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:	**2024/62/90956/W**
Site Address:	Globe Mills, Bridge Street, Slaithwaite, HD7 5JN
Description:	Conversion of existing mill building to multi-storey car park, erection of external stair and lift cores with associated landscape and access arrangements (within a Conservation Area)
Recommending Officer:	Katie Chew

DECISION – Full Planning Permission – Approve

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.

Victor Grayson

AUTHORISED OFFICER

Date: 27/06/2025

Officer Report

Site Description

Globe Mills, Bridge Street, Slaithwaite, HD7 5JN

The application site is a stone-built detached six-storey building located to the south of Bridge Street in Slaithwaite. This building is a former textile mill. It is currently vacant and appears to have been vacant for several years.

The application site is surrounded by a mix of commercial/industrial units to the north, east, south and west. However, there are residential properties located directly to the northwest of the site on the opposite side of Bridge Street (21-29 Bridge Street). To the south of the site is also the River Colne.

The site is located within Slaithwaite Conservation Area but is not located adjacent to any listed buildings.

Description of Proposal

Planning permission is sought for the conversion of the existing mill building to a multi-storey car park, the erection of external stair and lift cores, and associated landscape and access arrangements.

The proposals would be facilitated by the internal demolition of the mill, leaving all four external walls in place. A self-supporting steel and concrete car park structure would then be inserted into the mill.

The parking schedule includes:

Level 1 – 13 spaces (6 EVC)
Level 2 – 10 spaces (4 disabled)
Level 3 – 12 spaces
Level 4 – 12 spaces
Level 5 – 12 spaces (12 EVC)
Level 6 – 8 spaces (8 disabled)
Level 7 – 12 spaces
Level 8 – 12 spaces
Level 9 – 12 spaces
Level 10 – 12 spaces
Level 11 – 12 spaces
Level 12 – 12 spaces
Level 13 – 12 spaces
Level 14 – 12 spaces
Level 15 – 11 spaces

Total of 174 spaces (including 12 disabled).

In terms of external alterations, these are to include:

North Elevation (Front to Bridge Street)

- Steel roof feature to be painted and made good.
- Rainwater foods to be painted black.
- Existing timber window frames to be replaced with new dark grey aluminium framed ventilation louvres.
- Generally facing stonework to the mill is to be sandblasted and all moss and vegetation to be cleaned off.
- Pointing is to be reviewed and made good.
- Vehicle entry/exit via a new ramp and adjusted site entrance.

South Elevation (Rear to River Colne)

- Steel roof feature to be painted and made good.
- Existing timber window frames to be replaced with new dark grey aluminium framed ventilation louvres.
- Generally facing stonework to the mill is to be sandblasted and all moss and vegetation to be cleaned off.
- New galvanised steel and mesh fire escape stair core.

East Elevation

- Provision of new galvanised steel and mesh stair and lift core.
- New ramp to primary pedestrian entrance.
- Existing timber window frames to be replaced with new dark grey aluminium framed ventilation louvres.
- Generally facing stonework to the mill is to be sandblasted and all moss and vegetation to be cleaned off.
- New vehicle entrance/exit metal roller shutter door to opening.

West Elevation

- Existing timber window frames to be replaced with new dark grey aluminium framed ventilation louvres.
- Generally facing stonework to the mill is to be sandblasted and all moss and vegetation to be cleaned off.
- Steel roof feature to be painted and made good.
- Rainwater goods to be painted black.
- Existing pipe outlets associated with internal sanitary fittings removed.
- Existing doors to be retained where possible, painted and made good.

History of negotiations/amendments received

Amendments have been requested in this instance in respect of land ownership, highway details to ensure a safe and accessible development, agreement of the colour of the core mesh stairways, and the provision of additional biodiversity reports/information.

Relevant Planning History

2023/90275 – Discharge of condition 26 (Biodiversity Management Plan) of previous permission 2015/90646 for variation condition 2 (plans) of previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; class A1 retail; library/community use; class A3 café; Class B1 office units; office and innovation space; Globe 2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Approved 21/04/2023.

2023/90273 – Variation of condition 17 (public realm improvement works) of previous permission 2015/90646 for variation condition 2 (plans) of previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; class A1 retail; library/community use; class A3 café; class B1 office units; office and innovation space; Globe 2: Ground floor parking area; Class B1 office and light industry; office and innovation space- and formation of external parking area, and footbridge over the Huddersfield Narrow Canal.

2022/92190 – Discharge of condition 14 (external lighting) of previous permission 2015/90646 for variation condition 2 (plans) on previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; class A1 retail; library/community use; class A3 café; class B1 office units; office and innovation space; Globe 2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Approved 28/07/2022.

2022/92144 – Discharge of conditions 10 (Phase II Intrusive Site Investigation Report), 11 (Remediation Strategy), 12 (revised Remediation Strategy) and 13 (Validation Report) of previous permission 2015/90646 for variation condition 2 (plans) on previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; class A1 retail; library/community use; class A3 café; class B1 office units; office and innovation space; Globe 2; ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Refused 07/02/2024.

2022/90374 – Discharge of condition 16 (noise) of previous permission 2015/90646 for variation of condition 2 (plans) of previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; class A1 retail; library/community use; Class A3 café; class B1 office units; office and innovation space; Globe 2; ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Approved 28/04/2022.

2022/90256 – Discharge of conditions 3 (landscaping), 19 (servicing management plan) and 20 (car park management plan) of previous permission 2015/90646 for variation of condition 2 (plans) on previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; Class A1 retail; library/community use; classA3 café; Class B1 office units; office and innovation space; Globe 2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Split decision 01/11/2023.

2021/94652 – Discharge of condition 21 (Travel Plan) of previous permission 2015/90646 for variation of condition 2 (plans) on previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; Class A1 retail; library/community use; classA3 café; Class B1 office units; office and innovation space; Globe 2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Approved 21/04/2023.

2021/93632 – Removal condition 17 (Public Realm Improvements) of previous permission 2015/90646 for variation of condition 2 (plans) on previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors Surgery; Class A1 retail; library/community use; class A3 café; class B1 office units; office and innovation space; Globe2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Pending consideration.

2021/93631 – Discharge of Conditions 5 (foul and surface water), 6 (surface water discharge) and 7 (oil interceptor) of previous permission 2015/90646 Variation of condition 2 (plans) on previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to Globe 1: Doctors surgery; Class A1 retail; library/community use; class A3 café; class B1 office units; office and innovation space; Globe 2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Approved 23/11/2021.

2021/91936 – Discharge of condition 17 (public realm improvements) of previous permission 2015/90646 for Variation of condition 2 (plans) of previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; class A1 retail; library/community use; class A3 café; class B1 office units; office and innovation space; Globe 2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Refused 29/06/2021.

2021/91677 – Discharge of conditions 19 (servicing management plan), 20 (car park management plan) and 22 (cycle parking) of previous permission 2015/90646 for Variation of condition 2 (plans) on previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; Class A1 retail; library/community use; class A3 café; class B1 office units; office and innovation space; Globe 2; Ground floor parking area; Class B1 office and light industry; office and innovation space. Split decision 16/06/2021.

2021/91067 – Discharge of conditions 3 (landscaping), 5 (drainage), 6 (surface water), 7 (surface water), 8 (surface water), 9 (land contamination), 12 (remediation strategy), 13 (remediation strategy), 16 (noise report), 28 (refurbishment and repair scheme) and 29 (crime) of previous permission 2015/90646 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; Class A1 retail; library/community use; Class A3 café; Class B1office units; office and innovation space; Globe 2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Split decision 10/05/2021.

2020/93994 – Variation of conditions 2 and 27 (footbridge design and time limit) of previous permission 2015/90646 for variation of condition 2 (plans) on previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; class A1 retail; library/community use; class A3 café; class B1 office units; office and innovation space; Globe2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal.

2020/93892 – Discharge condition 27 on previous permission 2015/90646 for variation of condition 2 (plans) of previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; class A1 retail; library/community use; ClassA3 café; class B1 office units; office and innovation space; Globe2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Withdrawn 07/01/2021.

2019/92151 – Discharge of condition 3 (landscaping) of previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1 – doctors surgery; retail unit; Artisan hall; café; offices and innovation office space – Globe 2 – D1/D2 use; nursery; offices; gallery space, erection of new parking deck, formation of external parking area; pedestrian footbridge linking Globe 1 and Globe 2 and new pedestrian footbridge over the Huddersfield Canal. Refused 11/02/2021.

2015/90646 – Variation of condition 2 (plans) of previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to: Globe 1: Doctors surgery; Class A1 retail; library/community

use; classA3 café; Class B1 office units; office and innovation space; Globe 2; Ground floor parking area; Class B1 office and light industry; office and innovation space – and formation of external parking area, and footbridge over the Huddersfield Narrow Canal. Section 106 removal/modification of condition(s) 03/03/2020.

2014/92342 – Discharge of conditions 16 (Noise Report) and 29 (refurbishment & repair scheme) of previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to – Globe 1 – doctors surgery; retail unit; Artisan hall; café; offices and innovation office space – Globe 2 – D1/D2 use; nursery; offices; gallery space, erection of new parking deck, formation of external parking area; pedestrian footbridge linking Globe 1 and Globe 2 and new pedestrian footbridge over the Huddersfield Canal. Split decision 01/12/2014.

2014/91151 – Discharge Conditions 3 (landscaping), 5 (drainage), 6 (surface water), 7 (surface water), 8 (drainage), 14 (lighting), 28 (car park elevations), 30 (crime) of previous permission 2013/91452 for demolition of outbuildings and refurbishment/redevelopment of Globe Mills to – Globe 1 – doctors surgery; retail unit; Artisan hall; café; offices and innovation office space – Globe 2 – D1/D2 use; nursery; offices; gallery space, erection of new parking deck, formation of external parking area; pedestrian footbridge linking Globe 1 and Globe 2 and new pedestrian footbridge over the Huddersfield Canal. Split decision 24/06/2014.

2014/90943 – Discharge Conditions 9 (land contamination), 10 (Preliminary Risk Assessment), 11 (Phase II Intrusive Site Investigation Report), 12 (Remediation Strategy), 13 (Remediation Strategy) of previous permission 2013/91452 for Demolition of outbuildings and refurbishment/redevelopment of Globe Mills to – Globe 1 – doctors surgery; retail unit; Artisan hall; café; offices and innovation office space – Globe 2 – D1/D2 use; nursery; offices; gallery space, erection of new parking deck, formation of external parking area; pedestrian footbridge linking Globe 1 and Globe 2 and new pedestrian footbridge over the Huddersfield Canal. Split decision 13/06/2014.

2013/91453 – Conservation Area Consent for demolition of outbuildings. Approved 06/03/2014.

2013/91452 – Demolition of outbuildings and refurbishment/redevelopment of Globe Mills to – Globe 1 – doctors surgery; retail unit; Artisan hall; café; offices and innovation office space – Globe 2 – D1/D2 use; nursery; offices; gallery space, erection of new parking deck, formation of external parking area; pedestrian footbridge linking Globe 1 and Globe 2 and new pedestrian footbridge over the Huddersfield Canal. Approved 17/02/2014.

Consultation Responses

KC Ecology – No objection subject to conditions.

Yorkshire Water – No objections subject to condition.

Officer note: Whilst the above condition (recommended by Yorkshire Water, regarding the discharge of surface water) is noted, it is not considered reasonable to include this condition on this occasion as this would exclude the public sewer as an option for surface water disposal. All sites must look at soakaways first, then watercourse, then the public sewer in the hierarchy of disposal. As public sewer disposal is a legitimate option to consider it should never be excluded by a condition. It is also not within Yorkshire Water's remit to dictate whether a soakaway or a watercourse is suitable – that decision rests with the LLFA as the land drainage authority.

KC LLFA – No objections.

KC Highways Development Management – No objections subject to conditions.

Designing Out Crime Officer – No objections subject to condition.

KC Environmental Health – No objections subject to conditions.

KC Conservation and Design (informal) – No objections subject to conditions.

Parish/Town Council

N/A.

Local Ward Members

The site is within the Colne Valley ward, where members are:

- Councillor Addy
- Councillor McCarthy
- Councillor McLoughlin

All ward councillors have been notified of the submission, with no comments received.

Representations

Final publicity date expired: 01/06/2024.

As a major development within Slaithwaite Conservation Area, this application has been advertised via neighbour letters, site and press notices in accordance with the legal statutory publicity requirements and the then-applicable Kirklees Development Management Charter.

1 objection has been received. A full version (with person details redacted) can be found on the council's website, with the matters raised summarised below.

- The applicant has included land within their submitted plans which belongs to someone else.

Officer note: Noted. This issue has now been addressed, and notice has been served by the applicant on the landowner.

Planning Policy Background

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 27/02/2019).

The application site is allocated as a Priority Employment Area and is located within Slaithwaite Conservation Area, Strategic Green Infrastructure Network, Flood Zone 2, and a Bat Alert Area (with a Bat Roost record within the building). It is also important to note that part of the site is located within the Wildlife Habitat Network and the River Colne is located to the south of the site.

Kirklees Local Plan (LP):

- LP1 – Achieving Sustainable Development
- LP2 – Place Shaping
- LP3 – Location of New Development
- LP4 – Providing Infrastructure
- LP7 – Efficient and Effective Use of Land and Buildings
- LP8 – Safeguarding Employment Land and Premises
- LP20 – Sustainable Travel
- LP21 – Highways and Access
- LP22 – Parking
- LP24 – Design
- LP26 – Renewable and Low Carbon Energy
- LP27 – Flood Risk
- LP28 – Drainage
- LP30 – Biodiversity & Geodiversity
- LP31 – Strategic Green Infrastructure Network
- LP35 – Historic Environment
- LP51 – Protection and Improvement of Local Air Quality
- LP52 – Protecting and Improvement of Environmental Quality
- LP53 – Contaminated and Unstable Land

National Polices and Guidance:

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) updated 12/2024, the Planning Practice Guidance Suite (PPGS) first launched 06/03/2014 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. Most specifically in this instance, the below chapters are of most relevance:

- Chapter 2 – Achieving sustainable development
- Chapter 4 – Decision-making
- Chapter 7 – Ensuring the vitality of town centres
- Chapter 9 – Promoting Sustainable Transport
- Chapter 11 – Making effective use of land
- Chapter 12 – Achieving well-designed places
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment
- Chapter 16 – Conserving and enhancing the historic environment

Other Planning Guidance:

- Kirklees Highway Design Guide SPD (2019)
- Biodiversity Net Gain Technical Advice Note (2021)
- Planning Applications Climate Change Guidance (2021)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions Technical Planning Guidance (2016)
- National Design Guide
- Waste Management Design Guide for New Developments (2020)

Summary of Assessment

The following matters are considered in the assessment below:

- Principle of development
- Urban design
- Residential amenity
- Impact on highway safety
- Other matters
- Conclusion

1 - Principle of Development:

1.1 – Sustainable Development

NPPF Paragraph 11 and LP1 outline a presumption in favour of sustainable development. Paragraph 8 of the NPPF identifies the dimensions of sustainable development as economic, social and environmental (which includes design considerations). It states that these facets are mutually dependent and should not be undertaken in isolation.

The dimensions of sustainable development will be considered throughout the proposal. Paragraph 11 concludes that the presumption in favour of sustainable development does not apply where specific policies in the NPPF indicate development should be restricted. This too will be explored.

1.2 – Land Allocation (Priority Employment Area)

The application site forms part of a larger Priority Employment Area (PEA) The PEA (ref: PEA61) which has a gross area of 15.22ha. This application site has an area of around 0.249ha.

Chapter 6 of the NPPF relates to building a strong competitive economy. Paragraph 85 of the NPPF sets out that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Policy LP8 of the Kirklees Local Plan relates to safeguarding employment land and premises and states:

> *Within Priority Employment Areas, proposals for redevelopment resulting in a non-employment generating use, or for the conversion of use of sites and premises in use or last used for employment, will only be supported where:*
>
> a. *It can be demonstrated that the site or premises are no longer capable of employment use; and*
> a. *The proposed use is compatible with neighbouring uses and where applicable, would not prejudice the continued use of neighbouring land for employment.*

The applicant seeks planning permission for the conversion of an existing vacant mill building to a multi-storey car park. The site previously functioned as a textile mill for the Globe Worsted Company but last had planning permission for offices, gallery space, erection of new parking deck, formation of external parking area, pedestrian footbridge linking Globe 1 and Globe 2 and a new pedestrian footbridge over the Huddersfield Canal. This was approved in June 2015. The building is believed to have been vacant for around 20 years. Whilst the proposals would result in the redevelopment of the site for a non-employment generating use, it is noted that the site/premises has not been operating as an employment use for some time, and therefore the reuse of the site, even if for a non-employment generating use, is welcomed in this instance to bring the site back into use. It is also

noted that the proposed use could have a regeneration role in supporting businesses in the surrounding area, and the vitality and viability of Slaithwaite. Car parking is known to be needed in this location.

Furthermore, officers are also satisfied that, given the separation distances and general suitability of adjacent commercial uses, the proposals would not cause conflict with the established employment uses. This will be considered in further detail in the assessment below, where relevant.

The proposals involve the conversion of a prominent existing building. This type of development is actively encouraged within the Local Plan under planning policy LP7 and Chapter 11 of the NPPF.

The retention and conversion of the building would have townscape benefits. In some respects, the vacant building currently detracts from the visual amenities of the area.

In conclusion, the proposed development would provide much needed off-street car parking within Slaithwaite centre, whilst also delivering significant regeneration potential, as well as visual enhancement of an existing vacant key building within the Slaithwaite Conservation Area. It would ensure the efficient use of previously developed land within a highly sustainable location, and the reuse of a vacant property. The proposals are therefore considered to be acceptable in principle on this occasion.

Consideration must now be given to the development's impact upon the local area, this is assessed below.

2 - Impact on Visual Amenity and Heritage Assets:

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act (1990) requires that special attention shall be paid in the exercise of planning functions to the desirability of preserving or enhancing the appearance or character of the Conservation Area.

Section 72 of the Planning (Listed Building and Conservation Areas) Act (1990) is mirrored in policy LP35 of the Kirklees Local Plan and Chapter 16 of the National Planning Policy Framework. Furthermore, LP35 states that:

> *development proposals affecting a designated heritage asset…should preserve or enhance the significance of the asset. In cases likely to result in substantial harm or loss, development will only be permitted where it can be demonstrated that the proposals would bring substantial public benefits that clearly outweigh the harm.*

Paragraph 212 of the NPPF states: "*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation…".*

This is further supported by paragraph 215 of the NPPF outlines that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this weight should be weighed against the public benefits of the proposal.

Paragraph 203 of the NPPF outlines that LPAs should take account of:

> *d) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
> *e) The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
> *f) The desirability of new development making a positive contribution to local character and distinctiveness; and*
> *g) Opportunities to draw on the contribution made by the historic environment to the character of a place.*

The NPPF offers guidance relating to design in Chapter 12 (achieving well designed places) whereby paragraph 131 provides a principal consideration concerning design which states:

> *The creation of high-quality beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*

Paragraph 135 of the NPPF is of relevance, in particular the following parts: -

> *Planning policies and decisions should ensure that developments:*
>
> *b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.*
>
> *c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.*

Kirklees Local Plan policies LP1, LP2 and significantly LP24 all also seek to achieve good quality, visually attractive, sustainable design to correspond with the scale of the development in the local area, thus retaining a sense of local identity. LP24 states that all proposals should promote good design by ensuring the following:

> *a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape…*
>
> *c. extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details...*

The application site is located within the Slaithwaite Conservation Area.

The proposals involve the conversion of the existing mill building into a multi-storey car park, with the erection of external stair and lift cores and associated landscape and access arrangements. The proposals would be facilitated by the internal demolition of the mill, leaving all four external walls in place, a self-supporting steel and concrete car park structure would then be inserted into the mill. All four facades of the existing building are to be retained as part of the development. The existing building is a key part of the Globe Mills complex, and it is therefore important to retain this to preserve the character of the Conservation Area.

Within the submitted Design and Access Statement, the applicant outlines that the concept is driven by the need to provide adequate parking around the village of Slaithwaite, partly to address parking needs for Globe I, and partly to provide parking for the village itself. This would reduce the pressure on parking in the village as a whole, and reduce the number of parked vehicles on the surrounding streets. This is considered to be beneficial for both the character of the conservation area, and also for the safety of pedestrians and other road users.

The retention of the façades of the existing building would ensure that the character of the area would be retained, and that the multi-storey structure and parked vehicles are not visible from the street. The existing geometry of the mill would be used for the main multi-storey car park structure, with the structure being housed entirely within the existing walls of the mill. In order to maximise space for car parking, and to ensure adequate space is allowed for vehicles, the pedestrian access to the building would be via two new external cores located at either end of the building.

In terms of the design and appearance of the building, the exterior of the mill would remain as existing, with the masonry cleaned and restored. Rainwater pipes would be retained and repainted and the steel tower feature restored and repainted. In order to facilitate access for construction the roof structure would require replacement, however the existing tiles would be retained to be reused where possible. It is recommended that this be conditioned should planning permission be granted.

The existing timber windows would be removed and replaced with new aluminium framed louvres to facilitate ventilation in the building. The frame structure would replicate the current windowpane arrangement. The frames would be in-filled with a woven steel mesh to facilitate air movement. The woven mesh also references the heritage of the textile industry associated with this mill. This would replicate the existing window arrangement whilst also providing ventilation and screening the parked cars from view.

KC Conservation and Design were consulted on the proposals, and they raised no objections subject to clarification regarding the colour of the proposed stair core mesh. This was agreed to be anthracite grey in colour and

shall be subject to condition, should planning permission be granted. In addition, the colour of the steel roof feature would also be conditioned, as would a restriction ensuring that no external cleaning should be undertaken to the building.

Taking the above into consideration, the proposals, subject to the recommended conditions, are considered to be acceptable, and to accord with policies LP24 and LP35 of the Kirklees Local Plan, Section 72 of the Planning (Listed Building and Conservation Areas) Act (1990) and Chapters 12 and 16 of the National Planning Policy Framework.

3 - Impact on Residential Amenity:

Sections B and C of the Kirklees Local Plan policy LP24 state that alterations to existing buildings should:

> *Maintain appropriate distances between buildings' and '…minimise impact on residential amenity of future and neighbouring occupiers.*

Further to this, paragraph 135 of the National Planning Policy Framework states that planning decisions should ensure that developments have a high standard of amenity for existing and future occupiers.

Impact on 21 – 29 Bridge Street

These neighbouring properties are located to the northwest of the application site, approximately 10+ metres away. As no changes are proposed to the overall scale, size or massing of the existing building, officers have no concerns in respect of overlooking, overshadowing, or the proposals appearing overbearing in relation to these adjacent neighbouring dwellings. Whilst it is acknowledged that a new external staircase (with integral lift) is proposed to be installed along the western side elevation of the building, this structure while large in scale and size, is considered to be of a lightweight appearance and of a modest scale, and is not considered to appear overly dominant or oppressive in this location.

Paragraph 198 of the NPPF, contained within Chapter 15, sets out that proposals should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development. In addition to this, policy LP52 of the Kirklees Local Plan states that proposals which have the potential to increase pollution from noise, vibration, light, dust, odour and other forms of pollution must be accompanied by evidence to show the impacts have been evaluated and measures have been incorporated to prevent or reduce the pollution, so as to ensure it does not reduce the quality of life and well-being of people to an unacceptable level or have unacceptable impacts on the environment.

In respect of noise and light pollution, given the nature of the application and its close relationship with residential dwellings, KC Environmental Health were consulted. They noted that the applicant has submitted a Noise Impact

Assessment authored by Dragonfly Consulting dated 01/03/2024 ref DC4470-NR1. This report identifies the nearest noise sensitive receptors (NSRs) as 21-29 Bridge Street, as shown in Appendix C.

A noise survey was undertaken from 14 to 20/02/2024 from a single monitoring position as shown in Appendix C. Some data has been removed as shown in table 4.1 due to weather conditions and a summary of the results is given in table 4.2. Comment is made that the dominant noise is from road traffic. Modelling has been conducted based upon the data sources identified in Section 5 and a BS4142 assessment conducted for both daytime (table 6.1) and nighttime (table 6.2) with both periods showing a low impact. The nighttime Lmax assessment for BS8233 shows it fails to meet with the requirement but the 90th percentile of all maximum noise level events as recorded throughout the survey's night-time periods is 64.6dB, with absolute maximum noise level events reaching up to 84.2dB, both of which exceed the predicted level of 63.3dB. KC Environmental Health have assessed this report and deem the findings to be acceptable.

In addition to the above, KC Environmental Health note that there is a potential for loss of amenity to the occupiers of nearby properties from noise and vibration from the construction phase of the development. Therefore, it is deemed reasonable to include an informative, should planning permission be granted which restricts the times when noisy construction activities (including deliveries) would be permitted.

In terms of external artificial lighting, the applicant has submitted a report titled Globe Mills 2, External Lighting Impact Assessment Report, ref P002-PGS-E-RPT-001 rev A, dated March 2024. KC Environmental Health provided comments in relation to external fixed artificial light associated with the proposed development only and noted that the report provides details of the external lighting proposals for the proposed new ramped access/egress road to be formed off Bridge Street to the multi storey car park at Globe Mill 2.

The proposal is to illuminate the new access/egress ramp using 5x 4m low-level external lighting columns, with flat glass optics. The report follows the Institution of Lighting Professionals Publications ILP Guidance Note 01 - The Reduction of Obtrusive Light 2021, attributing a zone 3, suburban environmental zone to the location. KC Environmental Health agree with the zone 3 selection. The ILP guidance (table 2), informs that for a Zone E3 Suburban area (medium district brightness), vertical luminance at nearby sensitive receptors should not exceed 10Lux Pre-Curfew and 2 Lux Post Curfew. The calculations within the report demonstrate that light spill and glare will be controlled within the advised limits of the ILP guidance. KC Environmental Health therefore accept the report and recommend a condition to secure its implementation, should planning permission be granted. This is considered to be sufficient to mitigate any impacts arising in respect of external lighting on adjacent neighbouring properties.

In conclusion, taking the above into account it is considered that the proposals would not result in significant and detrimental impacts regarding the amenity

of any neighbouring occupants. The proposals comply with policies LP24 and LP52 of the Kirklees Local Plan and guidance contained within Chapters 12 and 15 of the National Planning Policy Framework.

4 - Impact on Highway Safety:

Turning to highway safety, Local Plan policies LP21 and LP22 are relevant and seek to ensure that proposals do not have a detrimental impact on highway safety and provide sufficient parking. Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The NPPF states that, in assessing applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, that safe and suitable access to the site can be achieved for all users, and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or highway safety, can be cost-effectively mitigated to an acceptable degree. The NPPF continues that that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or if the residual cumulative impacts on the road network would be severe.

This application is for the conversion of an existing mill building into a multi-storey car park with landscaping and a new access on to Bridge Street, which is a 30mph two-way single carriageway local access road of approximately 8m width with broken and narrow footways on both sides and street lighting present. Bridge Street turns into Platt Lane approximately 330m to the east of the application site.

The application site is approximately 400m from Slaithwaite railway station and a slightly shorter distance away from the retail and service opportunities within the district centre. The road serves as access to several residential and commercial properties and carries HGV traffic serving a timber yard to the east of the proposal site, as well as being the vehicular access to Globe Mill 1 offices and doctors' surgery. There is evidence of extensive on-street residents and commuter parking between the junction with C560 Britannia Road and the proposal site and complaints have been recorded by the Kirklees Road safety team relating to parking and obstructions all along Bridge Street. The formation of a TRO to control parking along Bridge Street is currently under investigation by the Kirklees Highway Safety Team.

It is noted that there is a shortage of parking within Slaithwaite district centre, and that this has caused issues for both commuter and shopper parking and has impinged on the limited supply of residents parking.

The site benefits from a previous planning permission for a nursery, office space and conference centre (2013/91452) and a previous (since withdrawn)

application was submitted to create two floors of parking and a “vertical farm” within the Globe 2 mill building.

The proposals are to convert the mill building into a multi-storey car park over 15 half-floors with a capacity of 174 cars (12 of which are to be accessible spaces on the ground and first floors), with a new access ramp from Bridge Street located to the west of the mill building. The proposals are to have 133 spaces assigned for users of the offices in Globe 1 and the remaining spaces (41 in number) used as public paid parking serving the district centre.

As set out within the submitted Car Parking Management Plan, the proposed multi-storey car park is to operate an ANPR system which would administer a ticket for the general public or recognise a pre-determined number plate as part of the Globe Mills 1 permit parking scheme. The Car Parking Management Plan also notes that a smart parking sign is also to be installed to the front of the site access and would be linked to a smart car counting system which would display whether the car park is full or if spaces are still available. Details regarding this are vague, and advertisement consent may be required for such a sign.

The proposals also include works which are to be carried out under a Section 278 agreement and include amendments to the parking TROs on Bridge Street, changes to the speed limit, the construction of a raised table and pedestrian footway. All of the above amendments are shown on drawing 333.19(1-)005 rev I. The bell-mouth of the proposed access junction is also to be included within the Section 278 agreement and should be offered up for adoption within a Section 38 agreement. A stage 1 RSA was submitted with the application with designers’ response, and these have been accepted by KC Highways Development Management.

Taking the above assessment into consideration, the proposals are considered to be acceptable and would provide some much-needed parking within the area. However, conditions in relation to the provision of off-site highway works, implementation of the approved access, laying out of pedestrian and vehicle spaces, location and cross-sectional information of all new retaining walls, signage details (for ingress and egress), submission of a construction management plan and travel plan, are recommended should planning permission be granted.

It is therefore considered that subject to the recommended conditions, the proposed scheme would not represent any additional harm in terms of highway safety and as such complies with Local Plan policies LP21 and LP22, and Chapter 9 of the National Planning Policy Framework.

5 - Other Matters:

Land Contamination

With regard to land quality, paragraphs 187, 196 and 197 of the National Planning Policy Framework are relevant, as is policy LP53 of the Kirklees

Local Plan which seeks to ensure land quality is maintained as part of new development.

KC Environmental Health have been formally consulted as part of this application and have identified that the site is on potentially contaminated land (site reference: 22/14). The applicant has submitted the following reports in support of the application:

- A Phase 1 Desk Study Report (dated 29/01/2013, ref 12-688) authored by Arc Environmental
- A Phase 2 Report (dated 15/04/2013, ref 12-688) authored by Arc Environmental

The reports cover a wider area that includes the current application site. These reports have previously been reviewed by KC Environmental Health. Salient points relevant to the current application site are:

- Boreholes BH03, BH06, and BH10 fall within the application site. The remaining boreholes fall outside the current application site.
- Hydrocarbon odours were noted within the made ground at four locations during the fieldworks; one location (BH03) is within the application site.
- At least approximately 1.80m of made ground is present at the location of BH03.
- Aliphatic EC16-EC35 concentrations were found to exceed the generic assessment criteria values in groundwater samples at BH03. No other soil or groundwater samples from the application site exceeded the generic assessment criteria.
- Although only one gas monitoring standpipe was within the application site, the site was classified as Characteristic Situation 1 (CS1), and no significant vapours were recorded (maximum 4.2 ppm).

KC Environmental Health commented that they expect the applicant to manage contaminated land risks under the Land Contamination Risk Management (LCRM) guidance. According to LCRM guidance, reports should provide current site information. Officers noted that the reports are over 10 years old and confirmed the presence of made ground and contaminated groundwater at the application site. Additionally, the plans propose soft landscaping to the rear of the mill and on either side of the access ramp. KC Environmental Health have concerns that the age of the reports may not accurately reflect any new potential sources of contamination that have emerged in the past decade.

Since a portion of the site is to be soft-landscaped, there is a credible pollutant pathway if contamination is not thoroughly investigated. For these reasons, before any groundworks commence, KC Environmental Health require an updated risk assessment and conceptual site model informed by the current site status. Where potential pollutant linkages are identified, a new

intrusive investigation will be necessary to determine the level of remediation required. This should also address any proposals for the reuse of site-won material and/or imported material.

In conclusion, KC Environmental Health support the application but recommend contaminated land conditions. These are duly recommended.

Air Quality

An Air Quality Assessment by Dragonfly Consulting (ref DC4470-AR1, dated 01/03/2024) has been submitted in support of the application. The application seeks permission for a multi-storey car park with 193 spaces over 15 levels. The application has been reviewed in accordance with the West Yorkshire Low Emissions Strategy (WYLES) – Technical Planning Guidance which divides applications into 3 impact types (Minor, Medium and Major) using specific criteria. The proposed development and has been classed as Medium in terms of air quality because it is not within an Air Quality Management Area (AQMA) or near to any roads of concern and falls below the criteria for a Major development. A qualitative screening assessment has been undertaken for both the construction and operational phases to determine the impact of the development on local air quality.

Construction Phase

For the construction phase a qualitative assessment of fugitive dust emissions was undertaken in accordance with the Institute of Air Quality Management (IAQM) Guidance on the Assessment of Dust from Demolition and Construction. A risk assessment was undertaken to identify all potential sources of dust and the dust emission magnitude of the construction phase and the risk of impact at sensitive receptor locations within 350m of the site. From this, the potential significance impact of dust emissions associated with the development was determined. The report concludes that in accordance with the IAQM guidance the proposed development has been identified as “medium risk” for dust soiling due to earth works and construction, and “negligible risk” for human health. It is considered that these impacts can be controlled by the implementation of dust mitigation measures. The recommended dust mitigation measures taken from the IAQM guidance are outlined in Appendix C of the report titled Construction Mitigation Measures.

Operational Phase

The screening assessment uses 2019 monitoring data provided by Kirklees Council, transport data provided by Paragon Highways, and Defra background maps to determine the impact of the development on local air quality. The report concludes that future pollutant concentrations because of the proposed development site are likely to be below the national air quality objectives in relation to Nitrogen Dioxide (NO2), and Particulates (PM10 and PM2.5) and therefore “not significant” in accordance with IAQM guidance. Furthermore, the predicted trip generation due to the development is considered to have negligible impact on local air quality. To offset the impact

of the development and in accordance with WYLES, the assessment recommends the provision of electric vehicle charging points as mitigation measures required for “medium” developments.

KC Environmental Health agree that the proposed development is classified as medium in accordance with WYLES and therefore agree with the methodology and conclusion of the Air Quality Assessment. They do, however, recommend conditions to secure the implementation of the proposed mitigation measures for the construction phase, should planning permission be granted.

In addition to the above, KC Environmental Health note that in an application of this nature, it is expected that facilities for charging electric vehicles and other ultra-low emission vehicles would be provided in accordance with the National Planning Policy Framework and *Air Quality & Emissions Technical Planning Guidance* from the West Yorkshire Low Emissions Strategy Group. An advisory informative relating to charging points is therefore necessary.

Biodiversity

Paragraphs 192, 193, 194 and 195 of Chapter 15 of the National Planning Policy Framework are relevant, together with The Conservation of Habitats and Species Regulations 2017 which protect, by law, the habitat and animals of certain species including newts, bats and badgers.

Policy LP30 of the Kirklees Local Plan requires that proposals protect Habitats and Species of Principal Importance.

The application site is located within a Bat Alert Area (with a Bat Roost record within the building). It is also important to note that part of the site is located within the Wildlife Habitat Network and the River Colne is located to the south of the site.

The applicant has submitted a River Condition Assessment Report, Preliminary Ecological Appraisal (PEA), Bat Survey Report, and Biodiversity Net Gain Assessment. KC Ecology have reviewed this information, and consider it suitable to determine the potential impacts on roosting bats. Given that two common pipistrelle day roosts were present within the building, a Natural England licence would be required in order for the works to proceed. It should be noted that Natural England may require survey information from the most recent survey season to inform the licence application.

A Biodiversity Net Gain (BNG) of 10% for developments is a mandatory requirement in England under the Environment Act 2021, subject to some limited exceptions. Unless exempt, every planning permission granted pursuant to an application submitted after 02/04/2024 (for minor and other applications) is deemed to have been granted subject to a pre-commencement condition requiring a Biodiversity Gain Plan to be submitted and approved by the Local Planning Authority prior to commencement of the development.

The applicant has submitted a Biodiversity Net Gain Assessment document ref: ER-6907-02A which provides details in accordance with the Statutory Biodiversity Metric Calculation. This shows that the site has an on-site baseline of 0.20 habitat units, 0.00 hedgerow units and 0.25 watercourse units. An on-site post intervention value of 0.98 habitat units, and again 0.00 hedgerow and 0.27 watercourse units would be achieved. Therefore, there would be an on-site net change of 398.51% of habitat units, 0% of hedgerow units, and 8.73% of watercourse units. The proposed achievement of over 10% BNG (in respect of habitats) is welcomed. However, given the overprovision of one unit type cannot offset under provision of another unit type, the applicant will be expected to also achieve a 10% BNG in respect of watercourse units. It is noted that there are currently no hedgerows on site.

To achieve a 10% BNG in respect of watercourse units, and to achieve the proposed 398.51% increase in habitat units at this application site, a post-development biodiversity value totalling a little over 1 unit would be needed. Furthermore, the other criteria that can make on-site BNG fall within the definition of "significant" are not considered applicable in this instance. It is therefore concluded that – for this application – there is not a need to secure maintenance, management and monitoring measures (via a Section 106 agreement, for a 30-year period) in relation to the BNG required of the proposed development.

Under the legislation, a condition is in place by law. The biodiversity gain condition has its own separate statutory basis, as a planning condition under paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990. As such, it is not considered necessary for any further condition to be in place upon any grant of permission given the statutory requirements in relation to biodiversity. However, an informative note would be included to highlight this requirement to the applicant.

Subject to inclusion of the conditions and informative the proposal is considered to be acceptable with regard to the aforementioned policy and legislation.

Drainage

Policy LP28 of the Kirklees Local Plan and Section 14 ("Meeting the challenge of climate change, flooding and coastal change") of the National Planning Policy Framework and the National Planning Policy Framework technical guidance document are considered to be relevant in terms of foul / surface water drainage.

Policy LP27 of the Kirklees Local Plan relates to flood risk and sets out, amongst other things, that a site-specific flood risk assessment and inclusion of flood mitigation measures be undertaken for developments.

Given the nature of the proposals the Lead Local Flood Authority (LLFA) were consulted. They noted that Kirklees Council's mapping indicate that part of the

development is within Flood Zone 2, however this is confined to a landscaped area to the south of the building and is unlikely to affect the operation of the facility.

The LLFA confirmed acceptance of the statement in the submitted Flood Risk Assessment that the development is “less vulnerable” and therefore is appropriate for Flood Zone 3a (and that no exceptions test is required). The LLFA also accept the proposed 18.0l/s surface water discharge rate outfalling into the adjacent River Colne.

It is noted that approximately 8.0 cubic metres of flooding is predicted by the hydraulic calculations for the critical 1 in 100 year (plus 45% climate change) rainfall event, however the LLFA accepts that this volume of flooding would be confined within the site and therefore does not pose a risk of flooding to the surrounding properties.

It is noted that a geocell type tank is proposed to store the attenuated surface water flow. The developer should consider that, at the end of the tank’s (and any associated geomembranes’) guaranteed design life, this tank may need to be replaced if the multi-storey car park is still in use. The LLFA also confirmed that the Maintenance Strategy (as set out in Section 14 of the FRA) is accepted.

The LLFA support the application and has recommended no drainage conditions.

Given the above assessment, the proposals are considered to accord with policies LP27 and LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

Climate Change

As set out at paragraph 7 of the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF goes on to provide commentary on the environmental, social and economic aspects of sustainable development, all of which are relevant to planning decisions.

Policy LP26 of the Kirklees Local Plan relates to renewable and low carbon energy, stating that renewable and low carbon energy proposals (excluding wind) will be supported, and planning permission granted where the following criteria are met:

> a) the proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment;
> b) the proposal would not have either individually or cumulatively an unacceptable impact on protected species, designated sites of importance for biodiversity or heritage assets;
> c) the statutory protection of any area would not be compromised by the development;

d) any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity;
e) any significant adverse effects of the proposal are mitigated by wider environmental, social and economic benefits.

The council approved Climate Emergency measures at its meeting of full Council on the 16/01/2019, and the West Yorkshire Combined Authority has pledged that the Leeds City Region would reach net zero carbon emissions by 2038. A draft Carbon Emission Reduction Pathways Technical Report (07/2020, Element Energy), setting out how carbon reductions might be achieved, has been published by the West Yorkshire Combined Authority.

On 12/11/2019, the council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan pre-dates the declaration of a climate emergency and the net zero carbon target, however it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the council will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

In this case the site is within the existing urban envelope and is considered to be a sustainable location, lying in close proximity to Slaithwaite District Centre. Whilst it is acknowledged that the scheme would encourage and enable car use, the spaces provided would be suitable for electric vehicle users. The proposals also seek to retain and convert an existing and currently vacant building, which would make a significant embodied carbon and energy saving (when compared with a development involving demolition and rebuilding). The scheme would also utilise existing materials where possible, with new soft landscaping and a biodiversity area also to be provided within the site to enhance biodiversity. It is therefore not considered necessary to require any additional information from the applicant in respect of meeting the council's climate change agenda.

Taking the above into account, the proposed development is considered to comply with policy LP26 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

Section 106 obligations

Given the nature of the proposals and their impact, no Section 106 contributions are required on this occasion.

There are no other matters for consideration.

6 – 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 proposed development would constitute sustainable development and is therefore recommended for approval.

Recommendation:

Approve.

Decision Authorisation: Delegated Powers

Application Number: 2024/90956

Officer Recommendation: Approve

Conditions and Reasons

1. The development hereby permitted shall be begun within three years of the date of this permission.
Reason: Pursuant to the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in 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, LP2, LP3, LP4, LP7, LP8, LP20, LP21, LP22, LP24, LP26, LP27, LP28, LP30, LP31, LP35, LP51, LP52 and LP53 of the Kirklees Local Plan and Chapters 2, 4, 7, 9, 11, 12, 14, 15 and 16 of the National Planning Policy Framework.

3. Prior to any construction work commencing, the mitigation measures to control fugitive dust emissions during the construction phase of the development shall be implemented in accordance with those detailed in Appendix C of the Air Quality Assessment by Dragonfly Consulting (ref: DC4470-AR1, dated: 01/03/2024) and retained for the duration of the construction period.
Reason: To safeguard the amenities of the occupiers of nearby properties in accordance with Chapter 15 of the National Planning Policy Framework and Policy LP52 of the Kirklees Local Plan.

4. Groundworks shall not commence until actual or potential land contamination at the site has been investigated and a Preliminary Risk Assessment (Phase I Desk Study Report) by a suitably competent person has been submitted to and 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 the National Planning Policy Framework.
This pre-commencement condition is necessary to ensure contamination is considered at an appropriate stage of the development.

5. Where further intrusive investigation is recommended in the Preliminary Risk Assessment approved pursuant to condition 4, groundworks (other than those required for a site investigation report) shall not commence until a Phase II Intrusive Site Investigation Report by a suitably competent person has been submitted to and 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 the National Planning Policy Framework.
This pre-commencement condition is necessary to ensure contamination is considered at an appropriate stage of the development.

6. Where site remediation is recommended in the Phase II Intrusive Site Investigation Report approved pursuant to condition 5, further groundworks shall not commence until a Remediation Strategy by a suitably competent person 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.
Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and the National Planning Policy Framework.

7. Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to condition 6. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered 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 two 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.
Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and the National Planning Policy Framework.

8. Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Verification Report by a suitably competent person 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 Verification Report in respect of

those remediation measures 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 the National Planning Policy Framework.

9. No external artificial lighting shall be used unless the lighting has been installed in accordance with the details provided in the report titled Globe Mills 2, External Lighting Impact Assessment Report, ref: P002-PGS-E-RPT-001 rev A, dated March 2024. The installed external artificial lighting shall be operated thereafter in accordance with the approved scheme.
Reason: To safeguard the amenities of the occupiers of nearby properties and promote sustainable development in accordance with Chapters 2 and 15 of the National Planning Policy Framework and LP52 of the Kirklees Local Plan.

10. No cleaning of masonry is authorised by this consent without the prior approval of the Local Planning Authority. Before work begins, any cleaning proposals must be approved in writing by the Local Planning Authority and carried out strictly in accordance with those details. At the commencement of the cleaning, a test panel shall be undertaken in an inconspicuous position and the method recorded to the written approval of the Local Planning Authority.
Reason: In the interests of visual amenity and to present and enhance the setting of the heritage assets, to accord with Policies LP24 and LP35 of the Kirklees Local Plan and Chapters 12 and 16 of the National Planning Policy Framework.

11. The steel/mesh staircores shown on hereby approved drawing 333.19(1-)008 ‘Proposed Elevations & Section’, shall be of anthracite grey in colour similar to RAL 7016. The colour finish of the steel/mesh staircores shall be thereafter retained.
Reason: In the interests of visual amenity and to present and enhance the setting of the heritage assets, to accord with Policies LP24 and LP35 of the Kirklees Local Plan and Chapters 12 and 16 of the National Planning Policy Framework.

12. The steel roof feature shown on hereby approved drawing 333.19(1-)008 ‘Proposed Elevations & Section’, shall be of anthracite grey in colour similar to RAL 7016. The colour finish of the steel roof structure shall be thereafter retained.
Reason: In the interests of visual amenity and to present and enhance the setting of the heritage assets, to accord with Policies LP24 and LP35 of the Kirklees Local Plan and Chapters 12 and 16 of the National Planning Policy Framework.

13. Prior to the development commencing, fully detailed and dimensioned cross-sectional drawings perpendicular to Bridge Street shall be prepared by a suitably qualified and experienced structural engineer and shall be submitted to the Local Planning Authority for written approval to ascertain the impact of the proposals on the adjoining highway and to determine whether a

formal technical approval (via submission of an AIP) will be necessary. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.
Reason: In the interests of highway safety in accordance with Policy LP21 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.
This pre-commencement condition is necessary to identify any impacts the proposals may have on the adjoining highway at an appropriate stage of the development.

14. No internal or external works shall commence on the Globe Mills 2 building unless the Local Planning Authority has been provided with either:

- The Mitigation Method Statement and licence issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 authorising the specified activity to go ahead; or
- A statement in writing from an appropriately qualified ecologist to the effect that it does not consider that the specified activity will require a licence.

Reason: To safeguard a protected species (Bats) in accordance with the Wildlife and Countryside Act 1981 (as amended) and BS 42020:2013.
This pre-commencement condition is necessary to ensure bat mitigation measures are secured at an appropriate stage of the development.

15. The use hereby permitted shall not be open to customers outside the hours of:

- 0700 - 2400hrs Monday to Sundays (including bank holidays)

Reason: To ensure that the proposed use(s) 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 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

16. Prior to the commencement of works on site, details of measures to prevent and deter crime and anti-social behaviour shall be submitted to and approved in writing by the Local Planning Authority. These shall include details of shutters and grilles, lighting, CCTV and alarm systems, doors and locking systems, windows and glazing and vehicle parking. No part of the development shall be brought into use until the development has been implemented in accordance with the details so approved.
Reason: In the interests of minimising the risk of crime and anti-social behaviour and creating a safer, more secure and sustainable neighbourhood, and to accord with Policies LP24 and LP47 of the Kirklees Local Plan and the National Planning Policy Framework.
This pre-commencement condition is necessary to ensure crime prevention matters are considered at an appropriate stage of the development.

17. The 41 general public paid parking spaces shall be implemented and operational prior to the 133 car parking spaces for the occupiers of Globe

Mills 1 being made available. These general public paid parking spaces shall be provided and operated as outlined within the hereby approved Car Parking Management Plan, dated March 2025, Rev 3, and drawings 333.19(1-)006 Rev D and 333.19(1-)007 Rev C, received 22/04/2025, and shall be so retained for the lifetime of the development.
Reason: In the interests of highway safety and to accord with Policies LP21 and LP22 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.

18. Alterations hereby approved to the roof of Globe 2 shall use reclaimed roof tiles taken from the existing building where possible. If additional materials are required, the materials shall in all respects match those used in the construction of the existing building.
Reason: In the interests of visual amenity and to present and enhance the setting of the heritage assets, to accord with Policies LP24 and LP35 of the Kirklees Local Plan and Chapters 12 and 16 of the National Planning Policy Framework.

19. Prior to occupation of the development, the off-site highway works as shown on drawing 333.19(1-)005 Rev I comprising amendments to the TRO parking restrictions, changes to the speed limit, the construction of a raised table and the construction of a pedestrian footway on Bridge Street shall be fully constructed and made operational.
Reason: To ensure the free and safe use of the highway, in the interests of highway safety and to accord with LP21 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.

20. Means of access to and from the site shall be in accordance with the preliminary access design as shown on the approved plan, drawing 333.19(1-)005 Rev I, and shall be fully constructed and made operational prior to first occupation of the development and thereafter be retained and maintained for the lifetime of the development.
Reason: To ensure the free and safe use of the highway, in the interests of highway safety and to accord with LP21 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.

21. Prior to the development being brought into use, the car park hereby approved shall be laid out, surfaced, marked out into bays and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety and to achieve a satisfactory layout, in accordance with LP21 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.

22. Before the development is brought into use the ingress and egress shall be clearly signed and lined ‘In’ and ‘Out’ (or clearly indicated with direction arrows) in accordance with the details that have been approved in writing by the Local Planning Authority. The signs and lining approved shall thereafter be retained.

Reason: In the interests of highway safety and to achieve a satisfactory layout, in accordance with LP21 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.

23. Within the first three months of any part of the development being brought into use, the framework travel plan for the whole of the Globe Mills site shall be made up to a Full Travel Plan including details of the new car parking in Globe 2 Mill. This shall be submitted to and approved in writing by the Local Planning Authority. The Full Travel Plan shall include measures to improve and encourage the use of sustainable transport. The measures will include as a minimum:

- The provision of bus/train information and timetables;
- Provision of METRO passes where appropriate;
- Car sharing facilities;
- The introduction of working practices to reduce travel demand; and
- The provision of on-site cycle facilities and information.

The Full Travel Plan shall include details of when these measures will be introduced. To support the promotion of the use of sustainable modes the Full Travel Plan shall also include:

- How the Full Travel Plan will be managed;
- Targets aimed at lowering car use, particularly single occupancy trips, from/to the site;
- A programme for monitoring the Full Travel Plan and its progress; and
- How the Full Travel Plan and its objective of more sustainable travel will be promoted.

The approved Full Travel Plan shall thereafter be retained throughout the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure users of the development are encouraged to use sustainable forms of transport to comply with the council's sustainability objectives, in accordance with LP20, LP21 and LP24 of the Kirklees Local Plan and Chapters 9 and 15 of the National Planning Policy Framework.

24. Prior to construction commencing, a schedule of the means of access to the site for demolition/construction traffic shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction works and delivery parking facilities, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. Unless otherwise agreed in writing by the Local Planning Authority, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.
Reason: To ensure heavy vehicles and construction traffic can safely access the site, in the interests of highway safety and to accord with Policy LP21 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.

This pre-commencement condition is required to ensure that adequate access arrangements are agreed at an appropriate stage in the development process.

NOTE: In accordance with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) **development may not be begun unless:**

a) a biodiversity gain plan has been submitted to the planning authority; and

b) The planning authority has approved the plan.

The biodiversity gain plan must include:

a) Information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;

b) The pre-development biodiversity value of the onsite habitat;

c) The post-development biodiversity value of the onsite habitat;

d) Any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;

e) Any biodiversity credits purchased for the development; and

f) any such matters as the Secretary of State may by regulations specify.

NOTE: 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 works. This process will involve entering into a Section 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. Interference with the highway without such permission is an offence which could lead to prosecution.

NOTE: 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.

NOTE: Any works within the adopted highway fronting the property will need to be constructed under a s278 legal agreement of the 1980 Highways Act. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution. Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the highways structures team for works near or abutting highway and any retaining structures. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to Farhad Khatibi (structures team leader 01484 221000) at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail.

NOTE: All contamination reports shall be prepared by a suitably competent person, as defined in Annex 2 of the National Planning Policy Framework. Reports must be prepared in accordance with the following guidance:

- *Land Contamination Risk Management (LCRM)*
- BS 10175:2011+ A2:2017 *Investigation of Potentially Contaminated Sites. Code of Practice*
- *Development on Land Affected by Contamination - Technical Guidance for Developers, Landowners & Consultants - (v11.2) June 2020* by the Yorkshire and Lincolnshire Pollution Advisory Group.

NOTE: The conditions relate to Planning Control only. Approval under the Building Regulations may also be required, and the applicant should contact their Building Control Provider for further information. Any other necessary consent must be obtained from the appropriate authority. If the applicant commences work without discharging conditions, they will be at risk of enforcement action and invalidating the permission if the planning condition is a pre commencement condition.

NOTE - Electrical Vehicle Charging Points:

- Approval under the Building Regulations may also be required, and the applicant should contact their Building Control Provider for further information in relation to Approved Document S.
- The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity and the installation must comply with all applicable electrical requirements in force at the time of installation.
- To futureproof the development, we would encourage the applicant to provide these in accordance with the current *Air Quality & Emissions Technical Planning Guidance* from the West Yorkshire Low Emissions Strategy (WYLES) Group.

NOTE: No construction related noise shall be audible beyond the site boundary outside the hours of:

- 07.30 to 18.30 hours Mondays to Fridays
- 08.00 to 13.00 hours Saturdays
- With no construction related noise audible beyond the site boundary on Sundays or Bank/Public Holidays.

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/Document Type/Title	Reference	Version	Date Received
Location Plan	333.19(1-)001	-	04/05/2024
Existing Site Plan	333.19(1-)002	-	04/05/2024
Existing GA Plans	333.19(1-)003	-	04/05/2024
Existing Elevations & Section	333.19(1-)004	-	04/05/2024
Proposed Site Plan	333.19(1-)005	I	13/03/2025
Proposed GA Plans Parking Levels 1-12	333.19(1-)006	D	22/04/2025
Proposed GA Plans Parking Levels 13-15	333.19(1-)007	C	22/04/2025
Proposed Elevations & Section	333.19(1-)008	-	04/05/2024
Demolition Plans	333.19(1-)009	-	04/05/2024
Section A	333.19(1-)010	-	04/05/2024
Impermeable Areas	21496-DCE-XX-XX-D-C-102	P01	04/05/2024
Vehicular Tracking	21496-DCE-XX-XX-D-S-150	P01	04/05/2024
Vehicular Tracking Parking Manoeuvres	21496-DCE-XX-XX-D-S-151	P01	04/05/2024
Bridge Street	21496-DCE-XX-	P02	14/10/2024

Vehicle Tracking	XX-D-C-152		
Ground Floor Steelwork G.A	21496-DCE-XX-XX-D-S-300	1	04/05/2024
Landscape Masterplan	DR-6907-01	A	04/05/2024
River Condition Assessment Report – Supporting Information	ER-6907-04	01	24/09/2024
Drainage Strategy	21496-DCE-XX-XX-D-C-100	P01	04/05/2024
Noise Impact Assessment – Supporting Information	DC4470-NR1	-	04/05/2024
External Lighting Impact Assessment Report – Supporting Information	P002-PGS-E-RPT-001	Rev A	04/05/2024
Air Quality Assessment – Supporting Information	DC4470-AR1	-	04/05/2024
Design & Access Statement – Supporting Information	333.19	A	04/05/2024
Flood Risk Assessment and Drainage Strategy – Supporting Information	21496-DCE-XX-XX-T-C-001-P01	-	04/05/2024
Preliminary Ecological Appraisal Report – Supporting Information	ER-6907-01	-	04/05/2024
Biodiversity Net Gain Assessment – Supporting Information	ER-6907-02A	-	24/09/2024
Bat Survey Report – Supporting	ER-6907-03	-	04/05/2024

Information			
Transport Statement – Supporting Information	714G	-	04/05/2024
Travel Plan Framework – Supporting Information	714H	Revision 3	04/05/2024
Service Management Plan – Supporting Information	714H	-	04/05/2024
Road Safety Audit Brief GG119 – Supporting Information	2024-10 (2364)	Rev 2	07/10/2024
Car Parking Management Plan – Supporting Information	2364	Revision 3	22/04/2025
Phase 1: Desk Top Study Report (Part 1) – Supporting Information	12-688	-	04/05/2024
Phase 1: Desk Top Study Report (Part 2) – Supporting Information	12-688	-	04/05/2024
Phase 2: Ground Investigation Report – Supporting Information	12-699	-	04/05/2024

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 preapplication advice service available, complied with the Kirklees Development Management Charter 2024 and otherwise actively engaged with the applicant in dealing with the application. Further information and amendments have been requested in this instance in respect of land ownership, highway details, the colour of the core mesh stairways, and additional biodiversity reports/information.

Report Dated: 25/06/2025