be secured by condition.

Conclusion:

The proposals are acceptable in principle. Therefore, HDM offer no objection, subject to planning conditions and S106 requirements as set out below.

Recommended Planning Conditions/Section 106 requirements:

Recommended Section 106 Requirements:

- Sustainable Travel Fund - **£38,874.00** (£511.50 per dwelling, based on 76 No. dwellings);
- 2 No. Real-time displays at bus stops (at Huddersfield Road bus stops, or as otherwise agreed with WYCA) - **£21,000.00**
- Travel Plan monitoring fee - **£10,000.00** (£2,000 x 5yrs).

Recommended Planning Conditions and informatives:

Secure Cycle Parking Condition

Unless otherwise agreed in writing, prior to occupation of the hereby approved development, the cycle parking indicated on drawing 17001/13 Revision D shall be provided and operational, and retained thereafter.

Reason: To encourage travel by means other than the private car in accordance with Policy LP21 of the Kirklees Local Plan.

Travel Plan Condition

Prior to the first occupation of any part of the development hereby approved, a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include proposals for enabling and encouraging the use of active and sustainable modes of transport, monitoring, review and timings for delivery, together with monitoring and management measures associated with the on-site parking facilities. The approved Travel Plan and measures shall be implemented prior to occupation or in accordance with the agreed timescales, or as otherwise agreed with the Local Planning Authority.

Reason: In the interests of enabling and encouraging the use of active and sustainable transport modes, to mitigate the air quality impacts of the development and to accord with Policies LP20, LP21, LP22, LP24, LP47, LP51 and LP52 of the Kirklees Local Plan, the National Planning Policy Framework, and the West Yorkshire Low Emissions Strategy.

Highway Condition Surveys and Remediation Condition

Prior to the commencement of development (including ground works), a survey of the existing condition of the highway (the extent of highway to be surveyed to be agreed with the Local Planning Authority in advance) shall be carried out and submitted to and approved in writing by the Local Planning Authority. The survey shall include all highway features, including carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signage and road markings. Upon completion of each phase of the development hereby approved (or at any earlier stage to be agreed with the Local Planning Authority in advance) a post-construction survey of the agreed extent of highway shall be carried out and the post-construction survey and a scheme of remedial works shall be submitted to and approved in writing by the Local Planning Authority. The approved remedial works shall be carried out following the completion of all construction works related to each phase of development and prior to the occupation of the dwellings associated with each phase of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority. Should any highway defects (affecting highway safety) attributable to the construction traffic or activities of the development hereby approved be identified during the construction period, remediation of these highway defects shall also be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety, to ensure the effective maintenance of the Highway, and to accord with Policy LP21 of the Kirklees Local Plan.

This pre-commencement condition is necessary to ensure that the highway condition survey is undertaken at an appropriate stage of the development process, in advance of any construction works commencing that may affect the condition of the highway.

Construction Management Plan (CMP) Condition

Prior to the commencement of development (including ground works), a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include as a minimum details of:

- *Any phasing of development and timetable of works;*
- *Hours of works;*
- *Details of construction access arrangements;*
- *Construction vehicle sizes and routes (with swept path analysis testing if necessary);*
- *Numbers and times of construction vehicle movements;*
- *Locations of HGV waiting areas and details of their management;*
- *Details of parking for construction workers (including vans);*
- *Loading and unloading of plant and materials;*
- *Storage of plant and materials;*
- *Signage;*
- *Measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities within the site;*
- *Street sweeping arrangements;*
- *Site manager and liaison officer contact details, including details of their remit and responsibilities.*

The development shall be carried out strictly in accordance with the CMP so approved throughout the period of construction and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: In the interests of amenity, to ensure the highway is not obstructed, in the interests of highway safety, and to accord with Policy LP21 of the Kirklees Local Plan.

This pre-commencement condition is necessary to ensure measures to avoid obstruction to the highway network and to avoid increased risks to highway safety are devised and agreed at an appropriate stage of the development process.

Management of waste – Condition

Where implementation of the development hereby approved is to be phased and / or any of the dwellings hereby approved are to become occupied prior to the completion of the development, details of the temporary and permanent arrangements for the storage and collection of waste from the dwellings, and the management of waste collection points, shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development. The arrangements and collection points so approved shall be implemented prior to first occupation of the development and shall thereafter be managed and maintained in accordance with the approved details for the lifetime of the development.

Reason:- To ensure satisfactory arrangements are implemented in relation to waste, including during the construction phase, in the interests of visual and residential amenity and highway safety, to assist in achieving sustainable development, and to accord with Policies LP21 and LP24 of the Kirklees Local Plan.

Management of waste – Informative

This condition is required as the Waste Collection Authority will not enter construction sites, nor will they routinely enter private drives or unadopted streets without prior agreement. For further information regarding the Waste Collection Authority requirements, see the following guidance note: <https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf>

Vehicle and Pedestrian Spaces to be Laid Out – Condition

No dwelling or building shall be occupied within each development phase, until all areas and associated features shown within each development phase on the approved plans to be used by vehicles and pedestrians, including streets, footpaths, cycle tracks, loading, servicing and parking areas have been laid out, surfaced and drained such that loose materials and surface water does not discharge or transfer onto the adjacent highway, and shall thereafter be retained and maintained for the lifetime of the development.

Reason:- To ensure the free and safe use of the highway, in the interest of highway safety.

Approved Access – Condition

Means of access to and from the site shall be in accordance with the preliminary access arrangements shown on the approved plans, including the new car park access shown indicatively on drawing 17/321/TR/002 Revision E, and shall be fully constructed and made operational prior to first occupation of the development and thereafter retained and maintained for the lifetime of the development.

Reason:- To ensure the free and safe use of the highway, in the interest of highway safety.

Approved Access – Informative

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Local Highway Authority is required.

You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the site access(es).

This process will involve entering into a Section 38 or 278 agreement of the Highways Act 1980 or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay occupation of the development.

Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.