

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: 2024/61/92365/W

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

Description: 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 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: 19/12/2025

Application: 2024/61/92365/W

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Proposal: 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 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 eastern parcel of the wider site and covers circa 62% 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 site 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, hardstanding 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:

- East residential parcel: The subject of this application, submitted by Vistry, detailed description below.
- West residential parcel: The western parcel 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.

On the west parcel Reserved Matters approval for 231 units has been granted via application 2024/92235.

- 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 (east parcel)

The parcel covers an area of circa 18.2ha and is mostly brownfield land of the former Black Cat factory site. This includes a variety of scattered modern industrial shed buildings and the access road, Standard Drive. The parcel does, however, also include a greenfield site within the east part of the parcel, and an area of woodland to the south, adjacent to Blackmoorfoot Road.

The character of the surrounding area is mixed. 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 (see above). To the east is of Crosland Moor, with residential properties on Mason Court, Greystone, Farmhouse Court, Crosland Hill and several private streets near to the site. These streets host a range of house types, forms and materials, including mainly natural stone on Crosland Hill Road and artificial stone on Mason Court. To the southeast is the former Lowdham Leisure site (now vacant). The land to the north, south, and west (beyond the west parcel) is Green Belt. While the land to the north is an open (steep) field, to the west (again, beyond the west parcel) 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.

Description of Proposal

Reserved Matters approval is sought for the erection of 469 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 Blackmoorfoot Road.

A new estate road network is now proposed, extending from the approved access point on Blackmoorfoot Road. The plans identify the various roads as V1 to V22. V1 would form part of the Primary Loop Road, which would connect / continue through the west 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. V2 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 V3, V5, and V7 to V14 would take access from V1, with all others from V2. These are a series of tertiary streets that would serve the remainder of the development and include a small number of shared surface streets (the majority of shared surface streets are in the western parcel).

Dwellings are proposed as a mix of detached, semi-detached, and terraced dwelling types, with the Cornflower (30 units) type being apartments. Most dwellings would be two storeys although the Peregrine house type would be a true three storeys (nine units total).

The following housing mix is proposed:

	Market	Affordable Rent	Affordable Intermediate
1- and 2-bed	114	39 (75%)	20 (48%)
3-bed	181	12 (23%)	22 (52%)
4-bed+	80	1 (2%)	0
Total:	375	52	42

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 circa 50 dedicated visitor parking spaces would be spread around the new road and on private drives.

Fifteen house types are proposed across the site (eastern parcel). and four character areas¹ are proposed. 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 Out of the five character areas spread across this application and the adjacent 2024/92235. Two character areas, Rye Croft Edge and Catherine's Green would be shared between the two applications, whereas Moor Heights and Crossland View are proposed as unique to 2024/92365. Application 2024/92235 would have the unique character area Felks Stile Rise.

- **Rye Croft Edge:** Rye Croft Edge is the lowest density character area proposed. It is located along the western, southern, and northern perimeter of the site. Most properties would be detached with side parking. Reconstituted stone is proposed as are rural design elements, including grey/black windows, dark/black doors, stone flat canopies, grey roof tiles and black down pipes and guttering.
- **Catherine's Green:** Catherine's Green is the central, high-density gateway to the scheme, incorporating both access points, the main residential street, the avenue, and the core open space. It adopts a more urban form than other character areas. Most dwellings would be semi-detached houses with side parking, especially along the avenue, with some taller buildings situated around the primary loop. Two types of red brick are proposed, with the brown/red brick type used to define corners and frame the central open space. Artificial stone heads and cills are proposed. Dwellings would have a suburban style, with black doors and black/grey windows. Roofs would be "pepper potted" with a mix of red and grey tiles.
- **Moor Heights:** Located between Catherine's Green and Crosland View within the Vistry development phase, this is a mixed residential area featuring detached, semi-detached, and terraced dwellings with a combination of frontage and side parking. The area is characterised by the predominant use of artificial stone, along with artificial stone heads and cills. The design incorporates suburban-style elements, including, sage green/light green doors and grey windows, grey roof tiles and black down pipes and guttering. Low-level shrubs and hedges would be used for boundary treatment.
- **Crosland View:** This character area is inspired by the traditional design within local conservation areas (Linthwaite, Golcar) and aims to reflect the existing stone character of Crosland Hill. It features a mix of detached, semi-detached, and terraced dwellings built primarily with reconstituted (artificial) stone. A key feature is the re-use of existing stone walls for low boundary treatments on key corner plots. The design details include artificial stone with matching heads and cills, black contemporary-style doors and grey contemporary-style windows, grey roof tiles, black down pipes and guttering, and traditional canopies.

Boundary treatments proposed for dwelling plots include a mix of 1.8m high fencing to rear gardens, pier and panel walling (with materials to match what would prevail 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 boundary walls, to the north and east, are 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 curtilages of dwellinghouses, with construction being a mix of traditional masonry (to match adjacent dwellings) or flags on edge.

Public Open Space (POS), comprising parks and recreation space, natural and semi-natural space and amenity greenspace, is proposed through the site. The central area of POS is to host a Local Equipped Area of Play (LEAP) while a Local Area of Play (LAP) is to be sited in the southeast, each of which are to include various items of play equipment. The woodland to the south of the site, adjacent to Blackmoorfoot Road, is covered by an area Tree Preservation Order (TPO) and is to be retained (bar the felling to enable the access, approved at outline stage) and enhanced, forming part of the site's natural and semi-natural space. Combined, this would provide POS covering an area of 43,015sqm².

Connections to the PROW route to the north of the site (namely HUD/234/50) are proposed through the POS³.

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 north boundary, where it adjoins the open field.

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.

Planning History

Application Site

² This parcel's POS should be considered also in the context of the POS approved pursuant to 2024/92235 (the west parcel). This includes additional Public Open Space (POS), comprising natural and semi-natural space and amenity greenspace, 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 (for a total of 69,532sqm across the two parcels). The MUGA would provide space for various sports, including football and basketball, while the NEAP would include various items of play equipment.

³ Also, via land within the west parcel, connections to the PROW routes to the west of the site (namely HUD/234/20, HUD/234/30, and HUD/234/40) are proposed through the POS hosting the NEAP approved under application 2024/92235.

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

2024/92235: 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 – Granted

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

Representations

Pre-application consultation

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

Application publicity

Final publicity date expired: 12/11/2025

The application was originally advertised as a major development via neighbour letters, site notices and within a local newspaper. This was in line with the council's adopted Statement of Community Involvement applicable at the time.

During the life of the application the description of development has been amended, and amendments to the proposal have been made. As such a further 21-day publicity period was undertaken via site notices and a newspaper advert.

In total, 11 public representations were received in response to the council's consultations. The following is a summary of the comments received:

Amenity

- The proposal will destroy the rural nature and character of the area.
- Trees will be lost.
- The site is an important green lung.
- The proposal will impact the Right to Light of nearby properties, harming their physical and mental wellbeing.
- The proposal will harm the outlook of nearby residents who currently have unobstructed views, some onto open fields.
- Concerns that the proposal will cause overlooking, overbearing impacts, and overshadowing of properties on Mason Court. This concern is exacerbated by the new properties being higher than those

existing. Plots V403 – V408 should be single storey to help resolve this.

- Request that rights for fences above 1m be removed for the rear gardens of plots V403 to V408, to limit impacts on neighbouring properties.
- Concerns over construction impacts, including from vibration during construction.

Highways

- The proposal will increase vehicle movements on local roads, which are already busy and narrow due to parked vehicles, further restricting traffic flow.
- Concerns that Crosland Hill Road will be used as a 'rat run' to access Manchester Road. Crosland Hill Road is narrow and heavily parked, resulting in single direction flow in sections.
- There are insufficient local bus services, with the 393 running infrequently.

Other

- The proposal will strain local services, including schools and doctors.
- The proposal will result in air, dust and noise pollution that will harm the health of nearby residents.
- Concerns over the potential for the application site to be contaminated.
- The proposal will lead to flooding on nearby streets.
- The proposal will harm local species, including birds, foxes, and deer.
- Concerns regarding ground stability issues and impacts upon the common boundary wall.

The site is within the Crosland Moor and Netherton ward. Local ward Members were informed of the proposal (both this application and application 2024/92235 for the west parcel).

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, were again notified 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)

- Share 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)

- Share concerns 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 given.
- 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 majority of the remainder of HS23 is located to the west of the site, although a smaller portion is also located to the northeast. The land to the west of the site is the remainder of allocation HS23. To the immediate north 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 safe lifestyles
- **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: 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 play areas (LEAP and 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 £232,929.57.

K.C. Lead Local Flood Authority: Expressed concerns relating to flood routing, across several amendments and re-consultations. As of 27/11/2025 two issues remained. The applicant has since sought to address these final limited concerns via updated plans.

K.C. Trees: The removal of most of the internal trees is acceptable as they are of low arboricultural quality, having grown naturally and sporadically around the brownfield land / hard surfaced areas, and would be replaced as part of the landscaping scheme.

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 permission 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): Noted the details secured at outline stage relating a contribution towards bus service(s). Acknowledged 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 noted 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, 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 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 2024/92235 (Miller Homes) for the west parcel (where 231 units are proposed), which has had Reserved Matters approved on 21/11/2025. However, it must be acknowledged that, should both applications be approved (without prejudice to any ongoing assessments), there is no guarantee that either permission 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 and the eastern 2024/92365 (this application)), 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 current 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 the development approved under outline permission 2020/92546.

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 requires proposals to provide a representative mix of house types to address 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 market housing mix:

- 1- and 2-bed: 114 (30%)
- 3-bed: 181 (48%)
- 4-bed+: 80 (21%)

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:

<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 minor over-provision of 3-bed+ units of 3% (48%, as opposed to 45%). The proposal otherwise falls within the SPD's expected parameters. The over-provision of 3-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's market housing element 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. At this site allocated for housing, where outline permission has been granted, it is accepted that the development 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 to respect the topography and character of the area.

The application site is adjacent to the main suburban area of Crosland Moor, to the east of the site. When combined with the western parcel⁴, the complete redevelopment (bar minor portions outside of the outline's red line boundary)

⁴ The future delivery of which can be reasonably predicted, given the related outline permission and Reserved Matters approval (2024/92235).

of HS23 and the adjacent HS20 site would form a coherent urban extension to the settlement.

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 site, 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 some of 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 72sqm and 135sqm (excluding apartments) GIA in size. As is explored in more detail later, the units meet or exceed the minimum expected sizes of the Nationally Described Space Standards, without being unduly large or out of keeping with the sizes of dwellings in the area.

Regarding height, the proposed dwellings are predominantly two storeys, with a small contingent (nine units) being three storeys. 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 nine three storey units are sited near the centre of the site, would not be prominently visible from outside, and therefore would not affect the wider character of the area. The inclusion of 3-storey units was not ruled out at outline stage and, given the selective and minimal use proposed (in logical and appropriate locations), their inclusion as proposed raises no concerns. 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.

Regarding the Reserved Matter of appearance, 15 house types are proposed. Elevationally, the proposed dwellings would include features reflective of traditional Pennine vernacular and would vary from the relatively simple Dunnock and Egret to the Eagle which features a front-facing gable. Roof forms are to be predominantly pitched and gabled, with a smaller contingent of hipped units (notably the Cornflower) although certain larger units are proposed to have varied features (e.g., a hipped roof with front facing gable detailing). This would suitably harmonise with the varied roof forms in the wider area and the west parcel, and would assist in providing visual interest to the roofscape. Ideally a scheme of 469 units would have a more diverse number of house types, although by virtue of the four character areas, there would be, in effect, close to 60 different final appearances, albeit the differences between units across the character areas would be less pronounced than would be achieved by a fully different house type. Nevertheless, given these features and variations, 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 469 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 for stone properties and certain brick properties, with other brick properties having brick soldier courses for the side and rear windows. A full suite of updated house type elevations has not been provided to show this⁵, however, the following plans have been provided to demonstrate the intended designs:

- Plan ref. 4035-46-134 Rev. A
- Plan ref. 4035-46-131 Rev. B
- Plan ref. 4035-46-132 Rev. A
- Plan ref. 4035-46-130 Rev. A
- Plan ref. 4035-46-133 Rev. B

⁵ Due to time constraints.

These plans are supplemented by the document titled 'Written Statement regarding heads⁶ and cills', received 08/12/2025. This confirms that all units within the Ryecroft Edge, Crosland View and Moor Heights character areas shall be faced in artificial stone and shall feature artificial stone heads and cills on all elevations. For the Catherine Green character area, units are to be brick, with artificial stone heads and cills on front elevations, and brick soldier course heads and cills on the side and rear. For corner-turner units, the side elevation facing the public realm would be treated as a 'front' elevation and would have stone heads and cills.

It is noted that older documents and elevational plans still relevant to the proposal indicate that no heads and cills would be provided to the rear / side. To avoid the need to update all these documents, a condition directly requiring that the heads and cills are delivered, in accordance with the submitted strategy, is recommended. For the avoidance of doubt, heads are not required at first floor level where windows would meet the eaves.

Regarding the character areas, across the east and west parcels, five are proposed. Of these five, four would be included within this Reserved Matter parcel's bounds. These were listed earlier in this report, with a summary of their key characteristics.

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 stone or other natural materials here. 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.

A typical arrangement of plots is proposed across the site. There is, however, a different arrangement proposed at plots V153 to V168 (16 units). These plots are all Cornflower units, a duplex flat building (with the appearance of a dwellinghouse) arranged as semi-detached pairs (as opposed to detached Cornflowers elsewhere through the site) and are sited just north of the central POS (accessed off loop road V2). Each Cornflower unit hosts two flats (ground floor and first floor); therefore, each pair group would host four flats.

⁶ In all cases, where windows meet eaves, heads are not required.

These plots are arrayed in four groupings, in a row, each accessed from a dedicated private drive from V2, with the plots shared curtilage defined by knee-high rail and hedgerow (separating it from the adjacent POS). Each private drive would have a combined bin store and cycle store near the highway. These plots are a component part of the proposed affordable rent offer, with the intention that a registered provider would manage them together. Consideration of affordable housing clustering is set out later in this report.

While there is concern that these units do not confirm to the rest of the proposal's layout and aesthetic in some respects, what is proposed is not considered unacceptable to the extent that amendments or refusal of permission would be necessary. Cornflowers (as detached units) are also proposed elsewhere around the site. The design of these units reflects that of the other dwellings proposed in many respects, so they would not appear out of keeping. While the layout is atypical, there are no significant concerns that these units would appear to be of a lower quality or incongruous in the proposed development. Overall, these 16 units would harmonise well with the rest of the development.

Details of energy microgeneration (i.e., solar) per plot have not been provided but are expected. 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 energy generation (such as heat pumps) may be utilised, details of which are also required if proposed. An appropriate condition is duly recommended.

Two drawings of garages (single and twin) 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.

Regarding the proposed electricity substations, no elevations have been provided. Notwithstanding their inconspicuous locations, poor design and materials for the substations could still detract from the visual amenity of the proposed development. Solid materials (walls and roofing) to match those prevalent within the respective character area where each would be sited, are expected. A condition to secure the submission of such details is therefore recommended. Subject to this, while the substations would be evidently utilitarian structures, they would be 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.

The proposed boundary treatments are considered acceptable in terms of their impact on the development's appearance. The street scenes for roads V1 and V2, as well as those around the central POS, would be relatively green, by virtue of the proposed hedgerows (supplemented in places by knee-high railing), verges and tree planting. Other streets would be reasonably green, albeit with fewer hedgerows, due to open frontages and gardens. Where solid boundary treatments are proposed to the front of dwellings, stone walling is proposed, and this would 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. Where rear garden boundaries front immediately onto the public realm, 1.8m pier and panel fencing is proposed, which is appropriate. While it is acknowledged that some rear-timber fences are proposed fronting the public realm, these are typically not immediately adjacent to the public realm and would be separated by landscaped areas, to reduce their prominence.

The proposed boundary treatments, including the retaining walls proposed by the applicant, and 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 due regard must be given to how the development will impact upon, and be perceived from, this land. The proposed treatment of the site's northern boundary would provide a suitable transition to the open environment of the Green Belt. 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.

The proposed treatment of the site's northern boundary, combined with the set back of the properties and the proposed landscaping, would provide a suitable transition to the open environment to the north. When viewed from the north, the development would have a suitable appearance. However, further consideration is required in relation to the plots accessed off roads V20 and V22 (plots V190 to V204), due to the proposed retaining works – this will be considered within the landscaping section of this report.

In terms of the Green Belt to the south, there would be a suitable buffer zone in the form of the remaining field (although this is noted to be part of HS23) and retained TPO-protected woodland (bar the intended felling to enable access) adjacent to Blackmoorfoot Road. This would minimise the impacts. To the west is the west parcel, which is to also be developed, the impacts of which upon the Green Belt were considered under application 2024/92235.

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.

There are no existing residential properties within a near enough distance to the north of the site which could be directly impacted upon by the proposal. To the south there are sporadic properties on Blackmoorfoot Road, however there are no development works proposed within a reasonable distance of them: the new access (which is the primary intervention adjacent to Blackmoorfoot Road) was considered and approved via the parent outline permission.

To the immediate east are numerous properties bordering, or near to, the site. These are accessed off roads including Mason Court, Greystone, Crosland Hill Road, and Farmhouse Court. However, a significant number of those properties would be adjacent to a proposed area of Public Open Space (POS). As a result, the only new dwellings which would immediately share a boundary with existing dwellings are plots V403 to V408, which are adjacent to 15 to 21 Mason Court.

It is accepted that the existing dwellings would have a clear and direct view towards the proposed dwellings. Representations have raised that, at present, these dwellings look over open land, the loss of which raises concerns from residents. While this is acknowledged, there is no right to a view within planning. The necessary assessment is whether material harm would be caused to their amenity. The council's Housebuilders Design Guide SPD states that new development should achieve 21 metres between facing windows of habitable rooms at the backs of dwellings (which would be met), however, the SPD continues that '*longer distances between buildings may be necessary if steep topography on the site, which presents challenges relating to overlooking*'.

The proposed dwellings would sit at a higher ground level than those existing, with ground levels varying between 3.8m and 4.7m above the existing dwellings. It is proposed that the retaining works would be split to create plateaued gardens: some retaining works would be provided at the shared boundary, however most would be nearer to the proposed dwellings. Separation distances proposed include:

- 26.6m between V403 and the rear of 21 Mason Court
- 27.3m between V404 and the rear of 19 Mason Court
- 27.1m between V405 and the rear of 17 Mason Court

- 19.6m between V407 and the side of 15 Mason Court

Notwithstanding the identified level differences, officers are satisfied that these separation distances are sufficient to avoid materially harmful overlooking, and overbearing impacts upon the existing occupiers. Likewise, having due regard to the level differences and given that the properties are to the southwest, the proposed distance is, again, deemed adequate to prevent materially harmful amenity impacts on the existing dwellinghouses.

As noted above, 15 Mason Court's side elevation faces the site. The dwelling has no side windows facing the site, although the property has a conservatory on the rear elevation with clear glazing facing all directions, including into the site. The SPD has no specific separation distances for such a scenario however, as a 'side facing' window. However, as a secondary window to a ground floor conservatory, the view out of which would be largely screened by typical boundary treatment, a 21m separation distance is not deemed appropriate. For consideration, the SPD considers 12 metres between windows of habitable rooms that face onto windows of a non-habitable room to be appropriate, which is deemed most applicable in this case, and is comfortably exceeded, even giving due regard to the level differences.

In terms of the existing properties which are adjacent to the proposed POS, the proposed layout (including roads V12, V13 and V14) would provide an effective buffer zone that would maintain significant separation distances between the new and existing dwellings, preventing overbearing impacts, overshadowing, or overlooking from new buildings. However, the proposed POS itself would be accessible by the public, and therefore consideration of the impacts of a new public space immediately adjacent to the existing residents, such as privacy, is required.

Properties on the north of Mason Court and Greystone, and 12 Farmhouse Court, are to be immediately adjacent to the proposed east POS area. Currently these properties have low boundaries to the field, as well as mostly being on a slightly lower ground level. To convert this field into a public open space could, therefore, harm existing residents' privacy and amenity. To address this, the proposal includes a buffer zone, to be inaccessible to the public, and a 1.8m hedge with hit and miss fencing to separate the buffer zone from the POS and to provide screening. While it is acknowledged that the fence, at 1.8m in height and on a higher ground level, would be visible from the rear and side elevations and gardens of the identified dwellings, by virtue of the separation distance proposed (including the buffer zone) and acceptable height of the hedge/fence at 1.8m, officers are satisfied that materially harmful overbearing impacts and overshadowing would not be caused. The fence, as proposed, would play an important role in protecting the amenity of neighbouring residents, by keeping the public space separate from their private amenity space and avoiding potential overlooking. Given this, a dedicated condition, relating to the implementation of the buffer zone, hedge, and fence, is recommended, prior to the occupation of the nearby dwellings. Furthermore, fencing off this corner of the site, and preventing the public from accessing it, could have an added advantage: it would enable the

creation a small wildlife haven, undisturbed by humans, which could help enhance the biodiversity of the site and area.

Regarding lighting, which forms a consideration relevant to appearance, a condition was imposed at outline stage (condition 37) which requires that, before above ground works on a phase commence, 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 matters. Through the imposition of outline condition 37, officers are satisfied that lighting will be adequately controlled and further consideration of this matter 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 future development of the remainder of the allocation. The vast majority of HS23 falls within the same parent outline permission (2020/92546) as this application. Furthermore, the parcels of HS23 not within 2020/92546 are adjacent to this application's boundary and therefore could be directly impacted on by the proposal. Finally, the site shares a boundary with housing allocation HS20 to the southeast.

As noted earlier, 2020/92546 is split into four parcels, with this application sharing boundaries with each of the other three. Consideration of the impact upon HS20, the two parcels of HS23 not within the outline, and three other internal parcels within HS23 and the outline is undertaken below:

Internal west parcel: The west parcel has received Reserved Matters approval for the erection of 231 units via application 2024/92235. 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 routeing of the road network, immediate neighbours between the two parcels would be limited. Of note, however, are plots V81 to V93, which would back onto the west parcel and, based on the current east parcel layout, would have rear elevations facing the rear of plots M210 to M220, with a retaining wall between them varying in height between 2.0m and 3.6m, topped with 1.8m high fencing.

This retaining wall, being on the boundary, is understood to be sought in both planning permissions. The Vistry units, subject to this application, would be on the lower ground. As a result, they would have a direct outlook onto the

retaining wall and fence. As noted above, the wall in question is subject to both applications, as both are required to implement it to enable their respective proposals and given the applicant's shared approach to levels on this site (dictated by the need to ensure the shared road network would function).

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 the otherwise high standard of amenity the dwellings would offer and residents would experience, 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.

Internal care home parcel: The care home is expected to be accessed from the west parcel, however it would share a boundary with part of this application's parcel. The care home, as principally a residential use, raises no concerns regarding noise or other forms of pollution.

Plots V12 – V15 would face the care home parcel at over 22m, which raises no concerns. Plot V16 has a side elevation circa 3m away from the shared boundary. While this is noted to be close, as there are no habitable room windows on the side elevation, and given the size of the care home parcel, officers are satisfied that this relationship would not prohibit an appropriate scheme coming forward on the adjacent parcel.

Internal local centre parcel: As a commercial use, there would be no residential element that the proposed development could harm or prejudice. Conflict related to uses and the agent of change principle is considered unlikely to occur here. In terms of the commercial development's potential impact on future occupiers, ultimately an assessment of the relationship of the new building's exact impacts will be required at the subsequent Reserved Matters stage (for the commercial building). Nevertheless, at this stage, consideration is required as to whether the proposed development would prohibit, or cause fundamental issues, with a future development of the local centre parcel coming forward.

The local centre parcel would be separated from the new dwellings by roads V1 and V3. It can also be reasonably presumed that a future local centre development would not build directly upon the boundary. These roads, the proposed layout, and a reasonably presumed future layout, would result in appropriate separation distances between dwellings and the parcel's boundary (a minimum of 15.5m). Therefore, there are currently no fundamental concerns relating to overbearing impacts, overshadowing, or overlooking between the proposed dwellings and the local centre parcel.

In terms of other impacts, there are considered to be no reasonable uses of the local centre (falling within the approved A1/A2/A3/A4/A5/D1 use classes) that would cause harmful environmental impacts (such as those relating to odour and noise) that could not be appropriately addressed at the Reserved Matters stage (or via the conditions imposed at outline stage).

External northeast parcel: This parcel falls within HS23 but not within the red line boundary of application 2020/92546. Nevertheless, as part of HS23, a future residential use can be reasonably expected and considered.

Residential properties / developments alongside each other raise no in principle concerns, nor would either use cause material environmental impacts that could prejudice amenity (i.e., noise pollution). Roads V14 and V15 separate the proposed dwellings from the shared boundary with the external north-east parcel. As a result, the minimum separation distances of the proposed front elevations to the shared boundary would be 13.5m. This separation distance is considered sufficient to not unduly prejudice the future development of the parcel.

External south parcel: As above, this parcel falls within HS23 but not within the red-line boundary of outline permission 2020/92546. Nevertheless, as part of HS23, a future residential development here can be reasonably expected and considered.

Road V3 runs along part of the shared boundary, separating the plots to the north of the road from the south parcel, with separation distances from their front elevations more than 17m. This separation distance raises no concerns.

Plots V16 to V24 would back onto the site, with V24 also having its side elevation fronting the parcel. Excluding plot V24, which would have a tapered rear garden, the minimum separation distance between the rear elevations of V16 to V23 is more than 16m, which is sufficient to allay concerns regarding overbearing impacts, overshadowing, or overlooking. For plot V24, the side separation distance varies due to the tapered boundary, with a minimum of circa 1m from the dwellinghouse to the neighbouring land. Nevertheless, having due regard to the size of the adjacent parcel and the respective layout of plot V24, the layout proposed is not considered materially harmful to the effective or efficient delivery of the adjacent site.

HS20: Allocation HS20 is a housing allocation with an indicative capacity of 116 dwellings.

The boundary shared between the application site and HS20 can be split in two sections: under the current proposal around half of the boundary would have residential dwellings and a retaining wall adjacent to it, while the other half would have an area of Public Open Space (POS) adjacent.

First considering the POS, this would be devoid of structures near the shared boundary, minimising concerns regarding impacting on the development potential of HS20. However, the POS would include a batter near to the

boundary that would retain a level difference. The application site would be higher, with the greatest level difference being circa 4m. Nevertheless, neither this, nor the public use of the POS, are considered to impose unreasonable limitations upon the future development of HS20.

Regarding the dwellings on the shared boundary, those with rear elevations facing HS20 would be more than 14.5m away from the shared boundary. Units with side elevations facing the shared boundary would be closer, with the closest being V412 at circa 3m. A retaining wall would be erected atop a circa 100m stretch of the shared boundary, the height of which varies but is noted to be circa 1.75m at its highest point, where it would be immediately adjacent to the shared boundary. Around plots V408 to V411 the wall would be taller, up to 3m, but would be set further away from the shared boundary.

Considering the retaining wall as described, the dwellings and their separation distances, and the height difference of the proposed dwellings and HS20, officers are satisfied that there would be no unreasonable limitations imposed upon the future development of HS20. Retaining walls on shared boundaries are not unusual and the distances identified, even when accounting for level differences, are sufficient to not unreasonably restrict the future development of HS20 with an appropriate scheme.

At the time of writing there is an application, (2024/92651) for the development of the HS20 site, described as:

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).

While this application is noted, given this proposal represents a departure from the Local Plan and is pending determination, limited weight is attributed to the proposed uses. During the assessment of 2024/92651 due regard to the impacts of the departure on neighbouring land use and allocations will be required.

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.

The applicant proposes the following unit sizes:

House Type	# of beds	Proposed GIA (sqm)	NDSS minimum GIA (sqm)	NDSS Met?
Cornflower (GF)	1	52.73	50	yes
Cornflower (FF)	1	64.36	50	yes
Curlew	2	72.6	70	yes
Dunlin	2	74.6	70	yes
Fulmar	2	81.1	70	yes
Dunnock	3	85.1	84	yes
Eagle	3	86.8	84	yes
Egret	3	93.4	84	yes
Jackdaw	3	89.6	84	yes
Kingfisher	3	103.2	84	yes
Kittiwake	3	102.9	84	yes
Peregrine	3	110.8	84	yes
Eider	4	107	97	yes
Pochard	4	122.6	97	yes
Robin	4	135.3	97	yes
Skylark	4	114	97	yes

All the proposed units exceed the NDSS minimums. All the proposed dwellings, including both houses and apartments, 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 those 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 43,015sqm (or 69,532sqm when including the west parcel's POS), 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 LAP and LEAP being

within this eastern parcel and therefore recommended to be secured via condition (with a corresponding condition for the NEAP having been imposed under permission 2024/92235). 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 space, or space for outdoor sport). To offset the shortfall a contribution of £232,929.57 is required in connection with this Reserved Matters submission (with an additional contribution secured under permission 2024/92235), to be spent in the local area. This enhancement of local facilities would benefit both new and existing neighbouring residents.

Regarding 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 to be no noise related issues that could affect the proposed layout and/or which would prohibit compliance with condition 36. Accordingly, given the above, officers are satisfied further consideration of noise mitigation is not required under this application⁷.

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

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 other 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

⁷ Although, as indicated earlier, it should be noted that this condition has previously been discharged via application 2024/92892.

their amenity unacceptably prejudiced, and a high standard would be provided for future occupiers. The internal road layout and related highway facilities (such as parking) 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 matter of access into the site for vehicles was considered at outline stage⁸. 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 were found to be acceptable. Therefore, these matters need not be considered further at this Reserved Matters stage.

Principles of the proposed internal street and active travel route network

Active Travel England (ATE) have continued to raise several queries regarding the proposals in their latest consultation response dated 06/11/2025. Most of these issues have been addressed in the proposals (or will be addressed via condition), albeit detailed information has not been provided by the applicant to directly respond to all of the ATE queries. This is except for document 'AMA HTN – 22224 LTN1/20 Technical Note Blackmoorfoot Road – Dated 23.12.2024' that has been provided – this includes traffic flow data of the internal street network, to help identify the

⁸ Modified via Section 73 application 2024/92614.

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 Audit (RSA) Brief that covers the proposed internal street and active travel route network, and 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 full 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) that has been designed to accommodate a future bus route. However, only the Blackmoorfoot Road access and a section of the internal spine road falls within this Reserved Matters application site boundary (eastern 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 from north-south, 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 serve the remainder of the development and include a number of shared surface streets.

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 Kirklees Design Guide SPD), and includes widening on bends where necessary to ensure the free movement of traffic (including 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 include 2m wide footways on both sides as a

minimum (and in some cases, a wider 3m footway, a 3m wide shared cycle/footway or segregated cycle tracks and footways are proposed).

The movement of pedestrians and cyclists has been considered across the whole site, and a movement strategy has been agreed, as shown the 'Movement Plan' drawing n2114_420 Rev. M, which considers 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 and wheelers), with faster / more experienced cyclists anticipated to stay on-carriageway.

Shared cycle / footways have been proposed in most cases within the wider site, although a segregated route has been incorporated on a section of the secondary loop within the eastern Reserved Matters parcel (which is feasible due to the limited frontage access and junctions on this section of street). Whilst it is acknowledged that shared cycle / footways are 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 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 (which will be the subject of a future Reserved Matters application), where a footway is proposed on the care home side of the street.

The Active Travel Infrastructure Plans (AMA-22224-SK-085 P09 – 2.3 and 3.3) show the proposed footways (pink), footpaths (blue), shared footways / cycleways (yellow) and segregated cycle tracks / footways (green). The active travel provision has been carefully considered to ensure that routes are 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. 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 Crossland Hill 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 that 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 has been designed to allow a pedestrian / cycle link to be created to the adjacent Local Plan site HS20 to the east in future.

A controlled parallel crossing is proposed on the Primary Loop Road toward the eastern extent of the site, within the vicinity of the proposed local centre use (that would be the subject of a future Reserved Matters application). Other uncontrolled crossings are also provided on the Primary Loop Road, which incorporate a raised plateau. Setback footway / cycleway crossing points have been proposed across the minor arms of the three main junctions on the northern side of the Primary Loop Road (two of which are included within the eastern 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 in places 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 a raised plateau, to provide good quality crossing points in accordance with LTN 1/20 design principles. Where the pedestrian and cycle facilities cross junctions and links along the Secondary Loop Road, raised plateau crossings (without defined priority) are provided throughout the site.

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

Other active travel and sustainable transport matters

Preliminary design information has been provided for the pedestrian and cycle facilities that are proposed within the street network, which have 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 detailed 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 (Stage 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 POS, which 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) will include a hard paved / bound surface. It is recommended that further design details of all footpaths and shared use paths and associated features (e.g. gates required where the paths join the existing PROW network to the north), together with a timescale for their delivery, be secured by condition.

ATE have also requested that details of the proposed lighting of off-street paths be confirmed. However, it is noted 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.

In addition to the on-site pedestrian and cycle facilities, the applicants for both residential 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 HUD/234/40 and HUD/234/20), which is shown indicatively on drawing ENG-006 (submitted with the Reserved Matters application for the western parcel).
- 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 PROW HUD/234/50 in the interim situation before the remainder of the Local Plan site allocation (HS23) that is beyond these two Reserved Matters 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, as has been secured by a condition to the Reserved Matters application for the western parcel, it has been agreed that the footpath improvement will 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, should be secured by condition. It should be noted that the same conditions have been imposed on the west parcel (see conditions 9 and 21 of 2024/92235). This is to ensure the desired outcome, should one or either development not progress. This is considered reasonable and necessary, given the proposed works are necessary for both applications, and the implementation of either permission cannot be guaranteed.

A new 'Interim Travel Plan' was submitted with these proposals. However, the document is not acceptable and is contrary to the requirements of condition 11, attached to the outline planning permission. 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 acceptable to officers.

WYCA 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 are included in discussions regarding the provision of public transport facilities for the development. Officers agree that this is important, as they will 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 via the Section 106 agreement (and / or other funding sources that may be identified at that time). As confirmed by WYCA in their response, these matters can be discussed further at the Discharge of Condition stage relating to the site Travel Plan(s), as can 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, which have been indicatively shown on drawing AMA-22224-SK-098-P05-1.2).

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 and the council's Section 38 team raised concerns regarding the level of visitor parking that was originally proposed, as the recommended provision of one space per four dwellings (to be provided in laybys or by carriageway widening) that is recommended in the Kirklees Highway Design Guide SPD had not been incorporated, and as the proposed provision was not well spread across the site. However, the applicant has made significant improvements to the proposals, which are now acceptable in principle. Whilst the visitor parking provision still does not include one space per four dwellings in formalised parking laybys, it has been demonstrated that adequate provision would be available in a combination of either on-street laybys, off-street locations, or in informal locations on-street that will 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. This includes a comprehensive network of interconnecting footpaths, which allow users of streets where there is a lower level of on-street parking provision to more easily utilise the provision within an adjacent street.

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

The development is required to provide electric charging facilities for all dwellings, which is already secured by condition 31 of the outline approval.

Secure / covered cycle parking is proposed for all dwellings, either in garages (where available) or cycle sheds. As confirmed by ATE, the 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. It is recommended that the final details of the cycle parking provision and its delivery 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 can accommodate the Kirklees Design Refuse Vehicle.
- The Kirklees Design Refuse Vehicle can pass a car on bends, which should ensure that on-street parking does not obstruct the safe passage of a refuse vehicle (or other large vehicles). This is except for a speed control bend on street V15 that does not allow for passing of large vehicles but has been provisionally accepted by the council's Section 38 team (but will be subject to full Section 38 technical review in due course).
- Buses can pass on the Primary Loop Road.
- Where necessary, a fire tender can turn on private drives, as can 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 will 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 will also 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.

Section 38 highway design / adoption

Following a number of iterations of the site layout proposals, the street layout that is now proposed is in general accordance with the Kirklees Highway Design Guide SPD in most respects, and the preliminary horizontal layout is now acceptable.

Indicative long section information has also been provided for all streets, which confirm that suitable gradients for all streets (generally a maximum of 1:15, 1:20 on shared surface streets) and paths are achievable. This includes suitable vertical alignments at the tie-in points on the streets that join the adjacent (western) site along Roads M1/V1, M2/V2 and V6, as demonstrated on the combined indicative long section drawings provided. That said, some of the indicative vertical alignment information provided for some streets is not

in full accordance with the council's Highway Design Guide SPD (for example, vertical curves are below minimum length requirements). Therefore, the vertical alignment of the streets and paths will need to be developed further as the detailed design progresses.

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 that have already been addressed through changes to the preliminary layout), and the Stage 1 RSA process has been closed out with K.C. Highways Development Management through the agreement of the RSA Response Report.

In light of the above, the preliminary design proposals for the streets are acceptable in principle, and appear to be suitable for adoption. However, this matter will be considered further by the Local Highway Authority as part of their Section 38 technical 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 (Stage 2 and 3) that will be required.

The applicant has provided indicative road marking drawings (AMA-22224-SK-095 P05 – 1.2 and 2.2). These show 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 in other locations, including at all internal road junctions for the initial 10m and within turning heads, to prevent on-street parking issues from occurring on the streets with more limited on-street parking provision. These DYL proposals are indicative only, and will 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 the detailed design stage. The costs associated with the Traffic Regulations Orders (TROs) that will be required to deliver the DYL proposals, together with all other legal orders (for example, relating to road humps, controlled crossings, speed limits and cycle tracks) 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 n2114V_200 Rev. B) that indicatively shows the extent of streets, paths, visitor parking spaces and other associated features (such as 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, but will need to be agreed in due course with the Local Highway Authority, as part of the Section 38 technical review process.

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 for this application.

However, it is recommended that a new condition is imposed, requiring that the tie-in levels at Roads M1/V1, M2/V2 and V6, which link the two (east and west) residential sites, to be in accordance with the indicative combined long-sections drawings provided. This should be in accordance with condition 2 that has already been applied to the adjacent (western) residential site (2024/92235). This condition has been written to allow flexibility, as this will be necessary to take into account the design development of the Section 38 works packages, with any changes subject to agreement of revised tie-in levels between all interested parties (for example, between the separate developers and the local highway s and planning authorities).

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

Phasing

Some high-level phasing information has been submitted in relation to the sequence of delivery of the various land parcels within the wider development site. However, this does not include sufficient information regarding the delivery and phasing of the highways and paths, which need to be considered in more detail.

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 Loop 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 (to be substantially completed and acceptable for use by the bus operators, for example). 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.

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) – summary

In summary, the proposed layout and internal access details are acceptable and comply with the aims and objectives of Local Plan policies LP20, LP21, LP22 and LP24. This is subject to the following conditions recommended by officers:

- Details of new on-site paths (for all modes) and timescales for delivery.
- Details of footpath improvements (in the 'blue land') and timescales for delivery.

- Details of cycle parking for all dwellings and POS.
- Temporary Waste Management Arrangements.
- Street tie-in levels between each Reserved Matters site to be in accordance with indicative design information, unless otherwise agreed in writing.
- Vehicle and Pedestrian spaces to be laid out, surfaced and drained.
- Completion of Estate Street Phasing Plan.

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 west parcel) would have a greener appearance and character than many other recent residential developments, and then elsewhere within the area. Key landscape features of the proposed development include the retention of the southern woodland (bar clearance to provide access, approved at outline stage) and street trees proposed throughout (although these would be 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 considered in further detail later in this report) and would assist the transition between the existing urban edge and the Green Belt to the west.

It is noted that some 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 V1 and V2 (both within this site and as they continue into the west 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 north boundary, adjacent to and within the Green Belt. 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 north boundary and around the POS. 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 western parcel has been submitted (drawing GLY0043 GA-V-04 rev D). This collaborative approach is welcomed and deemed 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)⁹, providing a range of play facilities for children of various ages.

Specific to the east parcel currently under consideration, the centre of the site is to host a park and recreation ground (hosting the LEAP), an attractive feature for future residents, for both east and west phases, plus residents in the wider area. There are also significant areas of natural and semi-natural land and amenity greenspace proposed.

Overall, the proposed on-site POS is deemed to be of a high quality and attractive, and would contribute positively to the character, amenity 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 north and east boundaries. This is an attractive feature, although it is currently damaged in places and has several gaps. The applicant proposes retaining this wall and repairing it as necessary (including infilling gaps). This is supported by officers and is recommended to be secured via condition.

⁹ The LAP and LEAP would be sited within the eastern parcel, the NEAP in the western.

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

- 1.8m high timber fence, for rear gardens not facing or adjacent to the public realm.
- 1.8m pier and panel fence, for rear gardens facing directly and adjacent to the public realm
- 450mm reused stone wall, to define front boundaries on prominent corners, largely within the Crosland View character area
- 0.45m timber knee rail fence, to define front boundaries, typically alongside low hedgerows, outside of Crosland View character area.
- low level hedge, spread through the site, for front gardens and within areas of Public Open Space
- 1.8m high stone screen wall, for plots requiring acoustic mitigation and facing the public realm (limited to V210 and V215).
- 2.0m acoustic fence, for acoustic mitigation not facing the public realms
- Existing stone wall offsite to be retained, gaps filled where necessary with fencing to be removed
- 1.8m hit and miss fence with evergreen hedge, to be maintained at 1.8m
- Vehicle restraint barrier, where roads are adjacent falling land.
- 1.2m high bow top railing, for safety, partly around the NEAP, where the adjacent land falls away from the play area.

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 V1 and V2, together with the street trees, would form an attractive central green route, and this is welcomed.

Consideration has previously been given to the relationship between the proposed POS and units on Mason Court and Greystone. From a landscaping perspective, the hedge and fence combination would provide attractive and effective screening, which is acceptable.

The delivery of the proposed boundary treatments, as shown on the submitted plan n2114 700 Rev. I, is recommended to be secured via condition. In addition, it is again noted that a dedicated condition, relating to the implementation of the buffer zone, hedge, and fence between the POS, Mason Court and Greystone, is recommended.

Ground level changes are proposed through the site. This would include batters 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.

In some locations within the site, 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 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 terms of retaining walls adjacent to the site's boundary, retaining walls and height differences relating to plots V403 to V408 and their relationship with properties on Mason Court has been considered previously in this report.

A retaining wall is proposed on part of the north boundary¹⁰, adjacent to the open field / Green Belt land. This would sit atop the ridgeline, with the land further north sloping down, facing north into the Colne Valley. Therefore, the wall has the potential to be highly prominent from numerous vistas to the detriment of visual amenity. This wall, to be faced in artificial stone, would have a maximum height of 2.3m and is proposed to be topped with low level hedge and knee rail fencing (0.45m). Behind the retaining wall would be the dwellings which would, when viewed from outside the site, sit atop the retaining wall, resulting in a combined and notable 'mass' of development visible from wider vistas. Officers queried whether the retaining wall / land levels could be lowered by the applicant, who advised that for the proposed road network's levels to work, they could not. As such, enhanced landscaping north of the wall (within the blue line area), comprising 12 additional standard trees, sited in front / north of the retaining wall have been proposed¹¹, to screen the wall and soften the visual prominence of the works. Furthermore, by virtue of the adjacent woodland (to be retained) to the northwest, this part of the site is relatively secluded which somewhat minimises the prominence of the proposed works, on balance officers are satisfied that the screening addresses the concerns raised initially.

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

¹⁰ See plan ref. 08.24007-ACE-00-ZZ-D-C-3214 rev. P4.

¹¹ See plan ref. GLY0043 LP-V 13 rev. D.

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 introduce general duties in respect of listed buildings and conservation areas. This requirement is mirrored by policy LP35 of the Local Plan.

There are no designated heritage assets within the site. To the east of the site are a number of Grade II listed buildings including 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, as well as the Grade II* Crosland Hall. Section 66 of the Town and Country Planning (Listed Building and Conservation Areas) Act 1990 requires 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 Lane¹², 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,

¹² Thewlis Lane is the historic road that is no longer evident on site, running approximately east to west, from Crosland Hill into the site, potentially once including part of the current Farmhouse Court. It does not refer to the extant Thewlis Lane to the south of the site.

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.

As per the above, the principle of residential development within the bounds of the outline application's red line boundary has been established. However, as noted, the easternmost green field within the application parcel (the fields to the north of Thewlis Lane) was identified as providing a positive contribution to the setting of Crosland Hall (Grade II*) and its associated farm buildings and cottage. Comparing the indicative layout from outline stage, it remains the case that 'an area of open space would be retained adjacent to this group of buildings to create a buffer between them'. This would largely retain the fields' contribution to the setting, although, they would evidently no longer be in agricultural use. It is therefore reasonable to consider that the proposal would cause harm to the setting of Crosland Hall, through removing the last true agricultural land which contributed to its setting although, as noted above, being kept open as proposed would notably minimise the harm caused. Furthermore, the fabric of the building would be unaffected and its high quality architectural and appearance would be retained. Accordingly, the harm identified would be less than substantial. This is having due regard to Crosland Hall being Grade II*. When considering less than substantial harm, the NPPF states:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (paragraph 215).

In this case, it is considered that the delivery of much-needed housing, at a time of national crisis, would clearly outweigh the limited but less than substantial harm to Crosland Hall's setting.

Regarding the other listed buildings, the following was also stated at outline stage:

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.

The above remains the case and is accepted by officers.

Other heritage assets identified at outline stage as being potentially impacted upon by the proposals were Castle Hill, hosting a scheduled monument and Grade II listed building, 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, and by virtue of the separation distances between the site and identified other heritage assets, officers are satisfied that the details provided regarding the Reserved Matters at the east 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 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. Across several consultation responses the LLFA has raised concerns which have been progressively addressed. As of the final consultation response, the LLFA commented:

Further to our previous responses. Although contours in the road have still not been labelled there is enough back of kerb levels to determine directions of fall for flood routing purposes for the submitted layout.

There are some discrepancies between direction of flow on the detailed engineering layout in comparison to the flood routing layout showing directional arrows. For example, alongside plots 170- 175, the relative drawings indicate flows in opposite directions to each other. However, for this cul-de-sac, routing would appear to be safe on both drawings.

There is still concern over plots 468/469 where directional arrows suggest flows along a shared drive and spot levels suggest flows toward the plots. In this instance we would look to the planning officer to see if these plots can be raised slightly to ensure the low spot is definitely along the safe route of the shared driveway, and resubmit drawings relative to this area.

In response to these final matters the applicant provided two further updated plans¹³. On review, officers are satisfied that the final outstanding concerns raised by the LLFA have been satisfactorily addressed. As such, the proposal has now demonstrated that exceedance event flood water would be routed along the highway and kept away from domestic curtilages (both existing dwellings and those proposed), which is acceptable.

For attenuation, as noted above, condition 18 requires the full surface water drainage strategy details be submitted separately (not as part of the Reserved Matters submission). Nevertheless, indicative drainage details have been provided. The indicative drainage plan has been drafted in collaboration with

¹³ 08.24007-ACE-00-ZZ-D-C-3202 rev. P7 and 08.24007-ACE-00-ZZ-D-C-1400 rev. P3

Miller Homes and ties into their proposal under application 2024/92235. Given the size of the development and the site's 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 has been provided in forming the proposed layout, and is therefore not a concern at this time¹⁴.

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. This was a particular concern during the assessment of the east parcel (2024/92235) as that parcel was largely dependent on the attenuation to be delivered as part of this application. However, based on the available indicative details, this application is largely self-sufficient in relation to attenuation, with the necessary attenuation facilities for the land within the red line boundary being contained within the site itself. However, for consistency between this application and 2024/92235, an informative note which clearly sets out officers' expectations in this regard (namely, that a combined plan and contingency plan (in the event only one site comes forward) would be required to discharge outline condition 18), is recommended.

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 confirmed they had no objection to the proposal.

Concluding the above, officers are satisfied that the proposed Reserved Matters, taking into account the conditions imposed at outline stage and the conditions 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

¹⁴ 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.

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 reads¹⁵:

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;*

¹⁵ As varied via Section 73 application 2024/92614.

- *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.*

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

- BNG Technical Note: TG Report No. 10925_R12a_20102025_BP
- Biodiversity Landscape Enhancement & Management Plan (BLEMP) ref. 20925_R11_BP
- Biodiversity Metric 2.0 Calculation Tool Rev. A dated 20/10/2025.

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 28.11 habitat units with no hedgerow or river units.

The submitted BNG Technical Note details the post-intervention habitat proposed for the site. This would reduce to 27.83 habitat units, meaning there would be a 0.28 units / 1% net loss. However, off-site enhancements (immediately adjacent to the site's north boundary) have also been considered. The off-site land has a habitat value of 3.81 units (note that, as off-site, an increase of 10% on this value is not sought), which is proposed to be increased to 7.89 units. This is an increase of 4.08 units, which, with the on-site net loss of 0.28 units accounted for, results in a post-completion value of 3.8 habitat units or 13.5% increase over the site's baseline of 28.11. The submitted BLEMP details how this would be achieved and managed.

The submitted Biodiversity Landscape Enhancement & Management Plan (BLEMP) details how the 13.5% would be delivered, including the methodology for delivery and long-term management and maintenance. This confirms that, post implementation, which is the responsibility of the developer, the long term habitat management and maintenance would be the responsibility of a Resident's Management Company, for a minimum of 30 years.

The submitted details, comprising the BNG Technical Note, BNG Metric, and BLEMP have been reviewed and found to be acceptable by K.C. Ecology, and are deemed to comply with the requirement of condition 28.

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 no shortfall (below 10% net gain) has been identified, no financial contribution will be required.

Based on the submitted details, as listed above, 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 and outbuildings. Planning practice guidance establishes a high bar for removing permitted development rights.

There are concerns regarding the potential impacts of extensions and outbuildings within the rear / side gardens of plots V403 to V412 and V416 to V420.

Plots V403 to V408 are adjacent to 15 to 21 Mason Court and would be built on a higher ground level. While the assessment undertaken concludes the proposed relationship would be acceptable, additional works such as those permitted under the GPDO 2015 have the potential to materially harm the amenity of existing residents and therefore it is recommended parts A (extensions), B (roof extensions) and E (outbuildings) permitted development rights be removed from those plots.

Likewise, plots V409 to V420 (excluding V413 to V415) would back onto allocation HS20 and, given the height difference of the proposed dwellings to the neighbouring land and the potential proximity of extensions or outbuilding (or additional height of roof-level works), this has the potential to unduly prejudice the future development of HS20. Accordingly, it is recommended that certain permitted development rights be removed from those plots.

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 (dated 25/03/2022¹⁶) at outline stage:

- 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 Housing

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 94 affordable units has been offered, which is 20% of the total 469, in accordance with the council's Affordable Housing and Housing Mix SPD and Local Plan policy LP11.

The proposed affordable rent and affordable intermediate split is 55% and 45% respectively, in accordance with the SPD expectation.

The units offered have the following tenures and mix:

	Affordable Rent	Affordable Intermediate
1- and 2-bed	39 (75%)	20 (48%)
3-bed	12 (23%)	22 (52%)
4-bed+	1 (2%)	0
Total:	52	42

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

¹⁶ And varied via a Section 106 Deed of Variation dated 02/10/2025 pursuant to Section 73 Variation of Condition application 2024/92614.

Huddersfield South	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%

For affordable rent, the 1- and 2-bed offer falls within the expected parameters. For 3-beds there is a modest exceedance of 4% above the upper limit, while there is a significant shortfall of 18% below the lower limit for 4-bed+ units. For affordable intermediate, the 1- and 2-bed offer likewise falls within expected parameters. The 3-bed offer is 13% over the upper limit, while the 4-bed offer meets the lower threshold (of nil).

Per the above, the proposed housing offer does not fully comply with the expectations of the SPD. However, the SPD sets out a 'comply or justify' position. A similar non-SPD compliant mixture was proposed under application 2024/92235, recently approved, where the following justification was provided:

- *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 & Incommunities¹⁷ scheme meets the target range tenure 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.*

¹⁷ The registered provider (RP) currently intended to operate affordable units on the west parcel (only).

- *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.*

It is acknowledged that the above was intended for the adjacent scheme and that each application needs to be considered on its own merits. Nevertheless, the council as Local Planning Authority must be consistent in its decision making. It is also noted that there is a short time gap between the determination of 2024/92235 and the assessment of the current application, that there is clear proximity and similar circumstances, and that the two parcels (east and west) have been designed in concert. Accordingly, it is considered fair and reasonable to give similar weight to the above justification through this application.

The proposed departure from the SPD expected mixture is no materially worse than that approved via 2024/92235. The above response has been considered by planning officers and K.C. Strategic Housing colleagues (both as part of this application and 2024/92235) and, on balance, is concluded to be acceptable.

Local Plan policy LP11 also seeks to ensure that affordable housing is indistinguishable from market housing in terms of achieving the same high quality of design. It is also expected that affordable dwellings are not clustered (in a manner that would contribute to it being distinguishable).

There are two aspects of the proposed affordable housing offer that raise concerns which need to be considered specifically.

The first is that the Cornflower type is proposed as an affordable unit only (there are no market / private Cornflower properties). This could contribute to it being distinguishable as an affordable dwelling type. However, the appearance and design of this type is like the market units, and closely reflects the architectural detailing and overall appearance of the market units, with the appearance being very close to the (market-only) Kingfisher type. The quality overall is high and, except for plots V153 to V168 (considered further below), they would be well-spread throughout the site. As such, the Cornflower being dedicated as an affordable unit is not, in itself, a concern.

However, as noted, plots V153 to V168 are a cluster of eight Cornflower units which are detached, in terms of their layout, from other properties. Their unique typology, proposed in a layout that differs to the layout for the rest of the site and is detached from the rest of the development, therefore creates a risk of these units being distinguishable.

In mitigation, the location of plots V153 to V168 is central and is considered highly attractive and valued within the site (as opposed to being in a less desirable or 'out of the way' part of the site). The units would benefit from immediate access to the main central POS area of the site (hosting the LEAP), the secondary open space and the NEAP approved under application 2024/92235, and there would be various links to the PROW network. As noted above, aspects of the design of the Cornflower type are consistent with the rest of the development, and these units would therefore not be easily distinguishable (visually) as affordable units.

The other aspects of the affordable housing offer, including the other units offered and their layout, raises no concerns and are considered acceptable by officers and K.C. Strategic Housing.

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 schools 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 461 units, which represents 67% of 700, it is appropriate to pro-rata the cap to £1,024,960.64 for this parcel of development.

Accordingly, £1,024,960.64 is to be secured.

Biodiversity contribution

As set out earlier in this report, where outline condition 28 was considered, this contribution has been calculated as nil, as the proposal has demonstrated a net gain of 13.56%, over the 10% target.

It should be noted that for the west parcel (application 2024/92235), a 14.13% net loss in habitat value was identified. The following was stated in the assessment of that application:

...this [the cost of the shortfall, per the terms of the outline's S106 agreement] 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.

This need not be calculated as part of this application, but is noted, for the record.

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 x 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 £232,929.57 towards off-site POS.

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) which, based on the latest TPI Index information (Q3 2025), has increased to £644,774.68

Utilising the above formula, £331,069.84 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 included in the Section 106 agreement:

$$A = B - C$$

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:** 94 units in total, tenure and sizes as detailed above.
- **Education Contribution:** £1,024,960.64.
- **Biodiversity Contribution:** £Nil¹⁸.
- **Off-site POS Contribution:** £232,929.57.
- **Open Space Inspection and Certification fee:** £2,500.
- **Highway Improvement Contribution:** £331,069.84.
- **Air Quality Contribution:** Nil.

¹⁸ With surplus net gain habitat units above 10% to be utilised to reduce the contribution required via application 2024/92235.

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 2024/92614¹⁹ 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.

Condition 28

¹⁹ A Section 73 submission pursuant to the original outline permission 2020/92546.

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.*

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

- BNG Technical Note: TG Report No. 10925_R12a_20102025_BP
- Biodiversity Landscape Enhancement & Management Plan (BLEMP) ref. 20925_R11_BP
- Biodiversity Metric 2.0 Calculation Tool Rev. A dated 20/10/2025.

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, including the methodology and means of delivery on site (and on adjacent land), with ongoing management and monitoring, of a 13.5% net gain to habitat units. Accordingly, the submitted details may be approved, pursuant to the initial requirements of condition 28, although as the condition has an ongoing requirement it cannot be discharged in full at this time. A note of the ongoing requirement is recommended to be included on the decision notice.

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.

Amenity

- The proposal will impact the Right to Light of nearby properties, harming their physical and mental wellbeing.

Response: The Right to Light is a separate legal and private matter outside of planning control, although consideration of overshadowing is a material consideration. A relevant assessment has been undertaken earlier in this report.

- Request that rights for fences above 1m be removed for the rear gardens of plots V403 to V408, to limit impacts on neighbouring properties.

Response: Such a restriction is not considered reasonable or necessary to impose.

- Concerns over construction impacts, including from vibration during construction.

Response: 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 and environmental pollution management.

Highways

- The proposal will increase vehicle movements on local roads, which are already busy and narrow due to parked vehicles, further restricting traffic flow.
- Concerns that Crosland Hill Road will be used as a 'rat run' to access Manchester Road. Crosland Hill Road is narrow and heavily parked, resulting in single direction flow in sections.
- There are insufficient local bus services, with the 393 running infrequently.

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.

Other

- The proposal will strain local services, including schools and doctors.
- The proposal will result in air, dust and noise pollution that will harm the health of nearby residents.
- Concerns over the potential for the application site to be contaminated.

Response: The above matters predominantly relate to matters of principle, which were assessed and established at outline stage and fall outside the remit and scope of this Reserved Matters submission. This included securing financial contributions towards local schools, contamination investigation and remediation, and air quality assessments.

- Concerns regarding ground stability issues and impacts upon the common boundary wall.

Response: This concern is noted, however, based on the available information the council has no reason to believe the proposals would undermine stability within or adjacent to the application site. There are considered to be no fundamental stability issues and, per paragraph 197 of the NPPF, '*Where a site is affected by ... land stability issues, responsibility for securing a safe development rests with the developer and/or landowner*'.

Cllr Imran Safdar (Crosland and Netherton Ward)

- 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.

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 green spaces 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 at this stage. 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. In the case of cycle infrastructure, over time the various secured improvements are expected to form a network.

Cllr Alex Vickers (Crosland and Netherton ward)

- Concern regarding 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 Matters application to provide one. However, footways would 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 under permission 2021/91571. Application 2021/91571 included a partial upgrade to the route, within that site's land. It is proposed, via a condition, that this route be enhanced through the field that is within the wider site ownership (within the blue line land of the outline) control. It is accepted that this improvement would be limited to the land that is within the blue line of the outline, and would 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.

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: 19/12/2025.

Application Number: 2024/92365
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. Notwithstanding the submitted plans, all doors and windows for each dwelling hereby approved shall have heads (lintels) and cills, in accordance with the details contained within the following documents:

- Document ref. Written Statement regarding heads and cills
- Plan ref. 4035.46.130A – Elevation Detailing (Standard Location – Typical Brick Plot)
- Plan ref. 4035.46.131B – Elevation Detailing (Standard Location – Typical Stone Plot)

- Plan ref. 4035.46.132A – Elevation Detailing (Corner Location – Typical Brick Plot)
- Plan ref. 4035.46.133B – Elevation Detailing (Corner Location – Typical Stone Plot)
- Plan ref. 4035.46.134A – Elevation Detailing (Four Sided Block – Typical Brick Plot)

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.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any Order revoking or re-enacting that Order) no development included within Classes A, B, or E of Part 1 of Schedule 2 to that Order shall be carried out within the curtilages of plots V403 to V412 and V416 to V420, as identified on plan ref. n2114V_009 Rev. N, without the prior written consent of the Local Planning Authority.

Reason: To preserve the amenity of neighbouring residents and to prevent future development of the adjacent allocated land being unacceptably compromised, in accordance with Policies LP5, LP7 and LP24 of the Kirklees Local Plan.

6. 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:

- External Levels - Sheet 1 / 08.24007-ACE-00-ZZ-D-C- 3201 Rev. P06
- External Levels - Sheet 2 / 08.24007-ACE-00-ZZ-D-C- 3202 Rev. P07
- External Levels - Sheet 3 / 08.24007-ACE-00-ZZ-D-C- 3203 Rev. P06
- External Levels - Sheet 4 / 08.24007-ACE-00-ZZ-D-C- 3204 Rev. P05
- External Levels - Sheet 5 / 08.24007-ACE-00-ZZ-D-C- 3205 Rev. P06
- External Levels - Sheet 6 / 08.24007-ACE-00-ZZ-D-C- 3206 Rev. P05
- External Levels - Sheet 7 / 08.24007-ACE-00-ZZ-D-C- 3207 Rev. P04
- External Levels - Sheet 8 / 08.24007-ACE-00-ZZ-D-C- 3208 Rev. P04
- External Levels - Sheet 9 / 08.24007-ACE-00-ZZ-D-C- 3209 Rev. P04
- External Levels - Sheet 10 / 08.24007-ACE-00-ZZ-D-C- 3210 Rev. P04
- External Levels - Sheet 11 / 08.24007-ACE-00-ZZ-D-C- 3211 Rev. P04
- External Levels - Sheet 12 / 08.24007-ACE-00-ZZ-D-C- 3212 Rev. P04
- External Levels - Sheet 13 / 08.24007-ACE-00-ZZ-D-C- 3213 Rev. P04
- External Levels - Sheet 14 / 08.24007-ACE-00-ZZ-D-C- 3214 Rev. P04
- External Levels - Sheet 16 / 08.24007-ACE-00-ZZ-D-C- 3216 Rev. P02
- External Levels - Sheet 17 / 08.24007-ACE-00-ZZ-D-C- 3217 Rev. P04

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

Note: For the avoidance of doubt, there is no External Levels - Sheet 15

7. 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.

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.

12. Prior to the commencement of superstructure works, full details (including plans, elevations and sections, and details of any boundary treatments and dedicated landscaping) of the electricity substations shown on n2114V 008-01 rev. N shall be submitted to and approved in writing by the Local Planning Authority. Construction of the electricity substations shall be carried out in strict accordance with the approved details prior to their first use and the electricity substations shall be retained as such thereafter.

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.

Conditions subject to other triggers

13. 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.

14. 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.

15. 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.

16. Prior to the occupation of any dwelling, works to the existing drystone wall along the site's north and east boundaries, as denoted in fuchsia and identified in the key as 'existing stone wall offsite to be retained, gaps filled where necessary with fencing to be removed' on plan ref. n2114 700 Rev. I, 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 drystone walling materials sourced from the application site, in accordance with the details contained within the written statement received 16/12/2025. Thereafter the drystone wall, denoted in fuchsia on plan ref. n2114 700 Rev. I, shall be retained.

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

17. Prior to their use, details and samples of all the external facing materials to be used on the dwellings and substations 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. n2114_600 Rev. F, with electricity substations to be faced in materials consistent with neighbouring dwellinghouses, 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.

18. 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 on plans ref:

- External Levels - Sheet 1 / 08.24007-ACE-00-ZZ-D-C- 3201 Rev. P06
- External Levels - Sheet 2 / 08.24007-ACE-00-ZZ-D-C- 3202 Rev. P07
- External Levels - Sheet 3 / 08.24007-ACE-00-ZZ-D-C- 3203 Rev. P06
- External Levels - Sheet 4 / 08.24007-ACE-00-ZZ-D-C- 3204 Rev. P05
- External Levels - Sheet 5 / 08.24007-ACE-00-ZZ-D-C- 3205 Rev. P06
- External Levels - Sheet 6 / 08.24007-ACE-00-ZZ-D-C- 3206 Rev. P05
- External Levels - Sheet 7 / 08.24007-ACE-00-ZZ-D-C- 3207 Rev. P04
- External Levels - Sheet 8 / 08.24007-ACE-00-ZZ-D-C- 3208 Rev. P04
- External Levels - Sheet 9 / 08.24007-ACE-00-ZZ-D-C- 3209 Rev. P04
- External Levels - Sheet 10 / 08.24007-ACE-00-ZZ-D-C- 3210 Rev. P04
- External Levels - Sheet 11 / 08.24007-ACE-00-ZZ-D-C- 3211 Rev. P04
- External Levels - Sheet 12 / 08.24007-ACE-00-ZZ-D-C- 3212 Rev. P04
- External Levels - Sheet 13 / 08.24007-ACE-00-ZZ-D-C- 3213 Rev. P04
- External Levels - Sheet 14 / 08.24007-ACE-00-ZZ-D-C- 3214 Rev. P04
- External Levels - Sheet 16 / 08.24007-ACE-00-ZZ-D-C- 3216 Rev. P02
- External Levels - Sheet 17 / 08.24007-ACE-00-ZZ-D-C- 3217 Rev. P04

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

19. 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. I, shall be installed, unless otherwise agreed in writing by the Local Planning Authority. The boundary treatment so installed shall thereafter be retained. No other boundary treatments shall be installed without the written consent of the Local Planning Authority.

Reason: In the interest of visual and residential amenity and to protect the setting of heritage assets, in accordance with Policies LP24 and LP35 of the Kirklees Local Plan.

20. Pursuant to the requirements of condition 19, plots V382 to V402 shall not be occupied until the 1.8m hit and miss fence and ELAEB hedge (to be maintained at 1.8m) as shown on plan ref. n2114-700 Rev. I, are installed and planted respectively. Thereafter the fence and hedge shall be retained. If within a period of thirty years from the date of the planting of the hedge that hedge, or any replacement, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another hedge of the same species and size as that originally planted shall be planted in the same location as soon as reasonably possible and no later than the first available planting season, unless otherwise agreed in writing by the Local Planning Authority.

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

21. Plots V382 to V402 shall not be occupied until details of the proposed gate to the 'area not for public access, maintained by management company', as shown on plan ref. n2114 700 rev. I, have been submitted to, and approved in writing by, the Local Planning Authority. The details shall include the means of locking / securing the gate and area 'not for public access', so as to prohibit public access while allowing for access for management and maintenances. Thereafter the gate shall be installed in accordance with the approved details, prior to the occupation of Plots V382 to V402 and shall be retained in accordance with the approved details.

Reason: To preserve the amenity of residents on Greystone and Mason Court, in accordance with policy LP24 of the Kirklees Local Plan.

22. 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 facilitates adjacent to the Local Equipped Area of Play (LEAP) and Local Area of Play (LAP). No dwelling shall be occupied or the

LEAP or LAP brought into use until the approved cycle parking facilities for that dwelling / the LEAP or LAP have been provided.

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

23. 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.

24. 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, has been 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 2024/92365 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:

- BNG Technical Note: TG Report No. 10925_R12a_20102025_BP
- Biodiversity Landscape Enhancement & Management Plan (BLEMP) ref. 10925_R11_BP
- Biodiversity Metric 2.0 Calculation Tool Rev. A Dated 20/10/2025.

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 Section 106 obligations

You are reminded of various clauses within the Section 106 agreement originally entered into 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	Location Plan / n2114V_001 Rev. D		08/12/2025
Block Plan	Technical Planning Layout / n2114V_008-01	Rev. N	08/12/2025
Block Plan	Planning Layout (2 of 2) / n2114V_008	Rev. N	08/12/2025
Block Plan	Planning Layout (1 of 2) / n2114V_008	Rev. N	08/12/2025
Block Plan	Presentation Layout / n2114V_009	Rev. N	08/12/2025
Proposed Site Sections	Street Scenes / n2114_200	Rev. C	08/12/2025
Proposed Site Sections	Site Sections / n2114V_300	Rev. B	08/12/2025
Block Plan	Movement Framework Plan / n2114_420	Rev. M	08/12/2025
Block Plan	Affordable Housing S106 Tenure Plan / n2114V_431		16/12/2025
Block Plan	Materials Plan / n2114V_600	Rev. F	08/12/2025
Block Plan	Boundary Treatment Plan / n2114V_700	Rev. I	17/12/2025
Block Plan	Character Areas Plan / n2114_800	Rev. C	08/12/2025
Grouped Plans and Elevations	Plots 153-168 Bin & Cycle Store / 4035-46-AWSM-XX- XX-DR-A-1120	Rev. P3	08/12/2025

Plan Type	Reference	Version	Date Received
Grouped Plans and Elevations	Double Garage Plans & Elevations / 4035.46.151	Rev. P03	08/12/2025
Grouped Plans and Elevations	Single Garage Plans & Elevations / 4035.46.150	Rev. P03	08/12/2025
Proposed Elevations	Boundary Detail (Sheet 1) / 4035-46-AWSM-XX-XX-DR-A-1100	Rev. P5	17/12/2025
Proposed Elevations	Boundary Details (Sheet 2) / 4035-46-AWSM-XX-XX-DR-A-1110	Rev. P3	17/12/2025
Proposed Site Sections	Site Boundary - Sections - Sheet 1 (Mason Court) / 08.24007-ACE-00-ZZ-D-C - 1150	Rev. P4	21/10/2025
Drainage Plans	Planning Overland Flow Route Sheet 1 of 2 - 08.24007-ACE-00-ZZ-D-C-1400	Rev. P3	01/12/2025
Drainage Plans	Overland Flow Route Sheet 2 of 2 / 08.24007-ACE-00-ZZ-D-C-1401	Rev. P2	21/10/2025
Existing Site Levels (Survey)	Topographical Survey	Rev A	23/08/2024
Proposed Housetypes			
Proposed Elevations	Elevation Detailing (Four-Sided Block - Typical Brick Plot) / 4035.46.134	Rev. A	08/12/2025
Proposed Elevations	Elevation Detailing (Standard Location - Typical Stone Plot) / 4035.46.131	Rev. B	08/12/2025
Proposed Elevations	Elevation Detailing (Corner Location - Typical Stone Plot) / 4035.46.133	Rev. B	08/12/2025
Proposed Elevations	Elevation Detailing (Corner Location - Typical Brick Plot) / 4035.46.132	Rev. A	08/12/2025
Proposed Elevations	Elevation Detailing (Standard Location - Typical Brick Plot) / 4035.46.130	Rev. A	08/12/2025
Grouped Plans and Elevations	Cornflower (Semi Detached) / 4035-46-AWSM-XX-XX-DR-A-122	Rev. P1	21/10/2025
Grouped Plans and Elevations	Cornflower / 4035-46-AWSM-XX-XX-DR-A-120-P2 & 121	Rev. P1	21/10/2025
Grouped Plans and Elevations	Skylark / 4035-46-AWSM-XX-XX-DR-A-118-P2 & 119	Rev. P1	21/10/2025
Grouped Plans and Elevations	Robin / 4035-46-AWSM-XX-XX-DR-A-116-P2 & 117	Rev. P1	21/10/2025

Plan Type	Reference	Version	Date Received
Grouped Plans and Elevations	Pochard / 4035-46-AWSM-XX-XX-DR-A-114-P2 & 115	Rev. P1	21/10/2025
Grouped Plans and Elevations	Peregrine / 4035-46-AWSM-XX-XX-DR-A-113	Rev. P1	21/10/2025
Grouped Plans and Elevations	Kittiwake / 4035-46-AWSM-XX-XX-DR-A-112	Rev. P1	21/10/2025
Grouped Plans and Elevations	Kingfisher / 4035-46-AWSM-XX-XX-DR-A-110-P2 & 111	Rev. P1	21/10/2025
Grouped Plans and Elevations	Jackdaw / 4035-46-AWSM-XX-XX-DR-A-109	Rev. P2	21/10/2025
Grouped Plans and Elevations	Fulmar / 4035-46-AWSM-XX-XX-DR-A-108	Rev. P2	21/10/2025
Grouped Plans and Elevations	The Eider / 4035-46-AWSM-XX-XX-DR-A-106-P2 & 107	Rev. P1	21/10/2025
Grouped Plans and Elevations	Egret / 4035-46-AWSM-XX-XX-DR-A-105	Rev. P2	21/10/2025
Grouped Plans and Elevations	Eagle / 4035-46-AWSM-XX-XX-DR-A-103-P2 & 104	Rev. P1	21/10/2025
Grouped Plans and Elevations	Dunnock / 4035-46-AWSM-XX-XX-DR-A-102	Rev. P2	21/10/2025
Grouped Plans and Elevations	Dunlin / 4035-46-AWSM-XX-XX-DR-A-101	Rev. P1	21/10/2025
Grouped Plans and Elevations	The Curlew / 4035-46-AWSM-XX-XX-DR-A-100	Rev. P2	21/10/2025
Highways Plans			
Highways Plans	Indicative DYL and Bus Stop Clearway Plan - 1.2 / AMA-22224-SK-098	Rev. P05	08/12/2025
Highways Plans	SPA DD Bus on PLR & Design Vehicle Using Turning Heads - 3.3 / AMA-22224-SK-102	Rev. P07	08/12/2025
Highways Plans	SPA DD Bus on PLR & Design Vehicle Using Turning Heads - 2.3 / AMA-22224-SK-102	Rev. P07	08/12/2025
Highways Plans	SPA DD Bus on PLR & Design Vehicle Using Turning Heads - 1.3 / AMA-22224-SK-102	Rev. P07	08/12/2025
Highways Plans	SPA KC Design Refuse Vehicles Passing Cars on Bends - 3.3 / AMA-22224-SK-101	Rev. P07	08/12/2025
Highways Plans	SPA KC Design Refuse Vehicles Passing Cars on Bends - 2.3 / AMA-22224-SK-101	Rev. P07	08/12/2025

Plan Type	Reference	Version	Date Received
Highways Plans	SPA KC Design Refuse Vehicles Passing Cars on Bends - 1.3 / AMA-22224-SK-101	Rev. P07	08/12/2025
Highways Plans	SPA KC Design Refuse Vehicles Pass Parked Cars - 3.3 / AMA-22224-SK-100	Rev. P07	08/12/2025
Highways Plans	SPA KC Design Refuse Vehicles Pass Parked Cars - 2.3 / AMA-22224-SK-100	Rev. P07	08/12/2025
Highways Plans	SPA KC Design Refuse Vehicles Pass Parked Cars - 1.3 / AMA-22224-SK-100	Rev. P07	08/12/2025
Highways Plans	Indicative DYL and Bus Stop Clearway Plan - 2.2 / AMA-22224-SK-098	Rev. P05	08/12/2025
Highways Plans	SPA 3.5t Panel Van Turning Heads - 2.2 / AMA-22224-SK-097	Rev. P05	08/12/2025
Highways Plans	SPA 3.5t Panel Van Turning Heads - 1.2 / AMA-22224-SK-097	Rev. P05	08/12/2025
Highways Plans	All Visibility Splays - 2.2 / AMA-22224-SK-094	Rev. P06	08/12/2025
Highways Plans	All Visibility Splays - 1.2 / AMA-22224-SK-094	Rev. P06	08/12/2025
Highways Plans	Active Travel Infrastructure Plan-Vistry 3.3 / AMA-22224-SK-085	Rev. P09	08/12/2025
Highways Plans	Active Travel Infrastructure Plan-Vistry 2.3 / AMA-22224-SK-085	Rev. P09	08/12/2025
Highways Plans	Dimensions Plan (Vistry) / AMA-22224-SK-074	Rev. P05	08/12/2025
Highways Plans	Proposed Site Access / AMA-22224-SK060	Rev. P10	08/12/2025
Highways Plans	Adoption Extents Plan / n2114V_200	Rev. C	08/12/2025
Highways Plans	Planning Longsections Combined ARP-Adept Sh.2 / 08.24007-ACE-00-ZZ-D-C - 2038	Rev. P02	08/12/2025
Highways Plans	Planning Longsections Combined ARP-Adept Sh.1 / 08.24007-ACE-00-ZZ-D-C - 2037	Rev. P02	08/12/2025
Highways Plans	Footpath and Cycle Route Plan / 08.24007-ACE-00-ZZ-	Rev. P3	21/10/2025

Plan Type	Reference	Version	Date Received
	D-C- 2610		
Highways Plans	Proposed Parallel Crossing / AMA-22224-SK050	Rev. P10	21/10/2025
Highways Plans	Active Travel Infrastructure Plan - 2.3 / AMA-22224-SK-085	Rev. P08	21/10/2025
Highways Plans	Active Travel Infrastructure Plan - 3.3 / AMA-22224-SK-085	Rev. P08	21/10/2025
Highways Plans	All Visibility Splays - 1.2 / AMA-22224-SK-094	Rev. P05	21/10/2025
Highways Plans	All Visibility Splays - 2.2 / AMA-22224-SK-094	Rev. P05	21/10/2025
Highways Plans	Panel Van Turning Heads - 1.2 / AMA-22224-SK-097	Rev. P04	21/10/2025
Highways Plans	Panel Van Turning Heads - 2.2 / AMA-22224-SK-097-	Rev. P04	21/10/2025
Highways Plans	Indicative DYL and Bus Stop Clearway Plan - 1.2 / AMA-22224-SK-098	Rev. P04	21/10/2025
Highways Plans	Indicative DYL and Bus Stop Clearway Plan - 2.2 / AMA-22224-SK-098	Rev. P04	21/10/2025
Highways Plans	SPA Plan 1-1.3 / AMA-22224-SK-100	Rev. P05	21/10/2025
Highways Plans	SPA Plan 1 - 2.3 / AMA-22224-SK-100	Rev. P05	21/10/2025
Highways Plans	SPA Plan 1 - 3.3 / AMA-22224-SK-100	Rev. P05	21/10/2025
Highways Plans	SPA Plan 2 - 1.3 / AMA-22224-SK-101	Rev. P05	21/10/2025
Highways Plans	SPA Plan 2 - 2.3 / AMA-22224-SK-101	Rev. P05	21/10/2025
Highways Plans	SPA Plan 2 - 3.3 / AMA-22224-SK-101	Rev. P05	21/10/2025
Highways Plans	SPA Plan 3-1.3 / AMA-22224-SK-102	Rev. P05	21/10/2025
Highways Plans	SPA Plan 3 - 2.3 / AMA-22224-SK-102	Rev. P05	21/10/2025
Highways Plans	SPA Plan 3 - 3.3 / AMA-22224-SK-102	Rev. P05	21/10/2025
Proposed Level Plans			
Proposed Ground / Floor Levels	External Levels - Sheet 1 / 08.24007-ACE-00-ZZ-D-C-3201	Rev. P06	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 2 / 08.24007-ACE-00-ZZ-D-C-3202	Rev. P7	08/12/2025

Plan Type	Reference	Version	Date Received
Proposed Ground / Floor Levels	External Levels - Sheet 3 / 08.24007-ACE-00-ZZ-D-C-3203	Rev. P06	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 4 / 08.24007-ACE-00-ZZ-D-C-3204	Rev. P05	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 5 / 08.24007-ACE-00-ZZ-D-C-3205	Rev.P06	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 6 / 08.24007-ACE-00-ZZ-D-C-3206	Rev. P05	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 7 / 08.24007-ACE-00-ZZ-D-C-3207	Rev. P04	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 8 / 08.24007-ACE-00-ZZ-D-C-3208	Rev. P04	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 9 / 08.24007-ACE-00-ZZ-D-C-3209	Rev. P04	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 10 / 08.24007-ACE-00-ZZ-D-C-3210	Rev. P04	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 11 / 08.24007-ACE-00-ZZ-D-C-3211	Rev. P04	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 12 / 08.24007-ACE-00-ZZ-D-C-3212	Rev. P04	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 13 / 08.24007-ACE-00-ZZ-D-C-3213	Rev. P04	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 14 / 08.24007-ACE-00-ZZ-D-C-3214	Rev. P04	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 16 / 08.24007-ACE-00-ZZ-D-C-3216	Rev. P02	21/10/2025
Proposed Ground / Floor Levels	External Levels - Sheet 17 / 08.24007-ACE-00-ZZ-D-C-3217	Rev. P04	21/10/2025
Proposed Landscaping Plans			
Proposed Landscaping Layout	GLY0043 GA-V 01	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 GA-V 02	Rev. B	08/12/2025
Proposed Landscaping	GLY0043 GA-V 03	Rev. B	08/12/2025

Plan Type	Reference	Version	Date Received
Layout			
Proposed Landscaping Layout	GLY0043 GA-V 04	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 PP-V 01	Rev. C	08/12/2025
Proposed Landscaping Layout	GLY0043 SP-V 01		08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 01	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 02	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 03	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 04	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 05	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 06	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 07	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 08	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 09	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 10	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 11	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 12	Rev. D	08/12/2025
Proposed Landscaping Layout	GLY0043 LP-V 13	Rev. D	08/12/2025
Supporting documents			
Design and Access Statement	Blackmoorfoot Character Addendum Aug 2025 / n2114 DAS		08/12/2025
Supporting Information	Planning Statement (Dry Stone Wall)	v2	17/12/2025
Supporting Information	Written Statement regarding heads and cills		08/12/2025
Transport Assessment	Highways Technical Note / Compliance of the proposed site layout against LTN 1/20 Cycle Infrastructure Design		08/12/2025
Transport Assessment	Road Safety Audit - Stage 1 RSA - S38 Layout (Vistry Parcel)	Rev. 0	26/11/2025

Plan Type	Reference	Version	Date Received
Transport Assessment	Road Safety Audit - Stage 1 RSA Vistry Internals		26/11/2025
Ecological/Biodiversity Statement	Biodiversity Landscape Enhancement and Management Plan (Vistry) / 10925_R11_BP		04/11/2025
Ecological/Biodiversity Statement	BNG Technical Note / 10925_R12a_20102025_BP		27/10/2025
Ecological/Biodiversity Statement	BNG Metric		16/12/2025

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.