

KIRKLEES METROPOLITAN COUNCIL INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

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

DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS

Reference No: 2024/61/92235/W

Site Address: Land off, Blackmoorfoot Road and Felks Stile Road, Crosland Moor, Huddersfield, HD4 7AD

Description: Reserved Matters application (including consideration of appearance, scale, layout, access (including pedestrian and cycle access into and within the site and vehicular access within the site)), and landscaping) for the erection of 231 residential dwellings and associated works including landscaping and the provision of open space, pursuant to [WESTERN PARCEL of] permission 2024/92614 for variation and removal of conditions 4 (access works), 8 (Blackmoorfoot Road improvements), 10 (junction details), 16 (retaining wall design), 17 (highway structure design), 18 (surface water drainage strategy), 37 (external lighting strategy) and 39 (crime mitigation measures) of previous outline permission 2020/92546 (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works

Recommending Officer: Nick Hirst

DECISION – Reserved Matters – 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: 21-Nov-2025

- Application:** 2024/61/92235/W
- Site:** Land off Blackmoorfoot Road and Felks Stile Road, Crosland Moor, Huddersfield, HD4 7AD
- Proposal:** Reserved Matters application (including considerations of appearance, scale, layout, access (including pedestrian and cycle access into and within the site and vehicular access within the site), and landscaping) for the erection of 231 residential dwellings and associated works including landscaping and the provision of open space, pursuant to [WESTERN PARCEL of] permission 2024/92614 for variation and removal of conditions 4 (access works), 8 (Blackmoorfoot Road improvements), 10 (junction details), 16 (retaining wall design), 17 (highway structure design), 18 (surface water drainage strategy), 37 (external lighting strategy) and 39 (crime mitigation measures) of previous outline permission 2020/92546 (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works

Site Description

This Reserved Matters application relates to a parcel of the land within the red line boundary of outline permission 2024/92614 (which itself was a Section 73 approval pursuant to outline permission 2020/92546). This Reserved Matters application relates to the western parcel of the wider site and covers circa 33% of the total land included within the outline permission's red line boundary.

The outline boundary included a large portion of Housing Allocation HS23, but also 2.04ha of Green Belt land to the north of the allocation. The outline permission's red line boundary excluded two parcels of HS23: a 1.78ha parcel to the northeast and a 0.58ha parcel to the south.

Below, a description of the outline site is provided first for context, followed by a description of the land specific to this Reserved Matters application.

Outline land description

The outline application site lies approximately 3.5km to the southwest of Huddersfield town centre, within the Crosland Hill area. In its entirety, the outline red line boundary extends to 29.3 hectares. It is broadly bounded by Blackmoorfoot Road to the south and the curtilages of businesses and

dwellings on Mason Court and Crosland Hill Road to the east. This includes a Grade II listed farm complex and the Grade II* listed Crosland Hall, and the Grade II listed properties at 67, 69 and 69a Crosland Hill Road. Felks Stile Road lies to the west, beyond which is open land within Crosland Heath Golf Club. To the northern boundary is open land extending to approximately 12.2 hectares within the Green Belt, which is partly within the ownership of the applicant. A public footpath (HUD/234/80) runs along this northern edge.

The outline application site is an extensive area that presently comprises a large number of storage sheds, hardstandings and internal roads that are located centrally. It is presently used mainly for the storage of explosives, and provides employment for approximately 20 to 25 people. Vehicular and pedestrian access is available from Blackmoorfoot Road via Standard Drive, which also serves a number of (vacant) dwellings (associated with the premises) and the reception / office area.

For the purposes of the submitted Reserved Matters, the outline site has been subdivided into four main parcels:

- West residential parcel: The subject of this application, submitted by Miller Homes, detailed description below.
- East residential parcel: Covering an area of circa 18.2ha, at the time of writing this parcel is subject to Reserved Matters application 2024/92365, submitted by Vistry Homes, for 469 units (pending consideration). This parcel has a frontage onto Blackmoorfoot Road to the south, with open land to the north. The parcel's west boundary adjoins the west residential parcel (the subject of this application). To the northeast are residential properties on Mason Court, Greystone, Crosland Hill and several private streets. To the southeast is the former Lowdhams Leisure site (now vacant).
- Care home parcel: Comprises an area of circa 0.75ha to the south of the outline red line boundary, adjacent to the junction between Blackmoorfoot Road and Felks Stile Road. At the time of writing no Reserved Matters application for this parcel has been submitted.
- Commercial unit parcel: Comprises an area of circa 0.67ha to the southeast of the outline red line boundary, bounded by Blackmoorfoot Road to the southeast, the West residential parcel to the east and west, and open land to the southwest. At the time of writing no Reserved Matters application for this parcel has been submitted.

The outline approval permitted the following development (subject to Reserved Matters):

Development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian

access points off Blackmoorfoot Road and Felks Stile Road and associated works

Adjacent to the southeast boundary of HS23 is housing allocation HS20. At the time of writing, notwithstanding the housing allocation of the land, an application for commercial development is pending consideration (2024/92651).

Description of area covered by current Reserved Matters application

The western parcel of the outline site that is subject to this Reserved Matters submission is generally open grassland. Its boundaries are formed by dry stone walls to the north, south, and west. The east boundary, where it adjoins the eastern parcel, is defined by a palisade fence and tree-belt. There are a significant number of trees along the site's perimeter and within the site. The site's topography is varied due to natural gradients, old quarry sites and the human-made platforms constructed in connection with the fireworks factory.

The character of the surrounding area is mixed. The land to the north, south, and west is Green Belt. While the land to the north is an open (steep) field, to the west is Crosland Heath Golf Course and to the south is a quarry. Also of note to the southeast is Hill Tree Park, a mobile home park.

To the east of the site is the main part of the former Black Cat site, which comprises the east residential parcel. Further to the east, the area is largely residential comprising a range of house types, forms and materials. The latter includes mainly natural stone on Crosland Hill Road and artificial stone on Mason Court.

Description of Proposal

Reserved Matters approval is sought for the erection of 231 dwellings. The Reserved Matters under consideration are appearance, scale, layout, access (including pedestrian and cycle access into and within the site and vehicular access within the site), and landscaping (i.e., all outstanding matters).

Access into the site, for vehicles, was considered and approved at outline stage (application 2024/92614 (which is itself was a Section 73 approval pursuant to outline permission 2020/92546)). A new access to serve the development is to be formed on Felks Stile Road.

A new estate road network is now proposed, extending from the approved access point. The plans identify the various roads as M1 to M9. M1 would form part of the Primary Loop Road, which would connect / continue through the east residential parcel. It would act as the internal spine road that would connect the Felks Stile Road and Blackmoorfoot Road entrances, as approved at outline stage. It has been designed to accommodate a future bus route. M2 would be a Secondary Loop Road, running through the centre of the development site in a 'U' shape, which would link to the Primary Loop Road at either end. Roads M3 to M9 would take access from M2 – these are

a series of tertiary streets that would serve the remainder of the development, and include a number of shared surface streets (the majority of shared surface streets are in the western parcel).

Dwellings are proposed as predominately detached and semi-detached, with a modest provision of terraced (24 units) and apartment units. Most dwellings would have two storeys, although some house types include dormer windows and habitable rooms in the roof space.

The following housing mix is proposed:

	Market¹	Affordable Rent	Affordable Intermediate
1- and 2-bed	59 (32%)	12 (63%)	11 (41%)
3-bed	59 (32%)	7 (37%)	16 (59%)
4-bed+	67 (36%)	0	0
Total:	185	19 (41% of the affordable element)	27 (59% of the affordable element)

Dwellings would be arranged around the new roads in a typical contemporary estate fashion. While most units would face onto the highway, small clusters (of no more than five dwellings) would be accessed from shared private drives.

Each dwelling would have dedicated parking, mostly sited to the side or front of the property, although a limited number of plots would have parking separated by their gardens. Some plots would also have detached or integral single or double garages. The 1-bed units would have one parking space each, 2-bed and 3-bed dwellinghouses would have two off-street parking spaces per unit, and the 4- and 5-bed units would have three. A total of 29 dedicated visitor parking spaces would be spread around the new road and on private drives.

Eighteen house types are proposed across the site, which is to be split into three character areas². House types would be common to multiple character areas, differing in their facing materials and architectural detailing. The character areas, and their key design features, are:

¹ The applicant's housing schedule splits the dwellings into three categories: S106 affordable units, additional affordable units, and market housing. The additional affordable units (which are proposed to be affordable per the NPPF definition), go beyond the 20% required by Local Plan policy LP11 (i.e., what the LPA can reasonably secure in accordance with policy), thus the name 'additional'. The current intention is that the applicant will work with a Registered Provider to deliver the additional affordable units. While welcomed in principle, given these units would not be secured within the Section 106 agreement, the LPA would have no means of securing and/or enforcing their provision as affordable. Therefore, these units are hereby assessed as 'market units', and not as 'affordable' units.

² Out of five character areas, spread across this application and the adjacent 2024/92365. Two character areas, Rye Croft Edge and Catherine's Green would be shared between the two applications, whereas Felks Stile Rise is unique to 2024/92235. Application 2024/92365 would have the unique character areas Moor Heights and Crossland View.

- **Rye Croft Edge:** Dwellings are to be faced in reconstituted stone. Flat entrance canopies, with grey windows and doors. Roofs are to be grey tiles.
- **Felks Stile Rise:** Dwellings are to be red brick faced. Entrance canopies are to be single pitched. Doors are to be grey, with white windows and details. Roofs are to be a mix of red and grey tiles.
- **Catherine's Green:** Dwellings are to be red brick faced, with artstone heads and cills to front and rear elevations. Entrance canopies are to be a mix of single pitched and double pitched. Roofs are to be a mix of red and grey tiles.

Boundary treatments proposed for dwellings include a mix of 1.8m high fencing to rear gardens, pier and panel walling (with materials to match that prevailing in the character area) where rear gardens front the public realm, lower fencing, estate rails, knee rails, and hedgerow planting. The site's existing drystone wall to Felks Stile Road and the field to the north is to be retained and made good, with existing gaps to be infilled.

Engineering and regrading works are proposed throughout the site, with ground levels raised or lowered to form development plateaux and suitably graded roads. Retaining walls are proposed throughout the development, but would largely be contained within the curtilage of dwellinghouses, with construction being a mix of traditional masonry (to match adjacent dwellings) or flags on edge.

Public Open Space (POS), comprising natural and semi-natural space and amenity greenspace, is proposed through the site. A Neighbourhood Equipped Area of Play (NEAP) and a Multi-Use Games Area (MUGA) are proposed to the site's north, adjacent the existing woodland. Combined, this would provide POS covering an area of 26,517sqm. The MUGA would provide space for various sports, including football and basketball, while the NEAP would include various items of play equipment. The woodland to the north is to retain its existing palisade fencing (to its north, east and west), and would be separated and made secure from the NEAP / MUGA by a new 1.8m palisade fence.

Connections to the PROW routes to the north of the site (namely HUD/234/20, HUD/234/30, and HUD/234/40) are proposed through the POS hosting the NEAP.

Landscaping is included throughout the development, including low level planting, street trees (on M1 and M2) and trees in front gardens. Of note, the proposals include a tree belt along the site's Felks Stile Road frontage.

Outline application 2024/92614 was approved with 41 planning conditions. Of those, two conditions required the submission of specific information as part of the subsequent Reserved Matters application. Those conditions are:

- Condition 5: This condition required the subsequent Reserved Matters to be broadly in accordance with the Design and Access Statement submitted at outline stage.
- Condition 28: This condition requires a Biodiversity Enhancement and Management Plan (BEMP) to be submitted alongside each Reserved Matters submission. This has been provided.

Details to address these conditions have been submitted to support the proposal.

Relevant Planning History

Application Site

2018/90748: Outline application for the development of up to 630 residential dwellings (Use Class C3), up to 70 care apartments with doctors surgery of up to 350 sqm (Use Classes C2/C3/D1), up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Refused

2020/92546: Outline application (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Granted

2024/90035: Non material amendment to previous permission 2020/92546 for outline application (with details of points of access only) for development of up to 770 residential dwellings (Use Class C3) including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Granted

2024/92614: Variation and removal of conditions 4 (access works), 8 (Blackmoorfoot Road improvements), 10 (junction details), 16 (retaining wall design), 17 (highway structure design), 18 (surface water drainage strategy), 37 (external lighting strategy) and 39 (crime mitigation measures) of previous outline permission 2020/92546 (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sq m (Use Class D1); up to 500 sq m of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Granted

2024/92365: Reserved Matters application (including the considerations of appearance, scale, layout, access (including pedestrian and cycle access into and within the site and vehicular access within the site), and landscaping) for

the erection of 469 residential dwellings and associated works including landscaping and the provision of open space, pursuant to [EASTERN PARCEL] outline permission 2020/92546 (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Pending consideration

Application Site (discharge of conditions of 2020/92546)

2024/92889: Discharge of condition 22 (WSI) of previous outline permission 2020/92546 (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Pending consideration

2024/92890: Discharge of details reserved by condition 15 (road condition surveys) of previous outline permission 2020/92546 (with details of points of access only) for development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Granted

2024/92891: Discharge of conditions 32 (Site Investigation Report) and 33 (Remediation Strategy) of previous outline permission 2020/92546 (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Approved

2024/92892: Discharge of conditions 6 (Phasing Plan), 7 (CEMP), 13 (Refuse Collection/Storage Details), 29 (Air Quality Impact Assessment), 36 (Noise Assessment), 39 (Crime Reduction Measures), and 41 (Carbon Reduction Measures) of previous outline permission 2020/92546 (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Approved

2024/92893: Discharge of conditions 23 (Bat Survey), 24 (Protected Species Surveys), 25 (Biodiversity CEMP) and 38 (Arboricultural Assessment) of previous outline permission 2020/92546 (with details of points of access only) for the development of up to 770 residential dwellings (Use Class C3), including up to 70 care apartments (Use Classes C2/C3) with doctors surgery of up to 350 sqm (Use Class D1); up to 500 sqm of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use), vehicular and pedestrian access points off Blackmoorfoot Road and Felks Stile Road and associated works – Granted

Surrounding Area

Land at Blackmoorfoot Road, Crosland Hill, Huddersfield, HD4 5NU

2024/92651: Hybrid planning application comprising full application for erection of industrial units (use classes E(g)(ii-iii), B2, and B8) in Units 1 and 2, including ancillary offices, mezzanines, landscaping, parking and formation of new access, and outline application with all matters reserved for erection of industrial units (use classes E(g)(ii-iii), B2, and B8) – Pending consideration

History of Negotiations

Following the approval in March 2022 of application 2020/92546, a pre-application enquiry (2023/20427) was submitted by the prospective residential developers Miller Homes and Vistry Homes, who sought to split the delivery of the 700 dwellinghouses between them. Pre-application engagement included frequent meetings between officers (including relevant internal consultees) and developers, where feedback and expectations were offered to assist in shaping the emerging proposals.

This Reserved Matters application, for 231 of the outline permission's approved 700 dwellinghouses, was submitted by Miller Homes in September 2024. At the same time, the Reserved Matters application from Vistry, for the remaining 469 units, was submitted.

Under the terms of the relevant Planning Performance Agreements, weekly online meetings have taken place (when necessary) between officers and both developers. Furthermore, comprehensive in-person meetings, involving relevant consultees, have taken place at key junctures. Key negotiation points sought by the LPA have included:

- Ensuring the high quality, attractive, and coherent design of the dwellinghouses, including the provision of heads and cills to windows.
- Ensuring a safe and efficient highway network, for pedestrian, cyclists, and vehicles. This included provision for a desired bus-route through the main spine road crossing each developer's parcel.
- Maximisation of pedestrian and cycle connectivity through and into the site.

- Ensuring the delivery of a robust and appropriate mixture of dwelling sizes, both in terms of bedrooms, gross internal area, and form (terraced, semi-detached, detached etc.).
- Calculating the correct Section 106 contributions and requirements (in accordance with the provisions of the outline permission's Section 106 agreement), including the locations and tenure mix of affordable units, the typology of open spaces, and the facilities within play areas.
- Enhancing the landscaping proposals to maximise new tree cover, including specifically along the north boundary and Felks Stile Road.
- Ensuring flood routing arrangements are suitably addressed, to demonstrate acceptable routes for water in exceedance events.
- Minimisation of substantial retaining walls in the public realm, where road gradients (both for flood routing and vehicle safety) allow.

Following the approval of application 2024/92614 (a Section 73 (Variation of Condition) application to the original outline permission 2020/92546) this application's description of development was updated to reference the later Section 73 decision. This was to ensure consistency in assessment and to reflect the updated position. As is noted below, an additional period of publicity was undertaken following the amendment to the description.

Representations

Preapplication consultation

A Statement of Community Involvement (SCI) has not been submitted with this application.

Publicity of the application

Final publicity date expired: 07/11/2025

The application has been advertised as a major development via site notices and has been advertised within a local newspaper. This is in line with the council's adopted Statement of Community Involvement.

During the life of the application the description of development has been amended. After the description was amended, a further 21-day publicity period was undertaken, via site notices and a newspaper advert.

In total, 20 public representations were received in response to the council's consultations. The following is a summary of the comments received:

Urban design

- The proposal is harmful to the Green Belt.
- Concerns that the proposal will lead to significant numbers of people passing Crosland Hall, a Grade 2* listed building off Crosland Hill Road. Access past this building should not be permitted.

- The proposal will harm the setting of Crosland Hall, a Grade 2* listed building.
- The existing Standard Fireworks site is important for local history and its loss will detract from community character. It offers invaluable insights into manufacturing practices from the late 19th century onward, plus the pyrotechnics industry. The Kirklees Heritage Strategy 2024, and other local / national documents, emphasises the critical importance of preserving mills and industrial heritage to honour local community narratives.
- The proposal will harm the character and setting of the local area, which is attractive for its semi-rural transitional character.
- Local materials should be used in construction.

Amenity

- Concerns over the loss of views from nearby dwellings.
- A farmers gate currently gives access to part of the site from Farmhouse Court, a private road. Concerns that this proposal will lead to unauthorised access over private land.
- People move out of heavily populated areas for peace and quiet and it's unfair for the number of houses to build on this plot.

Highways

- Concern over access for construction traffic.
- The proposal will generate traffic that will negatively impact local roads, which are not designed for big volumes of traffic.
- Deep Lane and Crosland Hill Road are narrow roads and cannot take the traffic that cuts through now without it causing an issue.
- Blackmoorfoot Road is a dangerous road, which the proposal will make worse. It is poorly surfaced and suffers from speeding vehicles.
- The loss of trees is opposed and new trees should be planted.
- Request that the site, and nearby paths, be made horse friendly.
- HGVs from the nearby quarry already cause issues. Construction traffic will exacerbate this.

Ecology

- The proposal will harm local ecology. Only lip service is being paid. Protected and endangered species are in the area.
- Hedgehog holes should be provided in gates.

Other

- Questioning when the development will commence and the existing buildings on site demolished.
- Seeking compensation for disruption to the lives of local residents, which includes shift workers.
- The proposal will increase the demand on local emergency services.

- The proposal will cause flooding of nearby properties.
- Vibrations from construction will harm the older nearby properties.
- Standard Fireworks should be brought back to the community in a way that engages but also educates about the historical importance of the factory to the public.
- The site has historically hosted bonfires. Concern over where these will these be located now.
- Doctors and schools will become oversubscribed. The education contribution required in the Section 106 agreement is inadequate.
- Concerns that the proposal will not include enough affordable housing.
- Empty houses should be occupied first, before new properties are built.
- Golf balls from the adjacent golf course will enter the site.
- Only brownfield land, that of the former factory, should be used for development.
- Question whether the houses will be sufficiently insulated or include solar panels.
- Crosland Moor already has had a significant amount of development, including at the former St Luke's Hospital site, which will cause cumulative harm with that proposed.

The site is within the Crosland Moor and Netherton ward. Local ward Members were informed of the proposal. Furthermore, given the proposal's scale and the proximity of the site to the Golcar and Colne Valley wards, Members representing those wards were also notified.

Members were notified when the application was received, in September 2024, and following substantial amendment to the proposal, in October 2025. The following is a summary of the comments received from Members.

Cllr Imran Safdar (Crosland and Netherton ward)

- Note that the principle of the development has been secured at outline stage.
- Concern regarding the adequacy of local infrastructure to accommodate significant increase in population, specifically schools and local community facilities. Local schools and dentists etc are nearly full. The proposal does not address these issues.
- Updated transport assessments on school capacity and local services should be provided. Depending on the outcome, phase the development accordingly.
- Secure contributions towards local education and community infrastructure.

Cllr Jo Lawson (Crosland and Netherton ward)

- Shared concerns over impact on local infrastructure.

- Note that the proposal does integrate greenspaces well. However, question who will be responsible for managing and maintaining these facilities.
- Cycle paths in the site are noted, however, question whether these will extend onto Blackmoorfoot Road. If not, what function would they serve as they go nowhere.
- Seeking clarity that speed limits on Blackmoorfoot Road and Felks Stile Road, which are currently an issue with speeding and accidents, will be lowered as indicated on the plans.

Cllr Alex Vickers (Crosland and Netherton ward)

- Shared concerns to those raised by colleagues.
- Concern regarding ground contamination at the site and seeking reassurance the site is / can become safe.

Cllr Harry McCarthy (Colne Valley ward)

- Concerns that the design of the proposed houses are generic and fail to reflect local character of the Pennine landscape.
- Natural stone should be used to fit into the area.
- Concern that the care home and local centre are separate from the current Reserved Matters submissions, worrying they may not come forward.
- Buses on Blackmoorfoot Road are infrequent. Consideration to bus improvements on Cowlersley Lane/Gillroyd Lane should be considered too.
- The development should be properly integrated with the footpaths that provide a safe walking route to Linthwaite and Cowlersley as Felks Stile Road is not always safe, and consideration should be given to maintaining and improving these footpaths as they are likely to become better used.
- The applicant has misspelt "Crosland" as "Crossland".

Planning Policy

Kirklees Local Plan (KLP)

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 site is part of a Housing Allocation (HS23) in the Local Plan. The land to the east and immediate south of the site is the remainder of allocation HS23. To the immediate north and west, and to the south beyond part of HS23, is Green Belt land.

The Local Plan identifies the following constraints for (the whole of) allocation HS23:

- The provision of a pedestrian footway is required across the site frontage
- Improvements to local highway links may be required
- Potentially contaminated land
- Air quality issues
- Odour source near site - industrial works
- Noise source near site - road traffic noise, licensed premises and industrial works
- Site is close to listed buildings
- Site is in an area that affects the setting of Castle Hill

The following other site-specific considerations are also identified within the Local Plan:

- Landscape character assessment has been undertaken for this site which should be considered in the development masterplan
- Provision to be made within the masterplan to access the northeastern portion of the site via the access from Blackmoorfoot Road/Felks Stile Road

The following Local Plan policies are considered most relevant to the assessment of this application (in so far as they relate to the relevant Reserved Matters):

- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP3** – Location of new development
- **LP5** – Masterplanning sites
- **LP7** – Efficient and effective use of land and buildings
- **LP9** – Supporting skilled and flexible communities and workforce
- **LP11** – Housing Mix and Affordable Housing
- **LP20** – Sustainable travel
- **LP21** – Highways and access
- **LP22** – Parking
- **LP23** – Core walking and cycle network
- **LP24** – Design
- **LP27** – Flood risk
- **LP28** – Drainage
- **LP30** – Biodiversity and geodiversity
- **LP32** – Landscape
- **LP33** – Trees
- **LP35** – Historic environment
- **LP47** – Healthy, active and safestyles
- **LP49** – Educational and health care needs
- **LP50** – Sports and physical activities
- **LP51** – Protection and improvement of local air quality
- **LP52** – Protection and improvement of environmental quality

- **LP53** – Contaminated and unstable land
- **LP63** – New open space
- **LP65** – Housing allocations

The following are relevant Supplementary Planning Documents or other guidance documents published by, or with, Kirklees Council:

Supplementary Planning Documents

- Affordable Housing and Housing Mix SPD (2023)
- Highway Design Guide SPD (2019)
- Housebuilders Design Guide SPD (2021)
- Open Space SPD (2021)

Guidance documents

- 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)
- Waste Management Design Guide for New Developments (2020, updated 2021)
- Green Streets Principles (2017)

National Policies and Guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) and the Planning Practice Guidance Suite (PPGS), together with Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- **Chapter 2** – Achieving sustainable development
- **Chapter 4** – Decision-making
- **Chapter 5** – Delivering a sufficient supply of homes
- **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 relevant national guidance and documents:

- MHCLG: National Design Guide (2021)
- DCLG: Technical housing standards – nationally described space standard (2015, updated 2016)

Climate change

The council approved Climate Emergency measures at its meeting of Full Council on 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 (July 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 predates the declaration of a climate emergency and the net zero carbon target; however, it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the council would use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

Consultation Responses

K.C. Conservation and Design: In summary, K.C. Conservation and Design have considered the proposal's impact upon nearby heritage assets, including conservation areas, listed buildings, and Castle Hill. In summary, through introducing modern development, harm would be caused to the setting of certain nearby assets. However, the harm would be less than substantial, and would likely be outweighed by the public benefits of housing delivery (at a time of need). No objection, subject to a condition for material samples.

K.C. Strategic Housing: Following engagement with the applicant and planning officers, confirm that the proposed affordable housing offer (tenure, unit sizes by bedroom, and locations) is acceptable.

K.C. Ecology: Have reviewed the submitted details, including those submitted pursuant to condition 28 imposed on the outline permission. In summary, no objection and the details are considered acceptable.

K.C. Environmental Health: Conditions imposed at outline stage relating to environmental health matters (air quality, noise, contaminated land etc) remain and are not affected by the Reserved Matters submission (i.e., they need to be addressed via separate Discharge of Condition submission). No comments on the merits of the Reserved Matters submission.

K.C. Public Health: No comment.

K.C. Highways Development Management: Following prolonged engagement and negotiations with the applicant, no objection subject to conditions relating

to road / footpath standards and delivery, amongst other highway related requirements.

K.C. Highway Structures: Requested the imposition of conditions. Officers note that the requested conditions were imposed at outline stage.

K.C. Landscape: Confirmed that the landscaping details, and those of the play equipment within the Neighbourhood Equipped Area of Play (NEAP), are acceptable and would contribute to a high quality environment. Street trees have been designed to avoid sightlines. Based on the proposed Public Open Space submitted plans, identified an off-site contribution of £114,726.59

K.C. Lead Local Flood Authority: The submitted information is acceptable, no objection. Conditions imposed on the outline, separate to this Reserved Matters submission, are noted.

K.C. Trees: The removal of most of the internal trees is acceptable as they are of low arboricultural quality and will be replaced as part of the landscaping scheme. However, additional tree planting requested along Felks Stile Road. This has been provided and, while no updated formal comments have been received, K.C. Trees have confirmed the additional planting is now acceptable.

K.C. Waste Strategy: Note the latest details that have addressed many of the previous comments. However, note that no details of phase waste collection have been provided and therefore condition 13 imposed on the outline must remain.

Active Travel England: Expressed initial concerns in response to the first consultation request. This was provided to the applicant to address. Based on the second consultation request, ATE advised that the application be deferred to allow for further details / amended information to be provided. This included:

- Confirmation of proposed design speed for the Residential Connector and Primary Loop Road
- Information relating to the shared routes
- Further details of crossings
- Extension of cycle path to MUGA
- Further information relating to cycle parking to include provision for the maisonettes and play areas
- Clarification that non-motorised routes within the public open space would have a fully bound surface to ensure routes are accessible and maintainable
- Lighting information

Environment Agency: No comment.

Health and Safety Executive: No objection.

Historic England: No comment.

West Yorkshire Combined Authority (Metro): Note the details secured at outline stage relating a contribution towards bus service(s). Acknowledge that the development has been designed to accommodate a bus route, which is welcomed. Comments thereafter provided relate to the provision of public transport for this development.

West Yorkshire Police Designing Out Crime Officer: No objections to the details included within the Reserved Matters submission, and note conditions relating to crime prevention imposed on the outline.

Yorkshire Water: No comment.

Assessment

Principle of development

Paragraph 48 of the National Planning Policy Framework (the Framework), which is a material consideration in planning decisions, confirms that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. This approach is confirmed within Policy LP1 of the Kirklees Local Plan, which states that when considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained within the Framework. Policy LP1 also clarifies that proposals that accord with the policies in the Kirklees Local Plan will be approved without delay, unless material considerations indicate otherwise.

The parent outline permission 2024/92614 established the principle of development at the site for the following, with all matters bar access reserved.

Having been considered and determined at outline stage, no further assessment of the principle of development is appropriate or necessary under this application, as it is considered that this Reserved Matters submission is fully compliant with the outline permission. The development remains subject to the relevant outstanding conditions set out in the outline permission. Accordingly, an assessment focussed on the Reserved Matters applied for is required, followed by assessment of any other material considerations.

Masterplanning principles and relationship with adjacent land

This Reserved Matters submission is a component of the wider development approved at outline stage via permission 2020/92546. It is therefore important to ensure that the parcels ultimately integrate together in terms of design, connectivity, and operation. Local Plan policy LP5 establishes the principles to adhere to in seeking the masterplanning of sites.

It is noted that this application has been submitted alongside, and progressed with, application 2024/92365 (Vistry Homes) for the east parcel (where 469 units are proposed). However, it must be acknowledged that, were both applications approved (without prejudice to any ongoing assessments), there is no guarantee that either application would be implemented. Depending on the circumstances, other, different, applications could be submitted for either the east or west parcel, which in turn would still need to harmonise with and operate well alongside the schemes proposed under applications 2024/92235 or 2024/92365 respectively.

In terms of density, the site's outline permission established the principle of 'up to 770 residential dwellings, including up to 70 care apartments' (i.e., 700 dwellinghouses). Across the two residential parcels (the western 2024/92235 (this application) and eastern 2024/92365), a combined total of 700 dwellinghouses is proposed. The units are considered to be well spaced across the two developments, with neither considered unduly dense or sparsely occupied to the potential detriment of the other scheme or contrary to the objective of using scarce allocated land efficiently.

Consideration of wider masterplanning principles and ensuring the effective integration of the parcels will be undertaken, where relevant, throughout this assessment.

Finally, of note, the outline approval included the following condition:

5. The Reserved Matters for each phase and the implementation of the development hereby permitted shall be broadly in accordance with the revised Design and Access Statement dated 07/03/21 (PL1713) received 10th March 2021 to deliver a maximum of 770 dwellings (Use Class C3) (including up to 70 care apartments (Use Classes C2/C3), with doctors' surgery of up to 350m² (Use Class D1); up to 500m² of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use).

***Reason:** To define the scope of this permission and to ensure compliance with the Transport Assessment.*

The requirements of this condition will be considered, where relevant, throughout this assessment and concluded upon in a later section.

It should also be noted that the outline approval 2020/92546 did not include two parcels of allocation HS23, and is adjacent to the neighbouring allocation HS20. The protection of these parcels of land, all of which are allocated for housing too, needs to be considered as well, to ensure the proposal would not prejudice their delivery, albeit this matter need not necessarily be assessed to the same degree as is expected for the masterplanning of the component parts of 2020/92546.

However, it should be noted that the western parcel (the subject of this Reserved Matters application) does not directly join either the remaining parcels of HS23 or allocation HS20, so the direct impacts are anticipated to

be limited. This will be considered further, where relevant, elsewhere in this assessment.

Assessment of the Reserved Matters: Appearance, Scale, and Layout (excluding highway considerations)

Appearance is defined as:

the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

Scale is defined as:

the height, width and length of each building proposed within the development in relation to its surroundings.

Layout is defined as:

the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

Housing mix (market units)

Local Plan policy LP11 seeks for proposals to provide a representative mix of house types for local needs. This is expanded upon and detailed within the council's Affordable Housing and Housing Mix SPD (March 2023).

The following is the proposed market³ housing mix:

- 1- and 2-bed: 59 (32%)
- 3-bed: 59 (32%)
- 4-bed+: 67 (36%)

Affordable units are excluded from the above, and shall be considered later within this assessment.

The site is within the Huddersfield South sub-area as defined within the council's Affordable Housing and Housing Mix SPD, which identifies the following expected unit size mix:

³ See footnote 1 above.

<i>Huddersfield South</i>	Market Housing	Affordable Rent	Affordable Intermediate
1 and 2 bed	30-60%	40-79%	40-79%
3 bed	25-45%	0-19%	20-39%
4+ bed	15-35%	20-39%	0-19%

The proposed housing mix has a nominal over-provision of 4-bed+ units of 1% (36%, as opposed to 35%). The proposal otherwise falls within the SPD's expected parameters. The over-provision of 4-bed+ units is noted but, having due regard to the borough's lack of a five-year housing land supply and given that the tilted balance applies, this small departure does not raise material concerns to warrant amendment or refusal of permission. The slight deviation would not detract from the fact that the proposal would deliver a reasonably varied mix of unit sizes that would help to address local need.

Accordingly, the proposal is deemed to comply with the aims and objectives of policy LP11 of the Kirklees Local Plan.

Urban design

Policy LP24 of the Kirklees Local Plan advises that good design should be at the core of all proposals in the district. It advises, amongst other matters, that proposals should promote good design by ensuring that the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape. This reflects guidance within the NPPF that states that 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.

The site is on the edge of the existing urban environment, where there is a transition into the open rural environment to the west. As a housing allocation, where outline permission has been granted, it is accepted that the development of the site would lead to a notable change in the character of both the site and the wider area. Nonetheless, the proposal will need to be carefully considered so as to respect the topography and character of the area.

First considering the characteristics of the area, the western parcel within the outline permission's red line boundary, to which this application relates, is separated from the main suburban area of Crosland Moor by the main part of the former Black Cat compound, several fields, and the former Lowdham

Leisure site. However, when combined with the east parcel⁴, the complete redevelopment of HS23 and the adjacent HS20 site would form a coherent urban extension to the settlement's built environment.

Houses in Crosland Moor share common features, such as typical Pennine fenestration arrangements, pitched and hipped roof forms, typical 2-storey heights (albeit with bungalows also being evident in places), and layouts of plots comprising driveways, dwellings, and gardens. Beyond this, however, dwellings are varied in design with no single dominant architectural style. Being from a variety of eras their respective designs reflect this. Materials include stone, brick (red and buff), render, and pebbledash, sometimes on the same street, although stone (both natural and artificial) is the most prominent walling material. Roofs are principally slate or grey tile, with red roofing being secondary.

While historic properties are evident, notably on Crosland Hill Road, they do not define the character of the wider area. Likewise, there are various conservation areas surrounding the site, although these are at a far enough distance so as not to heavily influence the site (and, therefore, do not need to greatly influence the design and other characteristics of the proposal). The proposal's impact on the historic environment will be considered in greater depth in a following section.

There is also Hill Tree Park, a mobile home site, to the south. Given the specific character of those properties, which is limited to their immediate environs and would not be immediately visible alongside the proposed development, they are not considered to materially contribute to the identity of the area in a way that should influence the current proposed design.

It is noted that there are several commercial premises near to the site. The industrial sites, such as the former Lowdham Leisure and Johnsons Wellfield, are a different form of development to that proposed and establish no characteristics to note (or to be replicated for the proposal). Other commercial premises, such as The Sands House or the clubhouse at Crosland Heath Golf Club reflect the previously identified residential characteristics, albeit at a larger scale.

Turning to the proposal, demolition of all existing buildings on site is proposed. This was established at outline stage and remains acceptable. The loss of the buildings on site, which are mostly contemporary industrial sheds, would not materially detract from the visual amenity of the area, and their removal would arguably carry weight in favour of the proposal.

In terms of scale, the proposed residential units vary between 70sqm and 110sqm (excluding apartments) GIA in size. As is explored in more detail later, the units meet or exceed the minimum expected sizes of the Nationally

⁴ The future delivery of which can be reasonably predicted, given the related outline permission and current ongoing application under consideration (2024/92365), notwithstanding ongoing assessment thereof.

Described Space Standards, without being unduly large or out of keeping with the sizes of dwellings in the area.

For height, the proposed dwellings are predominantly two storeys, with some house types having habitable rooms in roof spaces served by dormer windows. Given the site's context, which is largely defined by 2-storey dwellings, and the outline permission's Design and Access Statement expectation (pursuant to outline condition 5's expectation), it is considered that the 2-storey heights proposed across the site are appropriate. The massing of the proposed dwellings would be typical of a suburban development in Kirklees, and would be reflective of some of the existing development close to the application site. Overall, the proposed massing would not result in uncharacteristic or over-dominant built form.

With regard to the Reserved Matter of appearance, eighteen house types are proposed. Elevationally, the proposed dwellings would include features reflective of traditional Pennine vernacular, and would vary from the relatively simple Delmont and Lockton, to the Denwood which would have two front gable features and a bay window. Roof forms are to be a mix of hipped and gabled, with larger units having varied features (e.g., a hipped roof with front facing gable detailing). This reflects the varied roof forms in the wider area and would assist in providing visual interest to the roofscape. Given these features and variations, which are augmented by the proposed differences within each character area (of note, the proposal includes three slightly different versions of the Delmont house type, one per character area), it is considered that there would be sufficient variety and visual interest in the proposed street scenes and roofscapes, and the development would not have a monotonous appearance, across the 231 units.

Following negotiations with the applicant, all windows (across all character areas) are to include heads and cills. This includes ashlar stone on front elevations across the site, ashlar stone on rear and side windows on the stone properties in Rye Croft Edge, and brick soldier courses for the side and rear windows of the brick properties in Catherine's Green and Felks Stile Rise. It is noted that older documents, still relevant to the proposal, indicate that no heads and cills would be provided to the rear. To avoid the need to update all these documents, a condition directly requiring that the heads and cills are delivered, is recommended. For the avoidance of doubt, heads are not required at first floor level where the tops of windows would meet the eaves.

Decorative door surrounds (varied by character area) are proposed to front doors set flush within front elevations. This is considered appropriate. Recesses are proposed to the front entrances of other dwellings (such as the Denwood and Crosswood house types), which would add further relief and visual interest to the proposed elevations, and this is considered appropriate (notwithstanding the crime prevention concerns discussed later in this report).

Regarding the character areas, across the east and west parcels, five are proposed. Of these five, three would be included within this Reserved Matter

parcel's bounds. These are listed below, with a brief summary of their key characteristics:

- **Rye Croft Edge:** Dwellings are to be faced in reconstituted stone. Flat entrance canopies, with grey windows and doors. Roofs are to be grey tiles. This character area is unique to this parcel.
- **Felks Stile Rise:** Dwellings are to be red brick faced. Entrance canopies are to be single pitched. Doors are to be grey, with white windows and details. Roofs are to be a mix of red and grey tiles. This character area is unique to this parcel.
- **Catherine's Green:** Dwellings are to be red brick faced, with artstone heads and cills to front and rear elevations. Entrance canopies are to be a mix of single pitched and double pitched. Roofs are to be a mix of red and grey tiles. This character area would be shared between the east and west residential parcels.

The proposed materials are considered acceptable. Given the variety of materials in the area, the scale of the site, and given that it is detached from the historic environment, it is not considered reasonable to insist upon natural materials, principally natural stone. The proposed materials, while artificial, would adequately reflect the material palette of the wider area, while providing a varied streetscene and helping to define the proposed character areas. However, this is subject to suitably high-quality products being used. While specific materials have been proposed, officers have not seen samples, nor have sufficient other details been submitted to enable officers to determine that they would be of a high enough quality. Therefore, a condition requiring material samples to be provided and approved, is recommended.

Full details of other external materials (including those of heads, cills, doors, windows, rainwater goods and paving) have not been submitted. These details would also need to be submitted at conditions stage. It would be appropriate for details of all external materials to be submitted at the same time, to enable assessment of how the materials would complement each other and the materials of existing buildings nearby.

Solar panels are indicatively proposed to roof slopes, with the housing elevations showing their siting on each roof slope, although full details of their locations and numbers have not been submitted. Ultimately the exact siting of solar panels, to be effective, will depend on a plot-by-plot assessment and it would be appropriate to submit a site-wide solar panel layout plan at conditions stage. Furthermore, additional or alternative methods of power generation may be utilised, such as heat pumps, details of which are also required if proposed. An appropriate condition is duly recommended.

Three drawings of garages (single, twin and double) have been submitted. These would have simple, windowless elevations and hipped roofs. The submitted Materials Plan indicates that the garages would be built of the same materials as the dwellings that they would serve. The appearance of the

proposed garages is considered acceptable, as are their locations, and it is additionally noted that providing a reasonable percentage of dwellings with detached garages would help ensure the development's streetscape is not unacceptably dominated by car parking.

A single substation is proposed within this parcel. Its original location, adjacent the access to the central Public Open Space (within the east Vistry parcel) was considered overly prominent and harmful to visual amenity. Following negotiations, it has been moved to a nearby, but less prominent location (adjacent to plot M209), where it would blend into the streetscene and would not harm the amenities of the POS entrance. In terms of build quality, the substation proposed is to be faced in brick to match the surrounding buildings, and would have a simple hipped, tiled roof. While it will be evidently a utilitarian structure, it has been suitably designed to be as fitting as is practical.

Boundary treatments are primarily of relevance to the Reserved Matter of landscaping, however, they also have implications for the appearance of a development, and therefore require some consideration here.

These proposed boundary treatments are considered acceptable in terms of their impact on the development's appearance. The street scenes for roads M1 and M2 would be relatively green, by virtue of the proposed hedgerows, verges and tree planting. Other streets would be reasonably green, albeit without hedgerows, due to open frontages and gardens. Where boundary treatments are proposed to the front, stone walling is proposed, and this is expected to be an attractive feature. For rear fencing, the typical 1.8m fencing would be restricted to less visible locations, and the other proposed boundary treatments would have limited visual impact.

The proposed boundary treatments, including the retaining walls proposed by the applicant, and consideration of the proposed level changes and treatments are considered further in relation to the Reserved Matter of landscaping, later in this report.

The Green Belt is located to the site's immediate north and west, and due regard must be given to how the development will impact upon, and be perceived from, this land. The site is separated from the Green Belt to the south by the future care home parcel. The proposed treatment of the site's northern and western boundaries would provide a suitable transition to the open environment of the Green Belt. For the west boundary, dwellings would be separated from the boundary by front driveways, the road, and a heavily planted buffer zone, with the Green Belt boundary being Felks Stile Road. This is a strong and defensible Green Belt boundary, although the proposed soft landscaping would help ensure it provides an appropriate transition between the rural and built environments. While the development would be evident from the open Green Belt land, this is not, in itself, a cause for concern, given that the views that would become evident would be sufficiently attractive.

To summarise, the layout, appearance, and scale of the proposed development would respect and enhance the character of the surrounding townscape and landscape, representing high-quality urban design that would be attractive and would secure a high standard of visual amenity. The submitted Reserved Matters are considered to comply with the aims and objectives of policy LP24 of the Kirklees Local Plan and the relevant parts of the council's Housebuilders Design Guide SPD, while also being broadly in line with the expectations of the outline permission's Design and Access Statement.

Residential amenity

Policy LP24(b) of the Kirklees Local Plan advises that proposals should provide a high standard of amenity for future and neighbouring occupiers, including maintaining appropriate distances between buildings.

The only residential property adjacent to the site on Felks Stile Road is Felks Stile Cottage. This dwelling is in excess of 45m from the nearest new dwelling, with Felks Stile Road, an area of landscaping, and part of the proposed estate road proposed between. This separation distance is sufficient to prevent concerns regarding overlooking, overbearing, or overshadowing impacts. Felks Stile Road also provides access to Crosland Heath Golf Club, the operation of which is not anticipated to be materially harmed by the proposed development. There is also a presumed former agricultural building adjacent to the site's northwest corner that is in a stage of dilapidation and understood to be abandoned – this falls within the blue-outlined land of the outline permission and is likewise not considered to be materially prejudiced by the proposal.

The western parcel has no frontage to Blackmoorfoot Road. By virtue of the separation distances between this parcel, the units within it, and properties on Blackmoorfoot Road, no harmful overlooking, overbearing, or overshadowing impacts would be caused.

To the north of the site, across an area of descending Green Belt land, are Kinder Avenue and Main Avenue, each of which have properties with rear elevations facing the site. With separation distances in excess of 200m from these properties to the application site red line boundary, despite the site being on a much higher ground level, no overlooking, overbearing, or overshadowing impacts would occur.

In terms of other impacts, the proposed residential development is not considered likely to be a significant source of noise pollution that could materially harm the amenity of nearby dwellings. While the proposal includes a Neighbourhood Area of Play (NEAP) that incorporates a Multi-Use Games Area (MUGA), the noise impacts of the MUGA were considered under the separate Discharge of Condition (DOC) application 2024/92892, as part of assessing condition 36 imposed on the part outline 2020/92546. The noise report submitted as part of the DOC concluded that the reasonable use of the MUGA would not produce noise levels that would harm the new dwellings

circa 50m away from it, which was accepted by officers. Therefore, considering the separation distances to properties on Kinder Avenue and Main Avenue, and the adjacent Vistry site, officers are satisfied that the use of the MUGA would not cause harmful noise pollution affecting neighbouring residents.

With regard to lighting, which forms a consideration of appearance, a condition was imposed at outline stage (condition 37) which requires that, before above ground works on a phase commences, an external lighting scheme shall be submitted and approved. This includes consideration of hours of operation, location and specification of the lighting, and potential impact of glare, amongst other considerations. Through the provision of condition 37, officers are satisfied that lighting will be adequately controlled and further consideration is not required at this stage.

Regarding the potential negative impacts of construction (including from noise and dust), the outline permission included a condition requiring the submission of a Construction Environmental Management Plan (CEMP) (condition 7) prior to development commencing.

Summarising the above, officers are satisfied that the proposed development's layout, scale, and appearance would not prejudice the amenity of existing neighbouring residents adjacent to the site.

Due regard must also be given to the remaining land within allocation HS23. Having regard to masterplanning principles, this proposal should not prejudice the reasonable development of the remainder of the allocation. The vast majority of HS23 falls within the same parent outline permission (2020/92546) as this application 2020/92546. The parcels of HS23 not within 2020/92546 are not adjacent to this application's boundary and therefore would not be directly impacted on by the proposal.

As noted earlier, 2020/92546 is split into four parcels, with this application being one. The others are:

- **East residential parcel:** The east and west residential parcels share a lengthy boundary with each other. The two applicant teams have worked proactively together in forming their respective layouts, to ensure a suitable relationship would be achieved. By virtue of the proposed layouts, and the routing of the road network, immediate neighbours between the two parcels would be limited. Of note, however, are plots M209 to M220, which would back onto the east parcel and, based on the current east parcel layout, would have rear elevations facing the rear of plots V83 to V97, with a retaining wall varying in height between 2.0m and 3.6m, topped by 1.8m high fencing. This retaining wall, being on the boundary, is understood to be sought in both planning permissions. The Miller units, subject to this application, would be on the higher ground. As a result, they would have a clear outlook and would not experience overbearing, overlooking, or overshadowing impacts.

The Vistry units would be on the lower level and would face the retaining wall and fence. As noted above, the wall in question is subject to both applications, given the applicant's shared approach to levels on this site (dictated by the need to ensure the shared road network would work). The proposed Vistry dwellings would not, in themselves, prejudice the amenity of the proposed plots V83 to V97, by virtue of the retaining wall, fencing, and separation distance. However, the wall itself could be deemed harmful. Nevertheless, while it is accepted that, as they would face the wall, future occupiers of plots V83 to V97's outlook from the rear would be limited, having regard to the respective height of the wall and the separation distances of the plots, and their otherwise high standard of amenity, on balance the relationship between the proposed wall and plots V83 to V97 would be acceptable.

In the other, limited, areas where Millers and Vistry plots would be adjacent to each other, the current plans indicate they would have appropriate relationships, with levels and separation distances being typical, raising no concerns. These are therefore found to be acceptable.

- **Care home parcel:** This parcel has a small shared boundary with the current application's boundary, most of which would be the access road. Plot M231 would be the closest, having its front elevation approximately 9.5m away from the shared boundary. While no indicative layout for the care home is currently before the council, officers are satisfied that the construction of a building on the boundary adjacent to plot M231 is highly unlikely, having regard to the intended point of access, shape and size of the remainder of the plot, and good design principles. Accordingly, officers are satisfied that the proposed development and future development of the care home parcel would not prejudice each other (i.e., they would not prohibit an acceptable scheme coming forward on the care home parcel, and would not result in unacceptable amenity standards for plot M231's occupiers).
- **The commercial parcel:** This parcel does not share a boundary with the application site, and is far enough away to not raise concerns over future relationships with residents.
- **Two parcels of HS23 not within the outline permission's red line boundary:** As noted previously, the outline permission's red line boundary excluded two parcels from the full allocation of HS23. These parcels are detached from the boundary of 2024/92235, being adjacent to the boundary of the eastern parcel (2024/92365). Given the separation distance, the proposal development would not materially impact upon either of these parcels.

Summarising the above, officers are satisfied that the proposed development would not prejudice the appropriate future development of either the remainder of HS23 or parcels of land within outline application 2020/92546.

Consideration must also be given to the amenity of future occupiers and the quality of the proposed units. The sizes of the proposed residential units are a material planning consideration. Local Plan policy LP24 states that proposals should promote good design by ensuring they provide a high standard of amenity for future and neighbouring occupiers, and the provision of residential units of an adequate size can help to meet this objective. The provision of adequate living space is also relevant to some of the council's other key objectives, including improved health and wellbeing, addressing inequality, and the creation of sustainable communities. Although the Government's Nationally Described Space Standards (March 2015, updated 2016) (NDSS) are not adopted planning policy in Kirklees, they provide useful guidance which applicants are encouraged to meet and exceed, as set out in the council's Housebuilder Design Guide SPD. NDSS is the Government's clearest statement on what constitutes adequately-sized units.

House Type	# of beds	Proposed GIA (m²)	NDSS GIA (m²)	NDS S Met?
Fielding	1	52.95	50	Yes
Farthing	1	61.96	50	Yes
Delmont	2	70.42	70	Yes
Calderton	2	78.22	70	Yes
Inglemont	2	83.79	70	Yes
Denton	2	84.26	70	Yes
Lockton	3	93	84	Yes
Whitton	3	87.97	84	Yes
Chilton	3	90.95	84	Yes
Braxton	3	92.53	84	Yes
Torwood	4	106.18	97	Yes
Glenwood	4	113.52	97	Yes
Chesterwood	4	124.21	97	Yes
Beauwood	4	128.11	97	Yes
Denwood	4	127.09	97	Yes
Sandalwood	4	132.1	97	Yes
Crosswood	4	139.35	97	Yes
Denford	5	152.36	110	Yes

All the proposed units exceed the NDSS minimums. All of the proposed houses would also benefit from being dual aspect, and would have satisfactory outlook, privacy and natural light. This is taking into consideration the separation distances between units within and existing dwellings outside of the site, with separation distances being adequate in each case.

All the garden spaces are considered commensurate in scale to their host dwellings. Many gardens would have retaining walls at the end or sides of the

garden - these are not an uncommon feature of the district and are an often-necessary inclusion. None of the proposed retaining walls are considered to cause undue overbearing impacts or overshadowing of their respective dwelling or neighbour. Overall, the proposed retaining walls are deemed acceptable, from the perspective of residents' amenity.

Public Open Space in excess of 6,900sqm (6.9ha), consisting of amenity green space, natural / semi-natural green space, and play areas, including a LAP, LEAP, and NEAP are proposed across the east and west parcels, with the NEAP being within this parcel and therefore recommended to be secured via condition on any recommendation for approval (with a corresponding condition to be recommended for the LAP and LEAP on 2024/92365). These facilities would be provided on site and would contribute to the amenity of future residents, as well as those in the area. This is a sizable provision, although it does not account for all required typologies (the provision does not include allotments, parks and recreation, and outdoor sport). To offset the shortfall a contribution of £133,771.10 is required in connection with this Reserved Matters submission (with a further contribution expected associated with 2024/92365), to be spent in the local area. This enhancement of local facilities would benefit both new and existing neighbouring residents.

With regard to noise pollution, the following condition was imposed at outline stage:

36. Before construction work on a phase commences, a further noise assessment report for that phase shall be submitted to and approved in writing by the Local Planning Authority. The report shall (i) clearly show which rooms in which plots will not achieve satisfactory indoor sound levels with windows open and (ii) for these rooms, provide an alternative ventilation scheme which shall show how these rooms shall be provided with sufficient ventilation to help control thermal comfort and avoid over heating during hot weather without the need to open windows. The dwellings identified in the noise assessment may not be occupied until the works which form part of the approved scheme for all relevant buildings have been completed, such works to be retained thereafter.

Reason: *In the interests of the living conditions of future occupiers*

There are considered no noise related issues that could affect the proposed layout and/or which would be prohibitive to complying with condition 36. Accordingly, given the above, officers are satisfied further consideration of noise mitigation is not required under this application⁵.

Assessment of the Reserved Matters: Appearance, Scale, and Layout: conclusion

⁵ Although, as indicated earlier, it should be noted that this condition has previously been discharged via 2024/92892.

To conclude this section of the assessment, overall, in relation to the Reserved Matters of appearance, layout, and scale the submitted details are considered acceptable. This is asserted having regard to urban design, the amenity of existing and future occupiers, and the highway implications of the proposal.

The development would sit comfortably within the site's context, transitioning well between the urban and rural environment. It would be of a suitably high quality, and would appear attractive, while harmonising adequately with the established built and natural environment. Existing residents would not have their amenity unacceptably prejudiced, and a high standard would be provided for future occupiers. The internal road layout and related highway facilities (parking etc) are acceptable, while the proposal would deliver good pedestrian connectivity in, through, and around the site.

Considering the above, the proposal is deemed to be in general compliance with the aims and objectives of the outline-stage Design and Access Statement dated 07/03/2021 (PL1713) and complies with the requirements of Local Plan policies LP2, LP21, LP22, and LP24.

Assessment of the Reserved Matters: layout (as it relates to highways) and access (including pedestrian and cycle access into and within the site and vehicular access within the site)

Layout is defined as:

the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

Access is defined as:

the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network; where "site" means the site or part of the site in respect of which outline planning permission is granted or, as the case may be, in respect of which an application for such a permission has been made;

The matters of access into the site for vehicles was considered at outline stage⁶. The drawings submitted under this current Reserved Matters application adhere to the details approved at outline stage under application 2020/92546 and the subsequent Section 73 application 2024/92614. Other matters which fall under the scope of "principle" (including traffic generation and sustainable travel), were likewise considered at outline stage and found to be acceptable. Therefore, these matters need not be considered further at this Reserved Matters stage.

⁶ Modified via Section 73 application 2024/92614.

Principles of the proposed internal street and active travel route network

Active Travel England (ATE) have continued to raise a number of queries regarding the proposals in their latest consultation response dated 06/11/2025. Officers are of the view that the majority of these issues have been addressed in the proposals (or will be addressed via the recommended conditions), although it is recognised that detailed information has not been provided by the applicant to directly respond to all of the ATE queries. This is with the exception of document '*AMA HTN – 22224 LTN1/20 Technical Note Blackmoorfoot Road – Dated 23.12.2024*' that has been provided and which includes traffic flow data of the internal street network, to help identify the appropriate level of cycle infrastructure that is required within the site (a specific request of ATE).

Therefore, below is a summary of the principles of the proposed street and active travel network. This has been informed by the submission information, including the explanatory text contained in the approved Stage 1 Road Safety (RSA) Audit Brief that covers the proposed internal street and active travel route network, and which was agreed between the applicant's transport consultant (AMA) and K.C. Highways Development Management to inform the Stage 1 RSA process.

Access to the wider development site (both western and eastern parcels) is proposed from Blackmoorfoot Road and Felks Stile Road, which are to be connected by an internal spine road (Primary Loop Road, referred to as M1 on the submitted plans (in so far as it relates to the west parcel)) that has been designed to accommodate a future bus route. However, only the Felks Stile Road access and a section of the internal spine road falls within this Reserved Matters application boundary (western parcel). These site access arrangements have been designed to incorporate cycle facilities (shared cycle/footways) that would link the on-site facilities to the wider all-purpose highway network.

A Secondary Loop Road would then run through the centre of the development site in a 'U' shape, which would link to the Primary Loop Road at either end. Accessed from the Secondary Loop Road would be a series of tertiary streets that would serve the remainder of the development, and would include a number of shared surface streets (the majority of the proposed shared surface streets are in the western parcel).

The development's Primary Loop Road has been designed in accordance with the Type A classification (from the Kirklees Highway Design Guide SPD) with a design speed of 25mph. The Secondary Loop Road and a number of the streets accessed from it have been designed in accordance with Type B classification streets, which have a design speed of 20mph. The shared surface streets have been designed in accordance with Type C classification streets, which have a design speed of 15mph. Speed restraint features have been incorporated into the street layout, to achieve the proposed design speeds.

The carriageway width of the Primary Loop Road has been designed at 6.75m wide, which is sufficient to accommodate the proposed bus route and is in accordance with the Kirklees Highway Design Guide SPD. The Secondary Loop Road and other Type B streets have been designed at 5.5m wide. The Type C shared surface streets have also been designed at 5.5m wide. The centreline radii across the site generally accords with local standards (see Table 1 of the Highway Design Guide SPD), and includes widening on bends where necessary to ensure the free movement of traffic (including for cyclists). Adequate visibility has been demonstrated at all junctions, links and crossing points, to allow safe usage by all users. Tree planting and other landscape features have been designed to ensure that they do not adversely affect visibility. All Type A and B streets would include 2m wide footways on both sides as a minimum (and in some cases, a wider 3m footway or a 3m wide shared cycle/footway is proposed).

The movement of pedestrians and cyclists has been considered across the whole site (east and west residential parcels, which in turn link to the care home and the local centre) and a movement strategy has been agreed, as shown the 'Movement Plan' drawing n2114_420 Rev M, which takes into account the guidance and design principles contained in LTN 1/20. Beyond the Primary Loop Road, it has been established that cyclists can be accommodated 'on-carriageway' based on the anticipated traffic flows. Therefore, the cycling infrastructure provided on the Secondary Loop Road is beyond the minimum requirements set out in LTN 1/20, and is primarily aimed at facilitating movement of less experienced cyclists (e.g. child cyclists/wheelers), with faster / more experienced cyclists anticipated to stay on-carriageway.

Shared cycle/footways have been proposed in most cases (although a segregated route has been incorporated on the secondary loop, within the eastern parcel). While it is acknowledged that this is not the preferred option recommended in LTN 1/20, this approach has been taken to avoid frequent changes between segregated and unsegregated provision that would otherwise be required, to ensure route continuity is achieved, to ensure an over-engineered environment is not created, and to minimise the land take requirements for transport related infrastructure. However, to mitigate the risk of pedestrian / cycle (and other wheeler) conflict, the shared use facilities have been designed so that they are generally only to be provided on one side of the street, with a dedicated footway provided on the other side, to ensure that pedestrians can choose to use a pedestrian-only route should they wish. This includes the section of the Primary Loop Road adjacent to the proposed care home site (subject to a future Reserved Matters application), where a footway is proposed on the care home side of the street.

The Active Travel Infrastructure Plan (AMA-22224-SK-085 1.3 P09) shows the proposed footways (pink), footpaths (blue) and shared footways / cycleways (yellow). The active travel provision has been carefully considered to ensure that routes would be provided on key desire lines across the site. This includes:

- Pedestrian/cycle links to the primary accesses on to Blackmoorfoot Road and Felks Stile Road.
- Pedestrian/cycle link to the northeast corner of the site (within Eastern RM parcel). This would initially connect to the PROW network (footpath HUD/234/50), with cyclists being required to wheel bikes along the footpath before continuing their journey from Crosland Hills Road (via the PROW on Quarry Road). This provision is expected to be improved in future to a continuous pedestrian / cycle link once the remaining part of the Local Plan site allocation (HS23) is progressed, and an extended pedestrian/cycle route can be provided through this site.
- A number of pedestrian connections are proposed to the PROW network (HUD/234/50, HUD/234/40 and HUD/234/20) to the north. This includes improvements to an existing (but not formally recorded) footpath link that heads west towards Linthwaite from the existing PROW network.
- Pedestrian/cycle links to the public open spaces and play/games areas.
- Street V9 (within the eastern parcel) has been designed to allow a pedestrian/cycle link to be created to the adjacent Local Plan site HS20 to the east in the future.

A controlled parallel crossing is proposed on the Primary Loop Road toward to the eastern extent of the site (within the eastern parcel), within the vicinity of the proposed local centre use (that would be subject to a future Reserved Matters application). Other uncontrolled crossings are also proposed on the Primary Loop Road, which incorporate raised plateaux. Set-back footway / cycleway crossing points have been provided across the minor arms of the three main junctions on the northern side of the Primary Loop Road (one of which is included within the western site). These crossings have been designed without design priority for pedestrian / cyclists, which is a strategic decision. This approach has been taken as the cycle route has a relatively steep 1:15 gradient (within the eastern site) and is two-way. Therefore, defined priority was not considered to be a suitable approach in this situation. However, the crossings have been inset into the minor arms and include raised plateaux, to provide good quality crossing points in accordance with LTN 1/20 design principles. Where the cycle/footways cross junctions and links along the Secondary Loop Road, raised plateaux are provided throughout the site.

It is concluded that the street and active/sustainable travel network that is proposed across the development site is acceptable in principle.

Active Travel and Sustainable Transport Matters

As confirmed above, the proposed street and active/sustainable travel network that is proposed across the development site is acceptable in principle, which includes those elements contained within this application site.

Preliminary design information has been provided for the pedestrian and cycle facilities that are proposed within the street network, which has been subject to an independent Stage 1 Road Safety Audit (RSA). The Stage 1 RSA process did not raise any fundamental issues with the proposals that cannot be addressed at the detail design stage (or have already been addressed through changes to the preliminary layout), and the Stage 1 RSA Response Report has been closed out. Further RSAs (Stages 2 and 3) will be required as part of the Section 38 Technical Approval / highway adoption process in due course.

In addition to the on-street pedestrian and cycle facilities, a network of footpaths and shared use paths are proposed within the site, including routes through the public open spaces (POS), which would provide direct and motor-traffic free routes for active travel users. As recommended by ATE, it is expected that all routes that are proposed to be utilised by cyclists (and other wheelers) would include a hard paved / bound surface. Further design details of all footpaths and shared use paths, and associated features (e.g. gates, which would be required where the paths join the existing PROW network to the north) together with a timescale for their delivery is recommended be secured by condition.

ATE have also requested that details of the proposed lighting of off-street paths is confirmed. However, officers note that there is already a planning condition relating to a required lighting strategy (condition 37) on the outline approval. Therefore, this matter can be addressed at the discharge of condition stage. Outdoor lighting would need to be considered with regard to ecological and night-time landscape impacts, as well as safety and amenity considerations.

In addition to the on-site pedestrian and cycle facilities, the applicants for both current Reserved Matters applications have agreed to provide the following improvements to the footpath network to the north of the site, within the 'blue land' identified in the outline permission, which include:

- Improvements to an existing (but not formally recorded) footpath link that heads west towards Linthwaite from the existing PROW network (from the transition between public footpaths HUD/234/40 and HUD/234/20), which is shown indicatively on drawing ENG-006.
- Replacement gates (new field gate and separate pedestrian gate, to replace the existing gate and stile) at the end of Quarry Road, to enhance the accessibility of public footpath HUD/234/50 in the interim situation before the remainder of the Local Plan site allocation (HS23) that is beyond the current application sites is progressed in future (that would be expected to provide an enhanced active travel link at that time).

The above improvements are welcomed. However, the proposed footpath improvements should be extended to include an improved footpath surface along the section of HUD/234/40 that links the improved path towards Linthwaite to the paths within the NEAP/MUGA area. Further design details of the above improvements and associated features, together with a timescale for their delivery, are recommended to be secured by condition. As these proposals are beyond the site's red line boundary (but are within the blue line boundary of the original outline permission), a Grampian style planning condition shall be required.

An 'Interim Travel Plan' has been submitted with the application. However, the document is not acceptable and is contrary to the requirements of outline condition 11. Therefore, K.C. Highways Development Management have requested that the submitted 'Interim Travel Plan' document is not referenced on any approved plan / document list, should this application be approved. This is accepted by planning officers.

WYCA (Metro) were previously consulted regarding the proposals (see their consultation response dated 12/11/2024), and have not raised any concerns regarding the principle of the proposed bus route facilities that have been developed along the Primary Loop Road. However, they have requested that going forward, they be included in discussions regarding the provision of public transport facilities for the development. Officers and K.C. Highways Development Management agree that this is important, as WYCA (Metro) would be instrumental in assisting with the delivery of new / diverted bus routes through the site (should these be feasible), potentially utilising some (or all) of the Sustainable Transport Contribution funding secured in the outline-stage Section 106 agreement (and / or other funding sources that may be identified at that time). As confirmed by WYCA (Metro) in their response, these matters can be discussed further at the Discharge of Condition stage relating to the site Travel Plan(s), which can also address how to allocate the separate Section 106 contributions relating to bus stop improvements (that are likely to be utilised for new facilities at the two on-site stops proposed along the Primary Loop Road).

Parking

Off-street car parking is proposed for all dwellings in full accordance with the Kirklees Highway Design Guide SPD recommendations, which is acceptable and should ensure that the need for on-street parking is minimised. This off-street provision includes a combination of drive and garage spaces, which comply with minimum size / design guidance.

K.C. Highways Development Management raised concerns regarding the level of visitor parking that was originally proposed, as the recommended provision of 1 space for every 4 dwellings (to be provided in laybys or by carriageway widening) that is recommended in the Kirklees Highway Design Guide SPD had not been incorporated. Furthermore, the proposed provision was not well spread across the site. In response, the applicant has made significant improvements to the proposals, which are now acceptable in

principle. Whilst the visitor parking provision still does not include 1 space per 4 dwellings in formalised parking laybys, it has been demonstrated that adequate provision would be available in a combination of either in on-street laybys, off-street locations, or in informal locations on-street that would not impact the safe and efficient movement of traffic (all modes), including the council's Design Refuse Vehicle (which has been confirmed by swept path analysis).

Whilst the visitor parking provision is still not evenly spread across the site, significant improvements have been made to maximise its accessibility, including the introduction of an additional footpath link between streets M4 and M3 where additional visitor parking laybys are now proposed.

Therefore, the car parking proposals for the development are considered acceptable.

Secure / covered cycle parking is proposed for all dwellings, either in garages (where available) or cycle sheds. As confirmed by ATE, these facilities need to be accessible via external routes, and should accord with the guidance contained in LTN 1/20. Short stay cycle parking should also be provided within the POS areas, including adjacent to the MUGA/NEAP. The final details of the cycle parking and its delivery is recommended to be secured by condition.

Servicing, waste collection, and emergency vehicle access

Following concerns previously raised by K.C. Highways Development Management and the council's Section 38 team, a comprehensive package of swept path analysis has now been provided, which confirms the following:

- All adoptable turning heads would be able to accommodate the Kirklees Design Refuse Vehicle;
- The Kirklees Design Refuse Vehicle would be able to pass a car on bends, which should ensure that on-street parking would not obstruct the safe passage of a refuse vehicle (or other large vehicles);
- Buses would be able to pass on the Primary Loop Road;
- Where necessary, a fire tender would be able to turn on private drives, as would other larger vehicles such as delivery vans.

The applicant has also indicated suitable locations for bin presentation points adjacent to the highway. These are acceptable in principle. However, the final details would need to be agreed with the Waste Collection Authority in due course. It is noted that the Waste Collection Authority will not typically allow waste collection to take place within live / incomplete construction sites. Therefore, temporary waste collection arrangements would need to be agreed. The requirement to agree waste collection facilities is already secured by condition 13 of the outline permission. However, an additional condition is recommended to cover temporary waste collection arrangements.

Internal road specification and design

The requirement to provide details of internal estate roads (for each phase) is already secured by condition 12 of the outline permission, together with the requirement for details relating to highway structures / drainage (conditions 16 and 17). Therefore, additional conditions relating to these matters are not required under this current application.

Nevertheless, as a key component of ensuring suitable layout and access details have been provided, K.C. Highways Development Management have worked proactively with the applicant to ensure that the road, footway, and cycle way details provided raise no fundamental issues.

The street layout has been subject to an independent Stage 1 Road Safety Audit (RSA). The Stage 1 RSA process did not raise any fundamental issues that cannot be addressed at the detail design stage, or issues have already been addressed through changes to the preliminary layout. The Stage 1 RSA process has been closed out with K.C. Highways Development Management through the approval of the RSA Response Report.

In light of the above, the preliminary design proposals for the streets are considered acceptable in principle, and appear to be suitable for adoption. However, this matter will be considered further by the council as the Local Highway Authority, as part of their Section 38 Technical Approval review process in due course, which may require further changes to the street layout, including any required changes that may be required as part of the subsequent RSAs (Stages 2 and 3) that will be required.

As requested by K.C. Highways Development Management, the applicant has provided an indicative road markings (drawing AMA-22224-SK-095 P05). This shows Double Yellow Lines (DYLs) along the full extent of the Primary Loop Road to prevent parking, to ensure that visibility at pedestrian/cycle crossing points is not obstructed, and to ensure that the proposed bus route is maintained free of obstructions. DYLs are also proposed along the western extent of the Secondary Loop Road up to the bend, and also at all internal road junctions for the initial 10m to prevent on-street parking issues, as there are some streets proposed with limited on-street parking provision. These DYL proposals are indicative only, and would be subject to further consideration at the detailed design stage. However, they are intended to show the extent of DYL restrictions that may be incorporated at that later stage. The costs associated with the Traffic Regulations Orders (TROs) that would be required to deliver the DYL proposals, together with all other legal orders (e.g. relating to road humps, controlled crossings, speed limits and cycle tracks etc) would need to be recovered as part of the Section 38 adoption process in due course.

As an adoptable street layout appears to be achievable, and as the applicant has confirmed that they intend to offer the internal streets for adoption, a plan has been provided (Adoption Extents Plan / ENG-001 rev A) that indicatively shows the extent of streets, paths, visitor parking spaces and other associated features (e.g. visibility splays) that are to be offered for adoption

and those areas that are proposed to be privately maintained. The information contained on this plan is acceptable in principle to K.C. Highways Development Management, but would need to be agreed in due course with the council as Local Highway Authority, as part of the Section 38 Technical Approval review and adoption process.

However, it is recommended that a further condition is imposed that requires that the tie-in levels at roads M1/V1, M2/V2 and V6, which link the two residential parcels (this application 2024/92235, and the east parcel 2024/92365), to be in accordance with the indicative combined long-sections drawings provided. This condition has been written to allow flexibility, as it will be necessary to take into account the design development of the Section 38 works, with any changes subject to agreement of revised tie-in levels between all interested parties (e.g. between the separate developers and the Local Highway Authority).

To ensure the safety of highway users, it is recommended that a condition is imposed that requires all areas to be used by vehicles and pedestrians to be laid out, surfaced and drained, such that loose materials and surface water does not discharge or transfer onto the adjacent highway.

Road and path delivery plan

Condition 6 imposed on the outline permission required a high-level phasing plan. That was submitted and approved via Discharge of Condition application 2024/92892. However, while some high-level phasing information has been submitted for the development in relation to the sequence of delivery of the various land parcels within whole development site, this does not include sufficient information regarding the delivery and phasing of the highways and paths, in relation to plot occupation, which need to be considered in more detail.

In particular, care needs to be taken regarding the delivery of the highway, footpath and cycle track infrastructure, which needs to be in place at the appropriate time. This includes the provision of the Primary Link Road, which is required early in the delivery process to ensure that the bus route is available as soon as possible and to the required standard (e.g. to be substantially completed and acceptable for use by the bus operators). The phasing of streets also requires careful consideration, to ensure that adequate facilities are available for each phase of occupation.

Therefore, it is recommended that a condition is imposed relating to the phasing of all streets and paths across the whole site (e.g. all Reserved Matters application sites).

Assessment of the Reserved Matters: Landscape

Landscape is defined as:

the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;

Due to the extent of soft landscaping and open space proposed, and due to the proposals to retain trees, the development (as a whole, considered together with the east parcel) would have a greener appearance and character than many other recent residential developments, and than elsewhere within the area. Key landscape features of the proposed development include the retention of the northern woodland, the provision of a notable tree belt along the boundary with Felks Stile Road, and street trees throughout (although located within front gardens on tertiary roads). These measures would help to soften the visual impact of the development (including in relation to the settings of heritage assets as identified earlier) and would assist the transition between the existing urban edge and the Green Belt to the west.

It is noted that tree loss has been accepted, as part of the outline consent, to facilitate the development. This included the removal of TPO-protected trees, to ensure safe and effective access, as well as the trees along the existing boundary. However, significant mitigatory tree planting is proposed throughout the site. Of note, roads M1 and M2 (both within this site and as they continue into the east parcel) are to be tree-lined in compliance with paragraph 136 of the NPPF. Careful consideration has been given to the locations of trees to ensure they don't interfere with vehicle or pedestrian sightlines. While the tertiary roads would not have street trees, trees in front gardens are proposed and would achieve a similar impact. In addition, substantial new planting is proposed along the site's west boundary to Felks Stile Road. This would replace the trees lost from the site, while offering substantial screening, and would form an effective boundary between the proposed development and Green Belt land further west. New tree-planting, to serve a similar purpose, is also proposed on the north boundary. While to a lesser density / provision than the west boundary, the proposed planting would still function effectively and would contribute to the attractiveness of the site. As noted previously, this is of particular importance to help soften visual impacts and screen the development when viewed from the Colne Valley to the north, and would help blend the development into its setting.

In addition to tree-planting, low landscaping (including shrubs and wildflowers) is also proposed, again notably on the west and north boundaries. The species proposed (trees and others) have been reviewed and accepted as appropriate by K.C. Landscape. These features would also contribute to the site's habitat value and to the required Biodiversity Net Gain, which is considered in more detail later in this report.

Dwellings are to benefit from rear gardens that are to be laid with turf. Front gardens are also present on many units and would likewise be turfed, although some would feature trees as noted above. This provision is accepted for the private land of domestic properties. Consideration of boundary treatments is undertaken earlier in this report and below.

Regarding Public Open Space (POS), a combined POS provision plan shared between this application and the eastern parcel has been submitted (drawing GLY0043 GA-V-04 rev D). This collaborative approach is welcomed and deemed most appropriate, to ensure the delivery of coherent, usable and effective POS, in accordance with masterplanning principles. Overall, the plan shows a logical and robust provision of open spaces that would contribute to a high-quality environment for the benefit of both future residents and those elsewhere in the area. Notably, the two sites would provide a Local Area of Play (LAP), a Local Equipped Area of Play (LEAP) and a Neighbourhood Equipped Area of Play (NEAP)⁷, providing a range of play facilities for children of various ages.

Specific to the western parcel currently under consideration, notable areas of natural / semi-natural open space spaces are proposed. With the Green Belt to the west, this typology would help transition the urban environment to the rural, with the more managed typologies (amenity greenspace, parks and recreation etc) being in the eastern parcel. This application's provision does, however, include the NEAP and Multi-use Games Area, as noted above (the provision of which is securable via condition). These would be located within the Green Belt portion of the site (the principle of which was established at outline stage) and on the ridge-line that could potentially be prominently visible from various viewpoints in the Colne Valley to the north. However, the proposed location would be surrounded by (existing and retained) woodland to the north, east, and west, ensuring these facilities would not cause material harm to openness nor encroachment into otherwise open land.

Overall, the proposed on-site POS is deemed high quality and attractive, contributing to the character and setting of the development.

Notwithstanding the on-site POS proposed, having regard to the council's Open Space SPD (and expectations for POS established at outline stage (including within the Section 106 agreement), a full provision across all typologies would not be provided, either on this site or within the wider site. Accordingly, and per the outline Section 106 agreement, an off-site POS contribution (to enhance local facilities in the vicinity) is required. This is detailed in the following section "Planning Obligations".

For hard landscaping, the site currently has a drystone wall along the west and north boundaries (onto Felks Stile Road and the northern field). This is an attractive feature, although it is currently damaged in places and has several gaps for gates into the fields. The applicant proposes retaining this wall and

⁷ The LAP and LEAP would be sited within the eastern parcel, the NEAP in the western.

repairing it as necessary (including infilling gaps). This is supported by officers.

The woodland to the north currently has a palisade fence around it. It is proposed that this be retained. The fence serves an ecological function, and some form of barrier (suitable to prevent human access) is necessary. The palisade fence, while stark in appearance and not attractive, is not overly prominent (by virtue of its hit and miss design). A stone wall of sufficient height would be unduly prominent here, and timber fencing would not be visually preferable. Therefore, retaining the existing palisade fence is accepted. The existing fence is to be continued around the south of the woodland, to separate the MUGA and NEAP from the woodland, again for ecological reasons. This is considered to be the most appropriate boundary treatment solution in this location.

Within the site, the applicant proposes the following boundary treatments:

- Hedgerow to front gardens focused along roads M1 (spineroad) and M2 (secondary loop)
- 1.8m timber fence to rear gardens
- 1.8m pier and panel fence (non-timber material to match character area) to rear gardens that front the public realm
- 0.6m stone walling to front gardens
- 0.45m timber knee-rail to front gardens
- 0.9m estate railing to front gardens

These proposed boundary treatments are considered acceptable in terms of their impact on the development's appearance. Typical 1.8m fencing would be restricted to less visible locations, and the other proposed boundary treatments would have limited visual impact. The hedgerow along road M1 and M2, together with the street trees, would form an attractive central green route, and this is welcomed.

The delivery of the proposed boundary treatments, as shown on the submitted plan (n2114-700 rev R), is recommended to be secured via condition.

Ground level changes are proposed through the site. This includes batters, including adjacent to the north and west boundary, and retaining walls through the site. The batters are considered the most sensitive approach to level changes when viewed from outside the site, as considered earlier in this report.

Retaining walls are not an uncommon feature of the borough, and are often necessary to enable the development of sites. Most of the proposed retaining walls, specifically the largest, would be within rear gardens, reducing their prominence and visibility from public vantagepoints. Seeking to locate the most dramatic retaining works in rear gardens is appropriate, and has previously been accepted from an amenity perspective. However, retaining works in the public realm are also proposed, including a modest section alongside Felks Stile Road (and therefore visible from outside the site).

Nevertheless, again by virtue of the extent of retaining works in gardens, the public realm retaining works have been kept to a minimum, in terms of height and extent. The retention proposed alongside Felks Stile Road would benefit from the above-referenced tree belt screening, which would help mitigate its impact.

In some locations, the combined heights of the proposed retaining walls and the boundary treatments above could result in these features appearing overbearing, however these locations are few in number and would be partly screened by other boundary treatments. Subject to suitably high-quality materials that respect the character areas they are within, the retaining walls as shown are considered acceptable. Overall, the proposed retaining walls and boundary treatments would not be visually prominent or harmful, and would not adversely affect outlook or natural light to a significant degree.

In summary regarding the Reserved Matter of landscaping, it is considered that the proposals are acceptable and have responded appropriately to officer advice and consultee comments. The proposed landscaping would help the development sit comfortably within the site's context (between the existing urban edge and the ancient woodland and Green Belt to the west). A broad level of compliance with the aims and objectives of the outline-stage Design and Access Statement dated 07/03/2021 (PL1713) (pursuant to condition 5 of the parent outline permission) would be achieved. Relevant chapters of the NPPF would be complied with, as would policies LP24, LP32 and LP33 of the Kirklees Local Plan, the council's Open Space SPD, and the relevant design principles set out in the council's Housebuilders Design Guide SPD.

Other Matters

Impact on Local Heritage Assets

Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 introduces a general duty in respect of listed buildings and conservation areas. In considering whether to grant planning permission for development which affects a heritage asset or its setting, the Local Planning Authority should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. This requirement is mirrored by policy LP35 of the Local Plan.

There are no designated heritage assets within the site, nor immediately upon the boundary of this Reserved Matters parcel⁸. To the east of the site, close to the boundary of the outline permission, are a number of Grade II and Grade II* Listed Buildings including Crosland Hall, Crosland Hall Cottage and Crosland Farm Buildings on Crosland Hill Road, 67, 69 and 69a Crosland Hill Road and 100, 102 and 104 Crosland Hill Road. Section 66 of the Town and Country Planning (Listed Building and Conservation Areas) Act 1990 requires

⁸ Although listed buildings are located on the eastern boundary of the eastern parcel (application 2024/92365) of the wider outline permission (application 2024/92614).

the Local Planning Authority to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses.

Given that works are not proposed to these listed buildings, there will be no direct harm to their fabric. However, their setting could be impacted upon. The following assessment was undertaken at outline stage:

With regard to the listed buildings closest to the site, Crosland Hall is Grade II Listed and it sits within its associated farm buildings and cottage. The Heritage Assessment notes that the current setting of this group of assets is best described as the edge of a residential area, as it is perceived from Crosland Hill Road. However, Thewlis Lane, bounded by dry-stone-walls either side, despite being currently disused and overgrown, is preserved. Thewlis Lane connects this group of assets to the site, and therefore to the former agricultural fields, quarries and fireworks factory within the application area. Existing access is currently blocked by the fencing around the site. Thewlis Lane is considered to form part of the setting of this group of heritage assets, and making a positive contribution to their significance. Thewlis Lane would be unaffected by the development albeit that the proposal would include the retention of the northernmost stone-wall, which bounds Thewlis Lane.*

The fields to the north of Thewlis Lane are considered to make a positive contribution to the setting of this group of assets as they are the last remnants of the layout and boundaries of agricultural land which once surrounded the assets on all sides. On the grounds that the proposed development involves the partial development of these fields, the proposal is assessed to result in a negative effect on the setting of this group of assets, and consequently on their significance. However, the indicative layout indicates that an area of open space would be retained adjacent to this group of buildings to create a buffer between them. It is considered that this would serve to sufficiently preserve their significance albeit that this would need to be assessed again at Reserved Matters stage once the layout is formally submitted. Any harm to their significance would need to be weighed against the public benefits of the proposal at that time and to determine whether any additional mitigation would be required.

Turning to the other listed buildings on Crosland Hill Road, the Heritage Assessment considers that the existing setting of these designated assets is much changed from the original. Consequently, it does not make a contribution to their significance, and therefore, even though the proposed development would change the immediate setting of these assets, it would have a neutral effect on their significance as a result. This assessment is accepted by officers.

As per the above, the principle of residential development within the bounds of the outline application's red line boundary has been established. In relation

to this application, relating to the western parcel of the outline permission's red line boundary, the listed buildings are distant enough from this site (with the eastern parcel being between) to not cause direct harm to their setting although, by virtue of greater proximity, greater consideration will be required as part of the assessment of the eastern parcel. The significance of the listed buildings is not derived from their relationships with the western parcel.

Other heritage assets identified at outline stage as being potentially impacted upon by the proposals were Castle Hill and the Milnsbridge Conservation Area. The following comments were made at outline stage:

In considering the potential impact on the setting of wider heritage assets, the assessment notes that in primary legislation, only the setting of listed buildings is protected. The setting of scheduled monuments and conservation areas is not, albeit the NPPF states that the setting of a designated heritage asset can contribute to its significance. It acknowledges that there are long views from the highest points of the site, particularly toward Milnsbridge Conservation Area and more distant assets, such as Castle Hill Scheduled Monument and therefore, the site does form a small part of the wider landscape within which these assets are located. However, the contribution made by the site to their setting, where it contributes to their significance, is assessed to be very small given the scale of the views afforded from those assets. Consequently, given the distances between them and the fact that development would be perceived as infill against an existing residential settlement, the proposal is not assessed as having a significant impact on these assets within the long views.

In line with the above assessment, officers are satisfied that the details provided regarding the Reserved Matters at the western parcel would not cause harm to the heritage value and significance of the above-mentioned heritage assets.

Matters regarding the site's archaeological value were considered at outline stage and controlled by suitably worded condition (condition 22), with no further consideration required at Reserved Matters stage.

Given the above assessment, it is considered that the submitted details are acceptable in relation to heritage matters and are compliant with relevant policies in the Local Plan (particularly policy LP35), with the NPPF, and with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Crime prevention

The West Yorkshire Police Designing Out Crime Officer has noted no fundamental concerns relating to crime associated with the proposal, specifically relating to the submitted Reserved Matters. Furthermore, condition 39 remains applicable, and reads as follows:

39. Prior to any above ground works commencing on a phase, details of measures to minimise the risk of crime on that phase shall be submitted to and approved in writing by the Local Planning Authority. The development of that phase shall be implemented in accordance with the approved details and retained thereafter.

Reason: *To minimise the risk of crime.*

Given there are no fundamental issues, and given the provision of condition 39, this matter may be deferred for separate consideration at conditions stage.

Climate change

The following condition was imposed at outline stage:

41. Prior to the commencement of development on a phase, details of measures to promote carbon reduction and enhance resilience to climate change for that phase shall be submitted to and approved in writing by the Local Planning Authority. The development of that phase shall be constructed in accordance with the approved details and all approved measures thereafter retained.

Reason: *To address the impacts of climate change and the council's declaration of a Climate Change Emergency and to promote resilience to it.*

Accordingly, the matters covered by the above condition may be considered separate to this Reserved Matters application, being reserved via condition for consideration under a Discharge of Condition application.

Notwithstanding the above, there are aspects of climate change which are intrinsic to the proposed Reserved Matters, namely layout and appearance.

Officers are satisfied that consideration of climate change has appropriately informed the details under consideration pursuant to this current application. This includes orienting most dwellings so they have a south facing roof slope, and providing easy access to pedestrian/cycle connections, open space, and the future local centre. Aspects relating to sustainable travel have been considered previously and were also secured at outline stage, with condition 11 including the requirement of a Travel Plan (per phase).

Considering the above, and the separate requirements of conditions at outline stage (particularly conditions 11 and 41), officers are satisfied that the submitted Reserved Matters details suitably consider and seek to address the impacts of climate change and the promotion of resilience to it.

Flood risk and drainage

The principles of the site's flood risk and drainage arrangements were assessed and established as part of the parent outline permission. Regarding

flood risk, it was concluded that there are no flooding issues within the site and, because it lies within Flood Zone 1, a sequential test was not required.

The following conditions were imposed at outline stage in relation to flood risk and drainage:

- Condition 18: Surface Water Drainage Strategy to be approved
- Condition 19: Foul drainage to be separate to surface water
- Condition 20: Foul Water Drainage Strategy to be approved

None of the above require specific details to be provided at the Reserved Matters stage. Nevertheless, as a component of the consideration of 'layout', it is considered reasonable and necessary to assess matters relating to flood routing and ensuring adequate space has been retained for water management. This is to ensure that the submitted 'layout' does not preclude adequate details coming forward as part of the Discharge of Condition submission.

First considering exceedance event flood routing, the Lead Local Flood Authority (LLFA) have reviewed the submission and confirmed that the details are acceptable. Exceedance event flood water would be routed along the highway and kept away from domestic curtilages (both existing dwellings and those proposed).

For attenuation, as noted above, condition 18 requires the full surface water drainage strategy details be submitted separately (i.e., not as part of the Reserved Matters submission). Nevertheless, indicative drainage details have been provided to officers. The indicative drainage plan has been drafted in collaboration with Vistry Homes and ties into their proposal under application 2024/92365. Given the size of the development and the varied topography, multiple attenuation tanks spread around the combined site are proposed. Of these, only one is sited within Miller's western parcel, and this would only serve part of the proposed development within that parcel. Other units / areas in the Miller parcel would drain into attenuation tanks located within Vistry's parcel.

Masterplanning principles support collaborative solutions, and it would not be effective (or efficient, in terms of land use) to require two sites so closely located and related to have fully separate drainage systems, given the site's topography. Such an outcome would contradict the aims of good masterplanning. The submitted indicative drainage strategy indicates that sufficient space for water, and considered of, has been provided in forming the proposed layout, and is therefore not a concern at this time⁹.

Nevertheless, while the above is not opposed in principle, consideration must be given to the scenario where the adjacent Vistry development may not come forward. In such an event, approximately half this site would, per the

⁹ For the avoidance of doubt, when details are submitted pursuant to condition 18, a full review of the final drainage strategy by officers and relevant consultee will be required.

indicative plans, not be attenuated. Officers are satisfied that this scenario is covered by the provisions of outline condition 18, however, an informative note which clearly sets out officers' expectations in this regard (namely, that a combined plan and contingency plan would be required to discharge outline condition 18), is recommended.

It is also recommended that a condition be imposed requiring, in the event that the Vistry parcel does not come forward (or is not ready in time for occupation of Millers' units) suitable alternative drainage arrangements to be delivered (until such time that the Vistry connection, or other replacement connection, is delivered).

Details of temporary surface water drainage arrangements, during construction, are also proposed to be secured via a condition. This is to ensure that surface water is managed during construction, following the required alterations to the existing ground conditions.

Yorkshire Water have been consulted and confirmed they had no objection to the proposal.

Concluding on the above, officers are satisfied that the proposed Reserved Matters, taking into account the conditions imposed at outline stage and recommended under this Reserved Matters application, would comply with the aims and objectives of policies LP27 and LP28 of the Kirklees Local Plan.

Ecology

Policy LP30 of the Kirklees Local Plan confirms that the council will seek to protect and enhance the biodiversity and geodiversity of Kirklees. As relevant to this site, it advises that development proposals will be required to (i) result in no significant loss or harm to biodiversity in Kirklees through avoidance, adequate mitigation or, as a last resort, compensatory measures secured through the establishment of a legally binding agreement; (ii) minimise impact on biodiversity and provide net biodiversity gains through good design by incorporating biodiversity enhancements and habitat creation where opportunities exist; and (second iv) incorporate biodiversity enhancement measures to reflect the priority habitats and species identified for the relevant Kirklees Biodiversity Opportunity Zone.

The proposal's ecological implications were considered at outline stage, with the decision notice including a suite of conditions to ensure further assessment, mitigation, and enhancement. These were:

- Condition 23: Required buildings to be surveyed for bats prior to demolition.
- Condition 24: Required further protected species surveys be undertaken prior to development commencing.
- Condition 25: Requires that a Biodiversity Construction Environmental Management Plan (CEMP: Biodiversity) be approved and implemented before works commence.

- Condition 26: Requires that a Landscape and Ecological Management Plan (LEMP) be approved and implemented.
- Condition 27: Requires that an Ecological Design Strategy (EDS) to ensure that a Biodiversity Net Gain is achieved post-development be approved.
- Condition 28: Requires that plans and particulars of the Reserved Matters pursuant to landscaping and layout shall include a Biodiversity Enhancement and Management Plan (BEMP).

Conditions 23 to 27 did not require details to be provided as part of the Reserved Matters submissions and are addressed (or will be addressed) via separate Discharge of Condition submissions.

Condition 28 does, however, require specific details to be provided at Reserved Matters stage, and the condition reads¹⁰:

28. For each phase of development, plans and particulars of the Reserved Matters pursuant to landscaping and layout shall include a Biodiversity Enhancement and Management Plan (BEMP). The BEMP shall detail the provision of a minimum 10% biodiversity net gain in habitat units within the phase post development, using the Biodiversity Metric 2.0. The BEMP shall include the following:

- *An updated assessment of the existing on-site and off-site habitats to be retained, lost and created utilising the Biodiversity Metric 2.0;*
- *Description and evaluation of features to be managed and enhanced;*
- *Extent and location/area of proposed enhancement works on appropriate scale maps and plans;*
- *Ecological trends and constraints on site that might influence management;*
- *Aims and Objectives of management;*
- *Appropriate management Actions for achieving Aims and Objectives;*
- *An annual work programme (to cover an initial 5-year period to be reviewed and updated for a minimum period of 30 years);*
- *Details of the management body or organisation responsible for implementation of the BEMP; and*
- *Ongoing monitoring programme and remedial measures*

The BEMP shall include details of the legal and funding mechanisms by which the long-term implementation of the BEMP will be secured by the developer with the management body responsible for its delivery. The BEMP shall also set out (where the results from the monitoring show that the Aims and Objectives of the BEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning

¹⁰ As varied via Section 73 application 2024/92614.

biodiversity objectives of the originally approved BEMP. The approved BEMP will be implemented in accordance with the approved details.

Reason: *To ensure the development hereby permitted provides ecological enhancement and creation measures sufficient to provide a biodiversity net gain in accordance with Policy LP30 of the Kirklees Local Plan.*

To address the above requirements the applicant has submitted the following documents:

- Biodiversity Landscape Enhancement and Management Plan (BLEMP), 10925_R09b_BP rev B
- BNG Technical Note, 10925_R10a_20102025_BP
- Biodiversity Metric 2.0 Calculation Tool Dated 21/08/2025.

The Metric 2.0 includes a re-assessment of the site's habitat value, specific to the land subject to this Reserved Matters. This found an on-site baseline of 22.44 habitat units, 0.14 hedgerow units, and no river units.

The submitted BNG Technical Note details the post-intervention habitat proposed for the site. This concludes that an increase of 0.72% habitat units and 324.88% hedgerow units would be achieved. This includes some provision within adjacent land (namely, the blue line boundary of the outline permission). The submitted BLEMP details how this would be achieved and managed.

The submitted details have been reviewed and found to be acceptable by K.C. Ecology, and are deemed to comply with the requirement of condition 28, except in respect of the proposals failing to provide a 10% enhancement.

In accordance with standard practice under Local Plan policy LP30 and as set out within the parent outline permission's Section 106 agreement dated 25/03/2022, a shortfall of on-site (and off-site) provision may be off-set by a financial contribution.

As the site has a baseline value of 22.44 habitat units, a 10% net gain provision would equate to 24.68 units. Post intervention, the development has been calculated to result in 19.27 habitat units (a 14.13% net loss) on site. However, the proposal seeks to enhance an area of off-site land (located to the immediate north of the site), which has a baseline value of 1.28 units, to 4.96 (an increase of 3.68 habitat units). When the off-site increase is added to the proposed on-site 19.27, this result in the proposal providing 22.95 habitat units, or a 2.27% gain. There remains a shortfall of 1.72 habitat units. At a rate of £20,000 (+15% administrative charge) per unit, this equates to a contribution of £39,560.

This figure has been agreed with the applicant and is secured by the previous Section 106 agreement.

Based on the submitted details, as listed above, and the agreed off-site contribution, officers conclude that the submitted details comply with the aims and objectives of condition 28 and are recommended to be approved.

Permitted development

The assessment undertaken has been based upon the plans as submitted. If approved and built, the dwellings would benefit from various Permitted Development rights by virtue of The Town and Country Planning (General Permitted Development) (England) Order 2015. This potentially includes extensions, outbuildings, and outbuildings. Planning practice guidance establishes a high bar for removing Permitted Development rights.

In this case, officers consider there to be no grounds to do so.

Planning obligations

Although some of the information submitted under this current Reserved Matters application is of relevance to the previously-secured planning obligations, none of the information currently under consideration necessitates amendments or new planning obligations. A further Section 106 Deed of Variation is therefore not required at this Reserved Matters stage.

The following matters were secured via obligations within a Section 106 agreement at outline stage (via agreement dated 25/03/2022¹¹):

- Affordable Housing
- Open Space off-site provision and/or contribution
- Education contribution
- Highway improvements
- Sustainable transport (including a bus stop contribution)
- Management arrangements for infrastructure
- Net Gain off-site provision and/or contribution
- Air quality contribution
- Travel Plan monitoring fee

Of the above obligations, several required further details to be considered and/or calculated at Reserved Matters stage. These are detailed below:

Affordable Housing¹²

The Section 106 agreement requires that 20% of units be provided as affordable homes, with a tenure split of 55% affordable rent and 45% intermediate housing, unless otherwise agreed in writing. A total of 46 affordable units has been offered, which is 20% of the total 231, in

¹¹ And varied via a Section 106 Deed of Variation dated 02/10/2025 pursuant to Section 73 Variation of Condition application 2024/92614.

¹² See footnote 1.

accordance with the council's Affordable Housing and Housing Mix SPD and Local Plan policy LP11. The units offered have the following tenures and mix:

	Affordable Rent	Affordable Intermediate
1- and 2-bed	12 (63%)	11 (41%)
3-bed	7 (37%)	16 (59%)
4-bed+	0	0
Total:	19 (41% of the affordable element)	27 (59% of the affordable element)

The council's Affordable Housing and Housing Mix SPD document sets out the expected size mix (for the Huddersfield South sub-area) as follows:

<i>Huddersfield South</i>	Market Housing	Affordable Rent	Affordable Intermediate
1 and 2 bed	30-60%	40-79%	40-79%
3 bed	25-45%	0-19%	20-39%
4+ bed	15-35%	20-39%	0-19%

First, it is noted that the proposed tenure mix is 41% / 59%, for affordable rent / intermediate, as opposed to the SPD's expected 55% / 45%. The council's relevant policy, LP11, and Affordable Housing and Housing Mix SPD seek for developers to 'comply or justify' when it comes to initial expected mixtures. When queried on this, the applicant replied:

As set out in the Council's Strategic Housing Market Assessment (SHMA) 2016, para 4.11 states that the tenure profile is varied in Kirklees but with 'Huddersfield South' having one of the lowest proportion of owner occupied households. This supports a higher proportion of affordable intermediate or shared ownership tenures to address this imbalance.

Officers and K.C. Strategic Housing colleagues accept this position and consider the mixture, for this proposal at this particular site, to be acceptable.

In terms of unit sizes (by bedroom), this too does not adhere to the expectations of the SPD, however likewise the relevant test is 'comply or justify'. The applicant commented as follows:

- *The greatest need in the Huddersfield South area is for 1 and 2 bed affordable properties at 40-79% for both Affordable Rent and Affordable Intermediate tenures. The proposed Miller & Incommunities¹³ scheme meets the target range tenure*

¹³ The registered provider (RP) currently intended to operate affordable units on the site.

requirement for 1-2 beds which is considered to be of greatest need.

- Kirklees Council has confirmed that they do not hold any housing stock in the Crosland Hill area. However, a detailed breakdown of housing bids in the Huddersfield South area (data enclosed) highlights a significant demand for houses, particularly 2 and 3-bedroom homes. Of the 4,788 total bids made on homes in the past 12 months, 2,905 were for houses, compared to 1,637 for flats and 246 for bungalows. Over 1000 bids were placed on two 3-bedroom homes that became available during this time. Further, the data shows that recent developments (as reflected in the bid data) in the Crosland Moor ward only provided either 1-bed or 2-bed flats, bungalows, or houses. The Miller & Incommunities proposed mix recognises this clearly identified need and demand for additional 3-bed properties in the Crosland Moor area, which results in exceeding the target ranges specified in the SPD for 3-bed affordable dwellings across rented and intermediate tenures.*
- The site is located in Crosland Moor (Huddersfield South) ward but is closely adjacent to the boundary of Golcar (Huddersfield North) as well as Colne Valley (Kirklees Rural West). With regards to target % affordable rent units, both require 0-19% 4+ bed units instead of 20-39% in Huddersfield South. This suggests a relatively lower need for 4+ bed units in the locality, particularly in the more semi-rural / rural areas to the north and west. The SPD target ranges (and the underlying data in the SHMA) draws data from a 2015 Household Survey. This does not allow for more granular analysis at a localised level. The SHMA data was also collected 10 years ago and is therefore unlikely to accurately represent the current situation. Nevertheless, in recognition of the latest demand and bid data made available by the Council, it is considered that the Miller & Incommunities proposed scheme in providing for an increased number of 3-bed housing helps to meet a clearly identified need (based on bid data), with limited evidence of a current need for 4+ bed affordable housing in this particular part of Crosland Moor / Huddersfield South. A range of 3-bedroom house types are being provided on this site, including 3-bed 4-person and 3-bed 5-person, which will help to cater for different household sizes/ incomes for families and deliver a more affordable option for a family of 4-5 persons.*
- Incommunities have reviewed competitor schemes locally, which are understood to feature a similar tenure mix and are selling well and are satisfied with both the mix and tenure of units, with no concerns regarding demand for either rented or intermediate dwellings.*

The above response has been considered by planning officers and K.C. Strategic Housing colleagues and, on balance, concluded to be acceptable.

In summary, the applicant proposes the correct number of affordable units. Regarding tenure and size mix, while not complying with the base expectations of the council's Affordable Housing and Housing Mix SPD, the applicant has adequately justified the departure. Accordingly, the submitted affordable housing offer is considered acceptable.

The provisions of the outline-stage Section 106 agreement will apply, to ensure the approved affordable housing offer is secured.

Education

The provision of an education contribution, to be calculated at Reserved Matters stage, was included in the outline-stage Section 106 agreement. This was capped at £1,312,000 but was index linked (TPI) and is therefore, at the time of writing, now £1,529,792. Having re-calculated the proposal's anticipated demand on local school's using current data, K.C. Education have confirmed that the full cap value agreed in the previous Section 106 agreement is required in this case.

The 70-bed care home and local centre are not expected to provide education contributions, which is to be derived from the 700 dwellinghouses. Given this proposal is for 231 units, which represents 33% of 700, it is appropriate to pro-rata the cap to £504,831.36 for this parcel of development.

Accordingly, £504,831.36 is to be secured.

Biodiversity contribution

As set out earlier in this report, where outline condition 28 was considered, this has been calculated as £39,560.

It is, however, noted that, based on the details submitted pursuant to the adjacent Vistry parcel (application 2024/92365), that applicant has demonstrated a net gain of more than 10%. Therefore, subject to further discussions that can take place prior the final payment, it may be that a combined review of habitat and net gain may take place. This may, therefore, result in a lower financial contribution, if the Vistry parcel can 'offset' the loss identified on the Miller parcel.

This is reasonable, given the close relationship between the two sites, their open spaces, and being subject to the same Section 106 agreement and outline permission.

Off-site Open Space contribution

This contribution seeks to provide off-site enhancements to local Public Open Space (POS), if inadequate (in terms of quality and quantity) on-site POS is

provided for the number of dwellings sought. The following formula is included in the Section 106 agreement:

$[(A \times B) - C]$ Index Linked

Where:

- A = the number of dwellings in a Reserved Matters approval
- B = £2,876.09
- C = the total amount of POS delivered on site within that Reserved Matters Approval as broken down per typology as defined in the table within the tenth schedule multiplied by the relevant rate per meter squared for each typology of POS.

Using the above formula, the proposal has been identified to warrant a contribution of £133,771.10 towards off-site POS.

The inspection and certification fee

This means the sum, per the table set out within the ninth schedule of the Section 106 agreement, to be applied by the council towards the costs of inspection of the POS provision within the relevant Reserved Matters submission.

Per the table, given the complex nature of the POS proposed, this has been identified as £2,500.

Highway improvement contribution

Highway improvement contributions were secured for improvements at the Longroyd Bridge Junction. The Section 106 agreement included a formula to be implemented at Reserved Matters stage (up to £552,980 (index linked to the All in Tender Price Index (TPI))). This is:

$$A = (B / C) \times D$$

Where:

- A = the amount of Highway contribution to be paid in respect of each relevant Reserved Matters approval
- B = the number of dwellings comprised within that relevant Reserved Matters approval
- C = 770
- D = £552,980 (Index Linked) based on the latest TPI Index information (Q3 2025), this has increased to 644,774.68

Utilising the above formula, £212,775.64 is to be provided.

Air Quality

Per the terms of the Section 106 agreement, an air quality contribution is only required if an identified air quality damage cost value exceeds the value of on-site mitigation measures. The following formula was utilised:

$$A = B - C$$

Where:

- A = the sum to be paid
- B = the damage cost calculation
- C = the monetary value of any Air Quality Mitigation Measures as agreed by the council and detailed in an approved Air Quality Report.

The Air Quality Report was submitted and approved via Discharge of Condition application 2024/92892, pursuant to outline condition 29. As part of that assessment, it was concluded that the monetary value of the Air Quality Mitigation Measures to be implemented on site exceeded the damage cost calculation, therefore resulting in a nil cost for the 'sum to be paid'.

As such, no payment is required in relation to air quality, although it should be noted that both condition 29 and the Section 106 agreement secure the delivery of the on-site mitigation measures.

Summary

For ease of reference, the following is a summary of the contributions secured, pursuant to the outline Section 106 agreement dated 25/03/2022, for this Reserved Matters application:

- **Affordable Housing:** 46 units in total, tenure and sizes as detailed above
- **Education Contribution:** £504,831.36
- **Biodiversity Contribution:** £39,560 (subject to final review and balancing alongside eastern / Vistry parcel provision)
- **Off-site POS Contribution:** £133,771.10
- **Inspection and Certification fee:** £2,500
- **Highway Improvement Contribution:** £212,775.64

- **Air Quality Contribution:** Nil

It should be noted that the above calculations have been based on the Q4/2025 index figure. Should the payments be delayed to a later quarter, they would be affected and may raise accordingly.

Discharge of Conditions

Outline application 2024/92614¹⁴ was approved with 41 planning conditions. Of those, two conditions required the submission of specific information as part of the subsequent Reserved Matters application. Those conditions are:

- Condition 5: Reserved Matters to be broadly in accordance with the outline's Design and Access Statement
- Condition 28: Each phase's Reserved Matters to include a Biodiversity Enhancement and Management Plan (BEMP)

These conditions are assessed, as follows:

Condition 5

The condition reads:

5. The Reserved Matters for each phase and the implementation of the development hereby permitted shall be broadly in accordance with the revised Design and Access Statement dated 07/03/21 (PL1713) received 10th March 2021 to deliver a maximum of 770 dwellings (Use Class C3) (including up to 70 care apartments (Use Classes C2/C3), with doctors' surgery of up to 350m² (Use Class D1); up to 500m² of Use Class A1/A2/A3/A4/A5/D1 floorspace (dual use).

Reason: *To define the scope of this permission and to ensure compliance with the Transport Assessment.*

The requirements of this condition have been identified earlier in this report and considered throughout, where necessary. This includes the design principles and approach of the proposal, connectivity and highway arrangements, amongst other matters.

In summary, while accepting that the design of the proposal has evolved as it has progressed, officers conclude that this Reserved Matters submission does indeed broadly align with the expectations and details contained within the outline-stage Design and Access Statement dated 07/03/2021 (PL1713).

Accordingly, in so far as it relates to this application, officers conclude that condition 5's requirements have been adhered to. For the record, and in so far as it relates to this application and this phase of development, officers recommend that condition 5 be discharged.

¹⁴ A Section 73 submission pursuant to the original outline permission 2020/92546.

Condition 28

The condition reads:

28. For each phase of development, plans and particulars of the Reserved Matters pursuant to landscaping and layout shall include a Biodiversity Enhancement and Management Plan (BEMP). The BEMP shall detail the provision of a minimum 10% biodiversity net gain in habitat units within the phase post development, using the Biodiversity Metric 2.0. The BEMP shall include the following:

- *An updated assessment of the existing on-site and off-site habitats to be retained, lost and created utilising the Biodiversity Metric 2.0;*
- *Description and evaluation of features to be managed and enhanced;*
- *Extent and location/area of proposed enhancement works on appropriate scale maps and plans;*
- *Ecological trends and constraints on site that might influence management;*
- *Aims and Objectives of management;*
- *Appropriate management Actions for achieving Aims and Objectives;*
- *An annual work programme (to cover an initial 5-year period to be reviewed and updated for a minimum period of 30 years);*
- *Details of the management body or organisation responsible for implementation of the BEMP; and*
- *Ongoing monitoring programme and remedial measures*

The BEMP shall include details of the legal and funding mechanisms by which the long-term implementation of the BEMP will be secured by the developer with the management body responsible for its delivery. The BEMP shall also set out (where the results from the monitoring show that the Aims and Objectives of the BEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved BEMP. The approved BEMP will be implemented in accordance with the approved details.

Reason: *To ensure the development hereby permitted provides ecological enhancement and creation measures sufficient to provide a biodiversity net gain in accordance with Policy LP30 of the Kirklees Local Plan.*

The above condition has been considered in the previous 'Ecology' section of this report.

In summary, the submitted details are acceptable. They demonstrate a delivery on site (and on adjacent land) of 0.72% habitat units and 324.88% hedgerow units, with a financial contribution of £39,560 agreed to ensure a 10% net gain is achieved.

Representations

Many of the concerns raised in the representations have been addressed previously in this report. The following is consideration of the comments not already addressed.

Urban design

- Concerns that the proposal will lead to significant numbers of people passing Crosland Hall, a Grade 2* listed building off Crosland Hill Road. Access past this building should not be permitted.

Response: The proposal's impact on nearby heritage assets has been considered previously in this report. In terms of access, this is presumed to refer to Farm House Court, a private road that currently connected to the outline's red-line boundary. Currently, they are separated by a field gate. This application, for the west parcel, does not adjoin Farm House Court and therefore would not lead to potential increase in usage. This matter will be considered further under the east parcel application.

- The existing Standard Fireworks site is important for local history and its loss will detract from community character. It offers invaluable insights into manufacturing practices from the late 19th century onward, plus the pyrotechnics industry. The Kirklees Heritage Strategy 2024, and other local / national documents, emphasises the critical importance of preserving mills and industrial heritage to honour local community narratives.

Response: The Standard Fireworks site holds no formal designated heritage asset status, nor is it considered to be a non-designated heritage asset by the council.

Amenity

- Concerns over the loss of views from nearby dwellings.
- People move out of heavily populated areas for peace and quiet and it's unfair for the number of houses to build on this plot.

Response: The above do not constitute material planning considerations. Consideration of residential amenity is material, however, as set out previously in report officers consider the impacts would be acceptable.

Highways

- Concern over access for construction traffic.
- The proposal will generate traffic that will negatively impact local roads, which are not designed for big volumes of traffic.
- Deep Lane and Crosland Hill Road are narrow roads and cannot take the traffic that cuts through now without it causing an issue.

- Blackmoorfoot Road is a dangerous road, which the proposal will make worse. It is poorly surfaced and suffers from speeding vehicles.
- HGVs from the nearby quarry already cause issues. Construction traffic will exacerbate this.

Response: The principle of development and the off-site highway implications of the proposal were considered at outline stage, where they were found to be acceptable. Condition 7 of the outline permission requires the submission of a Construction Environmental Management Plan (CEMP), to allow for consideration of appropriate construction vehicle movement.

- Request that the site, and nearby paths, be made horse friendly.

Response: This request is noted, but is not considered reasonable to require of the developer given the lack of supporting planning policy regarding this matter.

Ecology

- Hedgehog holes should be provided in gates.

Response: Hedgehog holes (and other ecological enhancements features, including bat and bird boxes) are proposed within the Biodiversity Landscape Enhancement and Management Plan (10925_R09a_BP rev B). The delivery of these features is secured by condition 28 of the outline permission.

Other

- Questioning when the development will commence and the existing buildings on site demolished.

Response: The outline permission sets out timeframes for when development must commence (within two years from the date of approval of the last Reserved Matters application for the first phase), beyond which officers are unaware of the applicant's delivery schedule.

- Seeking compensation for disruption to the lives of local residents, which includes shift workers.

Response: The above does not constitute a material planning consideration.

- The proposal will cause flooding of nearby properties.

Response: A condition for a construction phase surface water management strategy is recommended, to manage potential flood water during construction.

- Vibrations from construction will harm the older nearby properties.

Response: A Construction Environmental Management Plan (CEMP) has been secured via condition on the outline, and potential statutory nuisance would be managed by K.C. Environmental Health, should it occur.

- The proposal will increase the demand on local emergency services.
- Standard Fireworks should be brought back to the community in a way that engages but also educates about the historical importance of the factory to the public.
- The site has been historically hosted bonfires. Concern over where these will these be located now.
- Doctors and schools will become oversubscribed.

Response: The above matters predominantly relate to matters of principle, which were established at outline stage and fall outside the remit and scope of this Reserved Matter submission.

- Concerns that the proposal will not include enough affordable housing.
- Empty houses should be occupied first, before new properties are built.

Response: The proposal includes a 20% affordable housing requirement, in accordance with Local Plan policy. It is beyond the remit of this application to require empty houses to be occupied nor is there a planning policy that can be considered in this regard.

- Golf balls from the adjacent golf course will enter the site.

Response: Given the separation distances in question, which includes the intervening Felks Stile Road, the proposed tree belt, and new road, and given the orientation of the golf course, officers do not consider this a material concern.

- Only brownfield land, that of the former factory, should be used for development.
- Question whether the houses will be sufficiently insulated or include solar panels.

Response: The entirety of the site (and not only the parts previously occupied by buildings) has been allocated for development. Matters relating to insulation would fall to be considered at Building Regulations stage. Solar panels are indeed proposed, with a condition recommended for details to be submitted.

- Crosland Moor already has had a significant amount of development, including at the former St Luke's Hospital site, which will cause cumulative harm with that proposed.

Response: The principle of development was established at outline stage, where cumulative impacts were considered and found to be acceptable.

Therefore, this matter is beyond the scope and remit of the Reserved Matters currently under consideration.

Cllr Imran Safdar (Crosland and Netherton Ward)

- Concern of the adequacy of local infrastructure to accommodate significant increase in population, specifically schools and local community facilities. Local schools and dentists etc are nearly full. The proposal does not address these issues.

Response: There is no planning policy or supplementary planning guidance requiring a proposed development to contribute to local health services. However, Kirklees Local Plan Policy LP49 identifies that educational and health impacts are an important consideration and that the impact on health services is a material consideration. As part of the Local Plan evidence base, a study into infrastructure has been undertaken (Kirklees Local Plan, Infrastructure Delivery Plan 2015). It acknowledges that funding for GP provision is based on the number of patients registered at a particular practice and is also weighted based on levels of deprivation and aging population. Therefore, whether additional funding would be provided for health care is based on any increase in registrations at a practice. Regarding schools, an education financial contribution has been secured at outline stage.

- Updated transport assessments on school capacity and local services should be provided. Depending on the outcome, phase the development accordingly.

Response: These matters are considered aspects of principle that were considered, and found to be acceptable, at outline stage. Of note however, the outline condition included a dedicated condition (condition 6) requiring details of phasing. In light of this, these concerns are considered to be outside the remit of this Reserved Matters application.

Cllr Jo Lawson (Crosland and Netherton Ward)

- Note that the proposal does integrate greenspaces well. However, question who will be responsible for managing and maintaining these facilities.

Response: The Section 106 agreement secured at outline stage included provisions for on-site management and maintenance.

- Cycle paths in the site are noted, however, question whether these will extend onto Blackmoorfoot Road. If not, what function would they serve as they go nowhere.

Response: The cycle infrastructure would have a short run on Blackmoorfoot Road, but would not continue down the road. While it is accepted this is not ideal, it would be beyond the scope of this application to enhance all of Blackmoorfoot Road. The council seek for each development to provide

infrastructure commensurate to the scale and impacts of each development, that over time are expected to form a network.

Cllr Alex Vickers (Crosland and Netherton Ward)

- Concern over ground contamination at the site and seeking reassurance the site is / can become safe.

Response: Contamination investigation, remediation, and validation conditions were imposed at outline stage, the purpose of which is to understand what, if any, contamination is on site and ensuring that it can, and then is, made safe.

Cllr Harry McCarthy (Colne Valley Ward)

- Concern that the care home and local centre are separate from the current Reserved Matters submissions, worrying they may not come forward.

Response: At outline stage, the following was stated, which remains the case:

The community facilities will be subject to demand and unfortunately, cannot be categorically secured through the outline planning process in the event that there is no demand for such facilities. It is considered that it would be more detrimental to construct a facility that would remain empty or unused/unmanaged.

- The development should be properly integrated with the footpaths that provide a safe walking route to Linthwaite and Cowlersley as Felks Stile Road is not always safe, and consideration should be given to maintaining and improving these footpaths as they are likely to become better used.

Response: Felks Stile Road does not currently benefit from a footway, nor is it within the reasonable remit or scope of this Reserved Matter application to provide one. However, footways will be provided through the site, including partially parallel with the site's frontage to Felks Stile Road.

An informal footpath (not a PROW) currently runs from the site, through adjacent open fields, towards Church Lane and the development approved via 2021/91571. Application 2021/91571 included a partial upgrade to the route, within their land. It is proposed, via a condition, that this route be enhanced through the field that is within the wider site ownership (i.e., the blue-line land of the outline) control. It is accepted that this improvement will be limited to the land that is within the blue-line of the outline, and will lead into an unimproved section of the path between that sought to be improved, and that improved by 2021/91571. However, the middle land is owned by a third party and beyond the control of the applicant.

- Buses on Blackmoorfoot Road are infrequent. Consideration to bus improvements on Cowlersley Lane/Gillroyd Lane should be considered too.

Response: The outline permission secured £46,000 towards the provision of two new bus shelters within the vicinity of the site (with real time information displays). The exact location of these facilities is yet to be determined.

Conclusion

The applicant has demonstrated that sufficient consideration has been given to the Reserved Matters of layout, appearance, scale and landscaping, resulting in an acceptable development proposal that addresses relevant constraints and that would sit comfortably within its context. Relevant requirements of planning legislation and policy have been sufficiently met, as have relevant masterplan expectations.

The NPPF has introduced a presumption in favour of sustainable development. The policies set out in the NPPF taken as a whole constitute the Government's view of what sustainable development means in practice.

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

Recommendation: Approve Reserved Matters, subject to conditions

Report Dated: 21/11/2025

Application Number: 2024/92235
Decision Authorisation: Delegated Powers
Officer Recommendation: Approve

Conditions and Reasons

Compliance conditions

1. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission or the outline permission referenced 2024/92614, 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 Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

2. The tie-in centreline levels of the proposed streets that connect the Reserved Matters applications site 2024/92235 and 2024/92365, including streets M1/V1, M2/V2 and V6, shall be in accordance with the preliminary design levels shown on drawings 08.24007-ACE-00-ZZ-D-C-2037_P02 and 08.24007-ACE-00-ZZ-D-C-2038_P02, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the new streets proposed within each Reserved Matters site are designed to an acceptable standard, and are safe and accessible.

3. Other than where indicated on the drawings hereby approved, and other than in relation to elevations not facing a highway, open space or green belt land, no cables, plumbing, foul pipes, vents, burglar alarm boxes, and/or CCTV cameras or related equipment and installations shall be located or fixed to any external elevation(s) of the development hereby approved. Should any such equipment or installations be considered necessary, details of these shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be completed in accordance with the details so approved.

Reason: In the interests of visual amenity, to protect the setting of heritage assets, and to accord with Policies LP24 and LP35 of the Kirklees Local Plan and chapters 12 and 16 of the National Planning Policy Framework.

4. Window openings for all dwellings shall be installed with heads and cills as shown on all plans contained within the 'Proposed Housetypes' section listed in the plans and specifications schedule.

Reason: For the avoidance of doubt as to what is required and approved, to comply with Policy LP24 of the Kirklees Local Plan.

5. The hereby approved development's groundworks, retaining works, and dwelling Finished Floor Levels shall be undertaken in accordance with the

following level details, unless otherwise agreed in writing with the Local Planning Authority:

- Proposed levels (1 of 6) 425-92-08.01 Rev. H
- Proposed levels (2 of 6) 425-92-08.02 Rev. H
- Proposed levels (3 of 6) 425-92-08.03 Rev. J
- Proposed levels (4 of 6) 425-92-08.04 Rev. J
- Proposed levels (5 of 6) 425-92-08.05 Rev. G
- Proposed levels (6 of 6) 425-92-08.06 Rev. G

Reason: For the avoidance of doubt as to what is being permitted and in the interest of visual and residential amenity, in accordance with LP24 of the Kirklees Local Plan.

6. All areas within the site, including streets, footpaths, cycle tracks, loading, servicing and parking, shall be 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.

Reason: To avoid the discharge of surface water or loose material onto the public highway, in the interest of safety and to accord with Policy LP21 of the Kirklees Local Plan.

7. The substation hereby approved shall be laid out as shown on plan ref. n2114M-009 Rev. P and shall be built in accordance with details contained within plan ref. GTC-E-SS-0012_R2-1_1_of_1, unless otherwise agreed in writing by the Local Planning Authority, with the exception of external materials which shall be in accordance with information to be approved pursuant to condition 16.

Reason: For the avoidance of doubt as to what is being approved, in the interest of visual amenity, to comply with Policy LP24 of the Kirklees Local Plan.

Pre-commencement conditions

8. Prior to development commencing, a scheme detailing temporary surface water drainage for the construction phase (after soil and vegetation strip) shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall:

- Detail phasing of the development and phasing of temporary drainage provision.
- Include methods of preventing silt, debris and contaminants entering existing drainage systems and watercourses and how flooding of adjacent land is prevented.
- Include a plan showing the location of the attenuation storage and supporting calculations, which shall be based on the critical 1 in 2-year storm. It should be assumed that once the site has been stripped that the percentage runoff will be 100%. The maximum allowable offsite discharge rate shall not exceed 2.5 litres per second, unless otherwise agreed in writing by the Local Planning Authority.

The temporary works shall be implemented in accordance with the approved scheme and phasing. No phase of the development shall be commenced until the temporary works approved for that phase have been completed. The approved temporary drainage scheme shall be retained until the approved permanent surface water drainage system is in place and functioning in accordance with written notification to the Local Planning Authority.

Reason: To prevent and manage flooding and drainage issues during the construction period, in accordance with Policies LP27 and LP28 of the Kirklees Local Plan.

This pre-commencement condition is necessary to ensure the necessary mitigations are considered and implemented at the appropriate stage.

Pre-superstructure conditions

9. Prior to the commencement of superstructure works, notwithstanding the approved plans, details of the off-site footpath improvement to the north of the site, shall be submitted to and approved in writing by the Local Planning Authority. These improvements shall include:

- Footpath improvements to the unrecorded section of footpath, as indicatively shown on drawing ENG-006;
- Improvement to footpath HUD/234/40 along the section that links the works indicatively shown on drawing ENG-006 to the proposed paths with the sites POS (within NEAP/MUGA POS), as shown on plan GLY0043 LP 03 rev. E.

Notwithstanding the submitted information, the scheme shall include details of the program of works and phasing of delivery, detailed drawings showing levels and sections, gradients, construction details, surface materials, drainage, signing / lining and boundary treatments (including gates) for each respective improvement. Thereafter the approved works shall be implemented in accordance with the approved details and programme of work. The works, so approved and implemented, shall be retained thereafter.

Reason: To ensure new and affected Public Rights of Way are accessible, attractive, maintained to an acceptable standard and appropriate for their proposed operation.

10. Prior to the commencement of superstructure works, a site-wide plan detailing locations of all roof-level photovoltaic panels shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in strict accordance with the details so approved.

Reason: In the interests of visual amenity, to protect the setting of heritage assets, and to accord with Policies LP24 and LP35 of the Kirklees Local Plan and chapters 12 and 16 of the National Planning Policy Framework.

11. Prior to the commencement of superstructure works or works associated with the delivery of any footpath / cycle path, details of all paths (for all modes) within the site that will be available for public use, shall be submitted to, and approved in writing by, the Local Planning Authority. Notwithstanding

the submitted information, the scheme shall include details of the program of works and phasing of delivery of all paths, and shall include detailed drawings showing levels and sections, lighting, gradients, construction details, surface materials, drainage, signing / lining and boundary treatments (including gates) for each respective path. The approved works shall be implemented in accordance with the approved delivery plan and details, and shall thereafter be so retained.

Reason: To ensure that the new public paths are accessible, attractive, maintained to an acceptable standard and appropriate for their proposed operation, in accordance with Policy LP21 of the Kirklees Local Plan.

Conditions subject to other triggers

12. Prior to the commencement of the construction of any estate streets, cycleway, or footpath, a Road and Path Infrastructure Delivery Strategy shall be submitted to, and approved in writing by, The Local Planning Authority. The Road and Path Infrastructure Delivery Strategy shall set out the development phases, the works that are to be completed for each phase of the development, and timeframes for their delivery. No dwelling within each relevant phase shall be occupied until the estate street(s), cycleway and footpath that provide access to those dwelling(s) has been completed in accordance with the Road and Path Infrastructure Delivery Strategy.

Reason: To ensure that the estate streets serving the development are completed to an acceptable standard and are available for use by the occupants and other users of the development, in the interest of the safe and efficient operation of the highway.

13. Prior to the construction of any new estate street commencing, an Estate Street Phasing and Completion Plan shall be submitted to, and approved in writing by, the local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the street works that are to be completed for each phase of the development. No dwelling within each relevant phase shall be occupied until the estate street(s) that provide access to those dwelling(s) has been completed in accordance with the Estate Street Phasing and Completion Plan.

Reason: To ensure that the estate streets serving the development are completed to an acceptable standard and are available for use by the occupants and other users of the development, in the interest of the safe and efficient operation of the highway and compliance with policy LP21 of the Kirklees Local Plan.

14. Prior to their installation, details of any external air source heat pump units to be provided as part of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include plans and specifications, shall confirm locations of the units, shall include screening measures where necessary, and shall include noise and maintenance information. The units shall be installed in accordance with the details so approved and shall be maintained in accordance with the details so approved thereafter.

Reason: In the interests of visual and residential amenity, and to accord with Policies LP24 and LP52 of the Kirklees Local Plan and chapters 12 and 15 of the National Planning Policy Framework.

15. Prior to the occupation of any dwelling, the existing drystone wall along the site's north and west boundaries, as denoted in lilac and identified in the key as 'gaps in the existing stone wall to be infilled with reused stone walls / similar modern equivalent', on plan ref. n2114 700 Rev. R, shall be completed. The height of the wall to be repaired / infilled shall match the height of the existing wall to be retained immediately adjacent. The works shall utilise repurposed dry-stone walling materials sourced from the application site, in accordance with the details contained within the written statement received 18/11/2025. Thereafter the drystone wall, denoted in lilac on plan ref. n2114 700 Rev. R, shall be retained.

Reason: In the interest of visual amenity, to ensure an attractive feature of the site is retained and repairs / improved, in accordance with Policy LP24 of the Kirklees Local Plan.

16. Prior to their use, details and samples of all the external facing materials to be used on the dwellings and substation hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The proposed details shall adhere to the indicative details shown on Materials Plan ref. n2114M_600 Rev. Q, unless otherwise agreed in writing by the Local Planning Authority. The development shall be completed using the approved materials, prior to the hereby approved building being brought into use.

Reason: In the interests of visual amenity and to accord with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

17. Prior to their use, details and samples of all the external facing materials to be used on the retaining walls shall be submitted to and approved in writing by the Local Planning Authority. The proposal shall adhere to the indicative details shown within the Key shown on plans ref:

- 425-92-08.01 Rev H
- 425-92-08.02 Rev H
- 425-92-08.03 Rev J
- 425-92-08.04 Rev. J
- 425-92-08.05 Rev G
- 425-92-08.06 Rev G

unless otherwise agreed in writing by the Local Planning Authority. The development shall be completed using the approved materials, prior to the hereby approved building being brought into use.

Reason: In the interests of visual amenity and in the interest of highway safety, to accord with Policies LP21 and LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

Prior to occupation

18. Prior to the occupation of any dwelling, the dwelling's respective boundary treatments (defined as those falling upon or within the identified plot boundary) as shown on plan ref. n2114 700 Rev. R, shall be installed, unless otherwise agreed in writing by the Local Planning Authority. The boundary treatment so installed shall thereafter be retained.

Reason: In the interest of visual and residential amenity, in accordance with Policy LP24 of the Kirklees Local Plan.

19. Prior to the occupation of the hereby approved dwellings, a bicycle storage strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of secure and covered cycle storage, safe from crime and the elements, for each dwelling as well as short stay cycle parking facilities adjacent to the Multi-Use Games Area (MUGA). No dwelling shall be occupied or the MUGA brought into use until the approved cycle parking facilities for that dwelling / the MUGA have been provided.

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

20. Prior to the first occupation of any dwelling hereby approved, 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 and / or the adoption of the Estate Streets, details of temporary arrangements for the storage and collection of waste for those residential units, and details of the temporary arrangements for the management of waste collection points, shall be submitted to and approved in writing by the Local Planning Authority. The temporary arrangements so approved shall be implemented prior to the first occupation of those residential units, and shall be so retained thereafter for the duration of the construction works and until the adoption of the Estate Streets unless otherwise agreed in writing by the Local Planning Authority.

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.

21. No more than 50 dwellings shall be occupied until details of a replacement field gate, to replace the existing gate at the southwest end of Quarry Road, shall be submitted to, and approved in writing by, the Local Planning Authority. The replacement gates shall have a new field gate and separate pedestrian gate, to replace the existing gate and stile, to enhance access to PROW HUD/234/50. The replacement gate shall be installed prior to the occupation of the 51st dwelling, and shall thereafter be retained.

Reason: In the interest of promoting safe and effective use of the Public Right of Way network, in accordance with Policies LP21 and LP24 of the Kirklees Local Plan.

Discharge of Conditions

The parent outline permission 2024/92614 imposed two conditions (5 and 28) that required direct consideration at Reserved Matters stage. These are considered below:

Condition 5 (broad compliance with outline Design and Access Statement)

Condition 5 requires that the Reserved Matters for each phase and the implementation of the development permitted shall be broadly in accordance with the revised Design and Access Statement dated 07/03/2021.

For the avoidance of doubt, the Reserved Matters submission 2024/92235 is considered to be in broad accordance with the outline-stage Design and Access Statement and condition 5 is hereby discharged, in so far as it relates to this Reserved Matter submissions only.

Condition 28 (Biodiversity Enhancement and Management Plan (BEMP))

Condition 28 requires that for each phase of development, plans and particulars of the Reserved Matters pursuant to landscaping and layout shall include a Biodiversity Enhancement and Management Plan (BEMP). The purpose of this is to ensure that a Biodiversity Net Gain is achieved post development.

Pursuant to this condition, you have submitted:

- Biodiversity Landscape Enhancement and Management Plan (BLEMP) ref. 10925_R09b_BP rev B
- BNG Technical Note 10925_R10a_20102025_BP
- Biodiversity Metric 2.0 Calculation Tool Dated 21/08/2025.

I can confirm that the submitted details are acceptable for the initial requirement of condition 28, in so far as it relates to this Reserved Matter submission only.

However, be aware that condition 28 has the following ongoing requirement, which must be adhered to, to ensure ongoing compliance with the condition:

The approved BEMP will be implemented in accordance with the approved details.

For the avoidance of doubt, separate Biodiversity Enhancement and Management Plan (BEMP)) will be required for each subsequent Reserved Matters submission (for landscaping and layout).

Note regarding condition 18 (surface water drainage strategy) of outline permission 2024/92614

Condition 18 imposed on the parent outline permission requires that each phase is accompanied by a surface water drainage strategy. Based on the indicative details provided under this Reserved Matters submission, it is

understood the current intention is to share drainage infrastructure with the adjacent east parcel of the outline consent, currently being progressed under application 2024/92365 (pending consideration at the time of writing).

The sharing of infrastructure is not opposed in principle and, from a masterplanning perspective, is welcomed. However, due regard must be given to the implications if 2024/92365 were not approved and/or implemented.

In light of the above, be aware of the expectation that, when seeking to discharge outline condition 18, a contingency plan, for an alternative method of surface water drainage in the event that 2024/92365 is not approved or implemented will likely be required (unless circumstances at that clearly demonstrate it as non-necessary, to the satisfaction of the Local Planning Authority).

Note regarding Section 106 obligations

You are reminded of various clauses within the Section 106 agreement originally entered in connection with the parent outline permission 2020/92546 (as varied via Section 73 submission 2024/92614). These include, but are not limited to:

- Schedule Five
 - Clause 1.3 requires that, prior to development commencing, an Open Space Management Plan be submitted to, and approved by the Council.
 - Clause 1.4 requires that, prior to development commencing, the applicant either enters into the Open Space Bond or pays the Open Space Security Sum.
 - Clause 1.6 stipulates that no more than 70% of the dwellings hereby approved shall be occupied until the Open Space (comprising areas of landscaping and play) are completed to the reasonable satisfaction of the Council.
 - Clause 2.1 requires that, prior to development commencing, a SUDS Maintenance and Management Plan shall be submitted to and approved by the Council.

- Schedule Seven
 - Clause 2 requires that the development be undertaken in accordance with the approved Biodiversity Strategy.

For the avoidance of doubt, the above is not an exhaustive list of all relevant clauses.

Note: Highway Works

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. 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: Section 38 Agreement

The applicant should be aware that the internal street layout will need to be built to adoptable standards if offered for adoption under Section 38 of the Highways Act 1980. The applicant is advised to make early contact with the Highways Section 38 team at Highways.Section38@kirklees.gov.uk to initiate the Section 38 process, technical approval and agreement. Further information is available on the council's website at:

<https://www.kirklees.gov.uk/beta/regeneration-and-development/pdf/highways-guidance-section-38-agreements.pdf>

Until such time that the Section 38 process has been fully completed and the Local Highway Authority have confirmed that the streets have been built to an acceptable standard (following the maintenance period), there is no guarantee that the streets will ultimately become adopted highway. Therefore, until the streets have been fully adopted, the purchasers of the properties will be responsible for the ongoing management and maintenance of the streets servicing their properties. It is the developer's responsibility to inform the potential property purchasers of the adoption status of the streets prior to purchase. The potential purchasers must also be advised by the developer of the potential implications of the streets remaining private, should adoption not occur for any reason, which are summarised at paragraph 3.17 of the Kirklees Highway Design Guide SPD (<https://www.kirklees.gov.uk/beta/planning-policy/pdf/highway-design-guide-spd.pdf>), and described in DfT Advice Note 'Highway Adoption' at 'Annex C: A Guide for Home Buyers':

<https://assets.publishing.service.gov.uk/media/62e7b821d3bf7f75b9121a6a/advice-note-highways-adoption.pdf>

Note: Management of waste

The Waste Collection Authority will not enter construction sites, nor will they routinely enter private drives or unadopted streets. Therefore, should the applicant's intentions regarding the adoption of streets change from that considered at the planning approval stage, this may necessitate changes to the developments waste strategy and the facilities, and may require applications to vary the approved plans. 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>

Plans and specifications schedule:

Plan Type	Reference	Version	Date Received
General plans			
Location Plan	n2114M_001	Rev. B	25/03/2025
Existing Site Levels (Survey)	Existing Site Level / 3606 SU001		10/10/2025
Proposed Site Sections	BMF-SS-01.1		13/11/2025
Proposed Site Sections	n2114M 200	Rev. B	10/10/2025
Proposed Site Sections	n2114M 201		10/10/2025
Proposed Site Sections	n2114M 300	Rev. B	10/10/2025
Block plan	Presentation layout / n2114M_009	Rev. P	10/10/2025
General Plan	RM Split Plan parcel identification / n2114_500	Rev. D	11/09/2024
Block plan	Materials Plan / n2114M_600	Rev. Q	10/10/2025
Block plan	Boundary Treatments Plan / n2114M_700	Rev. R	10/10/2025
Proposed Site Sections	North Plots sections / BMF-SS-01.1		10/10/2025
Block plan	Technical Layout / n2114M_008-01	Rev. N	10/10/2025
Block plan	Level details between Millers / Vistry	Rev. A	10/10/2025
Proposed Elevations	Boundary details (Close boarded screen fence)/ SD.BT.01		10/10/2025
Proposed Elevations	Boundary details (Brick Wall)/ SD.BT.02		10/10/2025
Proposed Elevations	Boundary details (Estate Railings)/ SD.BT.03		10/10/2025
Proposed Elevations	Boundary details (Kickrail Fence) / SD.BT.04		10/10/2025
Proposed Elevations	Boundary details (re-used drystone wall)/ SD.BT.05		10/10/2025
Grouped Plans and Elevations	Double Garage / DG001		10/10/2025
Grouped Plans and	Twin Garage / TG1 001 Rev.		16/10/2025

Plan Type	Reference	Version	Date Received
Elevations	B		
Grouped Plans and Elevations	Single Garage / SG1/001	Rev. A	16/10/2025
Grouped Plans and Elevations	Substation Plans - GTC-E-SS-0012_R2-1_1_of_1		10/10/2025
Proposed Housetypes			
Grouped Plans and Elevations	Whitton (Rye Croft Edge) L358811X		22/10/2025
Grouped Plans and Elevations	Sandalwood (Rye Croft Edge) L469811X		22/10/2025
Grouped Plans and Elevations	Lockton (Felks Stile Rise) AL32811Y		22/10/2025
Grouped Plans and Elevations	Glenwood (Rye Croft Edge) L459811X		22/10/2025
Grouped Plans and Elevations	Fielding and Farthing (Rye Croft Edge) H51D905X		22/10/2025
Grouped Plans and Elevations	Denwood (Rye Croft Edge) L468811X		22/10/2025
Grouped Plans and Elevations	Denton (Rye Croft Edge) L356811X		22/10/2025
Grouped Plans and Elevations	Denford (Rye Croft Edge) L553811X		22/10/2025
Grouped Plans and Elevations	Delmont (Rye Croft Edge) L255811X		22/10/2025
Grouped Plans and Elevations	Crosswood (Rye Croft Edge) L472811X		22/10/2025
Grouped Plans and Elevations	Chilton (Rye Croft Edge) L360811X		22/10/2025
Grouped Plans and Elevations	Chestwood (Rye Croft Edge) L464811X		22/10/2025
Grouped Plans and Elevations	Chesterwood (Rye Croft Edge) L46411X (PLOT 50 SPECIFIC)		22/10/2025
Grouped Plans and Elevations	Calderton (Rye Croft Edge) L253811X		22/10/2025
Grouped Plans and Elevations	Braxton (Rye Croft Edge) L361811X		22/10/2025
Grouped Plans and Elevations	Beauwood (Rye Croft Edge) L467811X		22/10/2025
Grouped Plans and Elevations	Lockton (Catherine's Green) AL32811Z		22/10/2025
Grouped Plans and Elevations	Fielding and Farthing (Felks Stile Rise) / H51D905Y		10/10/2025
Grouped Plans and Elevations	Torwood (Felks Stile Rise) / AL41801Y		10/10/2025
Grouped Plans and Elevations	Whitton (Felks Stile Rise) / L358811Y		10/10/2025
Grouped Plans and Elevations	Denton (Felks Stile Rise) /		10/10/2025

Plan Type	Reference	Version	Date Received
Elevations	L356811Y		
Grouped Plans and Elevations	Calderton (Felks Stile Rise) / L253811Y		10/10/2025
Grouped Plans and Elevations	Delmont (Felks Stile Rise) / L255811Y		10/10/2025
Grouped Plans and Elevations	Chesterwood (Felks Stile Rise) / L464811Y		10/10/2025
Grouped Plans and Elevations	Glenwood (Felks Stile Rose) / L459811Y		10/10/2025
Grouped Plans and Elevations	Braxton (Felks Stile Rise) / L361811Y		10/10/2025
Grouped Plans and Elevations	Chilton (Felks Stile Rise) / L360811Y		10/10/2025
Grouped Plans and Elevations	Denford (Felks Stile Rise) / L553811Y		10/10/2025
Grouped Plans and Elevations	Crosswood (Felks Stile Rise) / L472811Y		10/10/2025
Grouped Plans and Elevations	Sandalwood (Felks Stile Rise) / L469811Y		10/10/2025
Grouped Plans and Elevations	Denwood (Felks Stile Rise) / L468811Y		10/10/2025
Grouped Plans and Elevations	Chilton (Catherine's Green) / L360811Z		10/10/2025
Grouped Plans and Elevations	Whitton (Catherine's Green) / L358811Z		10/10/2025
Grouped Plans and Elevations	Denton (Catherine's Green) / L356811Z		10/10/2025
Grouped Plans and Elevations	Delmont (Catherine's Green) / L255811Z		10/10/2025
Grouped Plans and Elevations	Inglemont (Catherine's Green) / L271811Z		10/10/2025
Grouped Plans and Elevations	Fielding and Farthing (Catherine's Green) / H51905Z		10/10/2025
Grouped Plans and Elevations	Torwood (Catherine's Green) / AL41801Z		10/10/2025
Highways Plans			
Highways Plans	Panel Van Turning Heads 1.2 / AMA-22224-SK-09	Rev. P06	13/11/2025
Highways Plans	Planning Chainage Layout / 425-92-SK16.10		13/11/2025
Highways Plans	Dimensions Plan / AMA-22224-SK-077	Rev. P04	13/11/2025
Highways Plans	Panel Van Turning Heads 2.2 / AMA-22224-SK-090	Rev. P06	13/11/2025
Highways Plans	All Visibility Splays / AMA-22224-SK-093	Rev. P06	13/11/2025
Highways Plans	Indicative DYL and Bus Stop	Rev. P05	13/11/2025

Plan Type	Reference	Version	Date Received
	Clearway Plan 1.1 / AMA-22224-SK-095		
Highways Plans	SPA (Miller)-1.3 / AMA-22224-SK-096	Rev. P06	13/11/2025
Highways Plans	SPA (Miller)-2.3 / AMA-22224-SK-096	Rev. P06	13/11/2025
Highways Plans	SPA (Miller)-3.3 / AMA-22224-SK-096	Rev. P06	13/11/2025
Highways Plans	Planning Longsections Combined ARP-Adept Sh.1 / 08.24007-ACE-00-ZZ-D-C - 2037	Rev. P2	13/11/2025
Highways Plans	Planning Longsections Combined ARP-Adept Sh.2 / 08.24007-ACE-00-ZZ-D-C - 2038	Rev. P2	13/11/2025
Highways Plans	Movement Framework Plan / n2114_420	Rev. M	13/11/2025
Highways Plans	Active Travel Infrastructure Plan / AMA-22224-SK-085	Rev. P09	13/11/2025
Highways Plans	Adoption Extent Plan / ENG-001	Rev. A	13/11/2025
Highways Plans	Proposed POS Levels and Gradients / ENG-002	Rev. C	10/10/2025
Highways Plans	Fire Attendance Plan / ENG-003		10/10/2025
Highways Plans	Pedestrian Footpath Link Levels / ENG - 004		16/10/2025
Highways Plans	BMF PROW Path Link / ENG 006		10/10/2025
Proposed Level Plans			
Proposed Ground / Floor Levels	Proposed levels (1 of 6) 425-92-08.01	Rev. H	27/10/2025
Proposed Ground / Floor Levels	Proposed levels (2 of 6) 425-92-08.02	Rev. H	27/10/2025
Proposed Ground / Floor Levels	Proposed levels (3 of 6) 425-92-08.03	Rev. J	27/10/2025
Proposed Ground / Floor Levels	Proposed Levels (4 of 6) / 425-92-08.04	Rev. J	27/10/2025
Proposed Ground / Floor Levels	Proposed Levels (5 of 6) 425-92-08.05	Rev. G	27/10/2025
Proposed Ground / Floor Levels	Proposed Levels (6 of 6) 425-92-08.06	Rev. G	27/10/2025
Proposed Landscaping Plans			
Proposed Landscaping Layout	Landscape General Arrangement / GLY0043 GA 01	Rev. E	10/10/2025
Proposed Landscaping	Tree and Sightline Plan /	Rev. A	10/10/2025

Plan Type	Reference	Version	Date Received
Layout	GLY0043 GA 02		
Proposed Landscaping Layout	POS Identification Plan / GLY0043 GA-V 04	Rev. D	06/11/2025
Proposed Landscaping Layout	GLY0043 LP 01	Rev. E	10/10/2025
Proposed Landscaping Layout	GLY0043 LP 02	Rev. E	10/10/2025
Proposed Landscaping Layout	GLY0043 LP 03	Rev. E	10/10/2025
Proposed Landscaping Layout	GLY0043 LP 04	Rev. E	10/10/2025
Proposed Landscaping Layout	GLY0043 LP 05	Rev. E	10/10/2025
Proposed Landscaping Layout	GLY0043 PP 01	Rev. B	10/10/2025
Proposed Landscaping Layout	GLY0043 SP 01	Rev. B	10/10/2025
Proposed Landscaping Layout	Ornamental Hedgerow boundary detail / GLY0043 CD 01		10/10/2025
Supporting documents			
Design and Access Statement	n2114_DAS		27/08/2024
Design and Access Statement	Addendum: Statement Character		10/10/2025
Affordable Housing	Affordable Housing Statement - April 2025		07/04/2025
Transport Assessment	Compliance of the proposed site layout against LTN 1/20 Cycle Infrastructure Design		23/12/2024
Transport Assessment	RSA Miller Internals (August 2025)		13/11/2025
Transport Assessment	Stage 1 RSA, S38 Layout	Rev. 2	13/11/2025
Landscape Assessment	GLY0043 LVA	Issue 2	27/08/2024
Drainage / Foul Sewerage Assessment	Flood Routing / Flood Routing / 425/92/SK12.02	rev. C	01/10/2025
Drainage / Foul Sewerage Assessment	Flood Routing / Flood Routing / 425/92/SK12.01	rev. C	01/10/2025
Ecological/Biodiversity Statement	Biodiversity Landscape Enhancement and Management Plan (Millers) / 10925_R09a_BP	Rev. B	04/11/2025
Ecological/Biodiversity Statement	BNG Technical Note / 10925_R 10a_20 102025_BP	Rev. A	27/10/2025
Ecological/Biodiversity Statement	Metric 2.0 Dated 21/08/2025		05/09/2025

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