

**KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE**

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended)

**DELEGATED DECISION TO DETERMINE APPLICATIONS FOR
CONSENT, AGREEMENT OR APPROVAL REQUIRED BY CONDITION**

Reference No:	2024/44/92576/W
Site Address:	site of, Former Spotted Cow Pub, New Hey Road, Oakes, Huddersfield, HD3 4BU
Description:	Discharge of details reserved by conditions 3 (CMP), 21 (retaining walls), 23 (surface water) and 28 (non-native species) of previous permission 2021/94029 for demolition of existing structures and erection of foodstore (class E) with associated access, parking, servicing areas and landscaping
Recommending Officer:	Victor Grayson

DECISION – Discharge of Condition – Split Decision

I hereby authorise the Split Decision of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.

Nicholas Hirst

AUTHORISED OFFICER

Date: 04-Jul-2025

Officer Report

Discharge of details reserved by conditions 3 (CMP), 21 (retaining walls), 23 (surface water) and 28 (non-native species) of previous permission 2021/94029 for demolition of existing structures and erection of foodstore (class E) with associated access, parking, servicing areas and landscaping

Decisions to date

2021/94029 – Permission granted 22/06/2023 for demolition of existing structures and erection of a foodstore (class E) with associated access, parking, servicing areas and landscaping.

Consultation

KC Ecology: Supplied documentation regarding condition 28 is satisfactory.

KC Environmental Health: Condition 3 information is acceptable in relation to environmental health matters, except in that works are proposed after 13:00 on Saturdays.

KC Highways Development Management: Surgery comment: construction access arrangements are acceptable.

KC Highways Structures: Condition 21 cannot be discharged, as the supporting information does not include the required dimensioned sectional details along the highway boundary (these are required to determine whether the design of proposed highway retaining structure will be liable to a formal technical approval via submission of an AIP).

KC Lead Local Flood Authority: Condition 23 can be discharged.

Yorkshire Water: No objection to the discharge of condition 23.

Condition 3 (CMP)

3. No development shall take place until a Construction Management Plan (CMP) has been submitted to, and approved in writing by, the Local Planning Authority. The Construction Management Plan shall provide details of:

- timetable of all works;*
- the construction access(es) and confirmation that adequate visibility splays shall be provided prior to the commencement of development including groundworks;*
- pre-development road condition survey of New Hey Road;*
- vehicle sizes and routes, times of vehicle movements, identify the location of any HGV waiting areas and include details of the management of said areas;*

- the parking of vehicles of site operatives and visitors;
- signage;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing;
- measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities within the site;
- measures to control and monitor the emission of dust and dirt during construction (in accordance with the requirements of condition 4);
- a Site Waste Management Plan, detailing recycling/disposing of waste resulting from demolition and construction works;
- mitigation of noise and vibration arising from all construction related activities to (these details should also include suitable restrictions on the hours of working on the site including times of deliveries);
- artificial lighting used in connection with all construction related activities and security of the construction site;
- site manager and resident liaison officer contact details (including their remit and responsibilities); and
- details of engagement with local residents and occupants or their representatives.

The development shall be carried out strictly in accordance with the approved CMP and no change there from shall take place without the prior written consent of the Local Planning Authority. Upon completion of the development, post-development road condition surveys and a schedule and timetable of remedial works shall be submitted to and approved in writing by the Local Planning Authority, and the approved remedial works shall be carried out following the completion of all construction works related to the development.

Reason: *In the interests of amenity, to ensure the highway is not obstructed and in the interests of highway safety in accordance with Policies LP21, LP24 and LP52 of the Kirklees Local Plan.*

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

The applicant initially submitted a Construction Management Plan (CMP) rev E pursuant to condition 3.

In response to comments made by KC Environmental Health, on 01/10/2024 the applicant submitted an amended (rev F) version of the CMP. On 18/03/2025

the case officer advised that this document had numerous deficiencies, and that an approval could not be issued pursuant to condition 3.

In response, on 11/04/2025 the applicant submitted:

- Construction Management Plan (CMP) rev J
- CMP Site Plan and CMP Signage document (these comprise Appendix C of the CMP, albeit submitted separately for legibility reasons)
- Road Conditions Report (issue 1)

On 12/05/2025, the case officer advised that there were still deficiencies in the submitted construction management information. In response, on 26/06/2025 the applicant submitted:

- Construction Management Plan (CMP) rev L
- CMP Site Plan rev C and CMP Signage document (unamended) (again, these comprise Appendix C of the CMP, albeit submitted separately for legibility reasons)

The applicant's accompanying email of 26/06/2025 included text explaining where previously identified deficiencies had been addressed.

Each of the requirements of condition 3 are considered as follows:

- *Timetable of all work*

Page 3 of the revised CMP (rev L) states that the anticipated length of the project will be 24 weeks, plus up to 12 weeks for enabling works "which will include the retaining wall". A July 2026 start date is confirmed, although on 02/07/2025 the applicant stated that this may be brought forward to September 2025, depending on when conditions are discharged. Either start date is considered acceptable.

With the above information, this requirement of condition 3 has been met.

- *The construction access(es) and confirmation that adequate visibility splays shall be provided prior to the commencement of development including groundworks*

A single point of access is shown in the CMP Site Plan rev C. Visibility splays are shown with blue lines in this plan, and these splays are annotated as being 43m long in both directions (increased from the 37.527m shown in a previous version of the drawing). 43m splays are also referred to at page 4 of the revised CMP (rev L).

Commenting at surgery on 02/07/2025, KC Highways Development Management (KC HDM) advised that the 43m splays were adequate, given the 30mph speed limit applicable along this part of New Hey Road. KC HDM also noted that – appropriately – the site entrance gates would be set back from the

highway, there would be space within the site for the turning of vehicles, and vehicles would not reverse out of the site onto New Hey Road.

This requirement of condition 3 has been adequately addressed.

- *Pre-development road condition survey of New Hey Road*

A separate Road Conditions Report was submitted on 11/04/2025. This confirms that a video survey was conducted on Monday 31/03/2025 under dry conditions, covering New Hey Road between M62 Junction 23 and the Aldi store west of Dean Street. It goes on to note that, in general, the surveyed route was of average condition with minor defects including cracking, potholes, patching and surfacing failure. All signage and street furniture along the route was found to be in average condition with some sign and bollard leanage. The applicant has stated that the video of the survey is available on request, however the submitted report includes photographs of existing defects observed along the surveyed route. The relevant requirement of condition 3 has been met.

- *Vehicle sizes and routes, times of vehicle movements, identify the location of any HGV waiting areas and include details of the management of said areas*

Regarding construction vehicle sizes, the applicant's accompanying email of 26/06/2025 states that the maximum vehicle size is confirmed in the CMP rev L (which refers to a 16.5m long HGV). This is as can be expected for a development of this size and nature. Other smaller vehicles would also attend the site during the construction phase.

The separate Road Conditions Report indicates that construction traffic would move between Junction 23 of the M62 and the site, along New Hey Road. Page 3 of the CMP rev L states that "banksman will be responsible for checking and monitoring the safe route of vehicles and traffic". These arrangements are considered acceptable.

Regarding the times of vehicle movements, page 3 of the CMP rev L confirms that deliveries would take place between 08:00 and 17:00 only, and that most construction deliveries would be arranged for the mornings (Monday to Saturday). This is considered acceptable.

Page 4 of the CMP rev L refers to the CMP Site Plan rev C, which shows an HGV waiting area at the site entrance, annotated and shaded brown. This was reviewed by KC HDM at surgery on 02/07/2025, and is considered acceptable, as it would mean a visiting HGV would not need to wait on the public highway while access into the site is facilitated.

Regarding management of construction traffic, page 4 of the CMP rev L states:

An appointed banksman will be able to direct and guide large vehicle movements into the site. Additionally, once in the site, a banksman will

monitor reversing operations or manoeuvres. This will ensure that there is suitable space within the site for vehicle parking, offloading and manoeuvring.

These arrangements are considered acceptable.

The requirements of condition 3 regarding construction traffic have been met.

- *The parking of vehicles of site operatives and visitors*

Page 2 of the CMP rev L states that staff and sub-contractors must park within the site. The submitted CMP Site Plan rev C shows an area within the site shaded yellow, measuring 10m by 17.5m, for parking. Officers estimate that the yellow area – if it did not include circulation space – would only be able to accommodate around 14 cars, and possibly a smaller number of larger vehicles. Officers have queried this area would be large enough for the number of staff and sub-contractors who would be present on site, however the CMP rev L states that “Adequate construction parking provisions have been provided on the plan, the sizing of which has been instructed by our highways consultant”. Page 2 of the CMP rev L adds that staff and sub-contractors would be directed to the closest public car park if no spaces are available on-site. No parking would be permitted along the roadside of the site. This is satisfactory, and the relevant requirement of condition 3 has been met.

- *Signage*

Signage is referred to on page 4 of the CMP rev L and in the CMP Site Plan rev C and CMP Signage document. Warning and information signage typical of an active construction site is proposed. This is considered acceptable, and the relevant requirement of condition 3 has been met.

- *Loading and unloading of plant and materials*

Page 4 of the CMP rev L states that unloading of plant and materials will be carried out on site, which is welcomed. This requirement of condition 3 has been met.

- *Storage of plant and materials used in constructing the development*

Regarding plant and materials, the CMP rev L makes reference to an on-site storage area, and this area is shaded green on the submitted CMP Site Plan rev C. This requirement of condition 3 has been met.

- *The erection and maintenance of security hoarding including decorative displays and facilities for public viewing*

Page 3 of the CMP rev L states “The site will be made more secure by a hoarding fence around the site boundary”, and it is noted that a hoarding has already been erected across the site frontage. The CMP Site Plan rev C also indicates that a hoarding would be maintained around the site boundary. No

details of decorative displays have been provided, however as long as the hoarding is kept tidy and well-maintained (with any vandalism being promptly dealt with), decoration is not considered necessary. Page 4 of the CMP rev L states that an “integral viewing panel for the public” would be provided. These requirements of condition 3 have been met.

- *Measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities within the site*

Page 4 of the CMP rev L states that a sweeper will be on standby, in the event that mud/debris is deposited on the public highway. A wheel wash area is also shown close to the construction site entrance/exit on the CMP Site Plan rev C, and that drawing reiterates that a sweeper will be on standby. These provisions adequately address the relevant requirements of condition 3.

- *Measures to control and monitor the emission of dust and dirt during construction (in accordance with the requirements of condition 4)*

Page 4 of the CMP rev L states that “If any excessive dust arises, control measures such as ‘mist-spraying’ of water will be used”. Page 5 onwards sets out potential impacts and intended control and mitigation measures related to dust and air. Appendix B of the CMP rev L also relates to dust. The proposed measures are considered appropriate, and KC Environmental Health have raised no concerns. Although page 7 of the CMP rev L refers to guidance (PPG1, 5 and 6) that was withdrawn in 2015, it is accepted that adequate measures regarding dust have been proposed, and the requirements of condition 3 have been met. It is also noted that condition 4 of permission 2021/94029 imposes controls relating to dust.

- *A Site Waste Management Plan, detailing recycling/disposing of waste resulting from demolition and construction works*

Page 4 of the CMP rev L states “For different types of recyclable waste, there will be allocated skips. Waste will be managed in accordance with the Waste Management Plan”. The same page (and the following page) then briefly details a Waste Management Plan, stating that the waste materials that are not capable of being incorporated into the design will be removed from site and taken to be separated, sorted and graded at a relevant recycling centre. Page 9 reiterates that a Site Waste Management Plan would be employed. Although brief, the submitted CMP rev L meets the relevant requirement regarding waste.

- *Mitigation of noise and vibration arising from all construction related activities to (these details should also include suitable restrictions on the hours of working on the site including times of deliveries)*

Page 3 of the CMP rev L confirms the site working hours as 07:30 to 18:30 Monday to Friday and 08:00 to 13:00 Saturdays. For Sundays and bank holidays, the CMP states that “prep work only” and “no noisy activities” would be carried out. These hours are considered acceptable, and comply with an

earlier amendment request from KC Environmental Health. A sentence added at page 3 (to address an earlier concern raised by officers) confirms that deliveries would take place between 08:00 and 17:00 only, and that most construction deliveries would be arranged for the mornings (Monday to Saturday). Page 7 of the CMP rev L states that “The only external plant to be used is anticipated to be a silenced generator that will be sited so that the noise impact at nearby noise sensitive properties is minimised”. This is considered acceptable. Appendix A of the CMP rev L relates to noise and its potential impacts upon site personnel and the public. KC Environmental Health have raised no concerns in relation to noise. These requirements of condition 3 have been met.

- *Artificial lighting used in connection with all construction related activities and security of the construction site*

Page 3 of the CMP rev L states “if works are to be undertaken during the winter months, artificial lighting may be required. This will not be directed towards the highway nor towards residential housing. Residents must be notified in advance if artificial lighting is required. It’s not envisaged that lighting would be required outside of work hours”. This information, although brief, acknowledges the need to avoid impact upon neighbouring residents, and meets the requirement of condition 3.

- *Site manager and resident liaison officer contact details (including their remit and responsibilities)*

Pages 1 and 2 of the CMP rev L set out roles and responsibilities for the Construction Director, Site Manager, Construction Supervisor, site staff and sub-contractors. Names, postal addresses and email addresses are then provided at page 3 for the two people that would fulfil the roles of Developer, Construction Director, Site Manager and Community Liaison Manager. Page 4 confirms that the contractor’s details would be relayed to residents via letter. Page 5 adds that “Contact details of personnel carrying out the development will also be provided to the public should any issues arise”.

With the above information, the relevant requirements of condition 3 have been met.

- *Details of engagement with local residents and occupants or their representatives*

The CMP rev L expands the applicant’s earlier commitments regarding engagement with local residents and occupants. Page 3 of the CMP rev L states:

The appointed resident liaison officer will engage with occupants and residents via community liaison meetings and letter drops, which will happen on a weekly basis. Residents along Deer Croft Crescent (those whose rear gardens back onto the retaining wall at the North of the site) and also residents/ representatives whose properties are along the east

boundary of the site, and those properties directly opposite the site along New Hey Road. The letter will additionally include the contractor's details, providing security for the residents that they will have a contact details for any concerns they may have whilst the work is taking place. Community liaison meetings can take place weekly when the onsite works start, to ensure good relations are maintained.

Page 4 of the CMP rev L refers to the Considerate Constructors Scheme, and notes that the scheme requires that the local community is engaged prior to and during construction to ensure that impacts upon the surrounding community are minimised. The applicant again commits to weekly engagement.

Page 5 of the CMP states that:

Public communication will serve to inform residents and businesses of new or future operations which may influence the public and their surroundings. Proposals to mitigate any disruptive construction should be communicated effectively to the public to maintain good relations. It will be the responsibility of the site manager to communicate with the public through letter drops and community liaison meetings.

The measures set out above are considered acceptable, and the relevant requirements of condition 3 have been met.

- *Post-development road condition surveys and a schedule and timetable of remedial works*

This requirement cannot yet be met by the applicant, as the development has not been completed. Page 4 of the CMP appears to acknowledge this. It is recommended that the applicant be reminded of this later requirement of condition 3, for which a further Discharge of Condition application would need to be submitted.

Given the above assessment, it is recommended that the applicant's construction management information be approved, and that the applicant be reminded of condition 3's further requirements that:

- The development shall be carried out strictly in accordance with the approved CMP and no change there from shall take place without the prior written consent of the Local Planning Authority; and
- Upon completion of the development, post-development road condition surveys and a schedule and timetable of remedial works shall be submitted to and approved in writing by the Local Planning Authority, and the approved remedial works shall be carried out following the completion of all construction works related to the development.

Condition 21 (retaining walls)

21. Prior to commencement of the development, as defined under Section 56 of the Town and Country Planning Act 1990, a scheme detailing all

new retaining walls as well as any modifications to the site's existing retaining wall supporting the A640 New Hey Road and/or PROW 367 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include locational and cross-sectional information together with details of the proposed design and construction of the retaining walls. The approved scheme shall be implemented and completed prior to the car park being brought into use and prior to superstructure works being commenced on any part of the food store building. The new retaining walls and any modified retaining walls shall be appropriately maintained throughout the lifespan of the development.

Reason: *To ensure that any new retaining structures do not compromise the stability of the highway in accordance with the requirements of Policy LP21 of the Kirklees Local Plan.*

This pre-commencement condition is necessary to ensure that load-bearing structures are designed and agreed to a satisfactory standard prior to the development being open to public access.

The applicant submitted the following drawings and documents pursuant to condition 21:

- Existing Site Sections (1) (drawing PW300)
- Proposed Site Sections (1) (drawing PW301)
- Existing Party Wall Areas (in detail) (drawing PW302)
- Proposed Party Wall Areas (in detail) (drawing PW303 rev B)
- Existing Site Sections (2) (drawing PW304)
- Proposed Site Sections (2) (drawing PW305)
- Existing and Proposed Site Sections (drawing PW306)
- Proposed Boundary Treatments Plan (drawing PW400 rev B)
- Proposed Retaining Wall Elevations (drawing P406 rev H)
- Boundary Wall – Section B-B Conditions (drawing P1301 rev A)

Condition 21 concerns retaining walls supporting the A640 (New Hey Road) and public footpath HUD/367/10. Some of the information in the submitted drawings relates to other retaining walls and need not be considered under this Discharge of Conditions application.

In comments dated 12/09/2024, KC Highways Structures stated that condition 21 could not be discharged, as the supporting information did not include the required dimensioned sectional details along the highway boundary. These details are required by KC Highways Structures to determine whether the design of proposed highway retaining structure would be liable to a formal technical approval via submission of an Approval in Principle application.

In response, on 24/03/2025 the applicant asserted that the wall fronting “New Hey Road” is not a retaining wall, and that the existing stone wall would largely be retained, although there would be a small new section of wall where the existing site access is located – this would match the existing wall and would be non-retaining. On 01/04/2025 the applicant submitted a section of this wall, however on 12/05/2025 the case officer queried why levels on that drawing

appeared to differ to what had been shown at application stage. On 26/06/2025, acknowledging an error in the previous drawing, the applicant submitted a drawing titled “Boundary Wall – Section B-B Conditions” (drawing P1301 rev A).

KC Highways Structures have been consulted on this further drawing and the applicant’s accompanying commentary, and their comments are expected in due course. In the meantime, it is not recommended that an approval be issued pursuant to condition 21.

Condition 23 (surface water)

Condition 23 reads as follows:

23. No development shall take place, as defined under Section 56 of the Town and Country Planning Act 1990, until a scheme detailing surface water attenuation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans and cross-sections of the attenuation, full details of flow control devices, and a detailed maintenance and management regime for the storage facility including the flow restriction as well as a details of means of safe access to and into the system where required. There shall be no piped discharge of surface water from the development and no part of the development shall be brought into use until the flow restriction and attenuation works comprising the approved scheme have been completed. The approved maintenance and management scheme shall be implemented thereafter.

Reason: *In the interests of satisfactory and sustainable drainage to accord with Policy LP28 of the Kirklees Local Plan and the NPPF (Para 167).*

This pre-commencement condition is necessary to ensure appropriate measures are designed and agreed prior to any potentially damaging flooding occurring that could harm the existing dwellinghouses.

Various drawings and documents have been submitted by the applicant pursuant to condition 23, including in response to the comments of the Lead Local Flood Authority (LLFA). The drawings and documents now under consideration pursuant to condition 23 are:

- Drainage Arrangement sheet 1 of 2 (drawing 16-3046-101 rev P5)
- Drainage Arrangement sheet 2 of 2 (drawing 16-3046-101 rev P5)
- New Hey 3rd Model – Separate Roof (Causeway, 16/01/2025) – two documents
- Technical Response (Cora IHT, 16-3046, 15/01/2025)
- Surface Water Maintenance Plan (Cora IHT, T001, issue 5, 16/01/2025)

The LLFA have provided comments dated 25/10/2024, 01/12/2024, 05/01/2025 and most recently on 07/02/2025. In their earlier comments, the LLFA raised concerns (or requested further information) regarding the proposed use of cellular storage, maintenance of drainage infrastructure, certain proposals being “indicative”, modelling, and oil/petrol interceptors. In their most recent

comments of 07/02/2025, the LLFA stated that condition 23 could be discharged, noting:

An assessment of the max weight of vehicles to be visiting the site (HGVs, e.g. delivery trucks) in relation to minimum depths required from Polystorm R has been supplied. A protective slab is also now included. Access into the crate storage is now shown for both attenuation features.

Many of the maintenance concepts are not relevant to the design selected (suggests green suds) which suggests this wasn't a bespoke maintenance plan. However, the relevant areas are acknowledged and is accepted without prejudice to future applications. Catchpit manholes are shown on the drawings.

The oil and petrol interceptor is now independent of roof drainage prior to the flow control. A relevant product has been selected from the manufacturer's brochure.

The hydraulic design has been resubmitted.

In comments dated 02/12/2024, Yorkshire Water confirmed that they had no objection to the proposed drainage scheme.

Given the above assessment, it is recommended that an approval be issued pursuant to condition 23. It is also recommended that the applicant be reminded of the further stipulations of condition 23, which are:

There shall be no piped discharge of surface water from the development and no part of the development shall be brought into use until the flow restriction and attenuation works comprising the approved scheme have been completed. The approved maintenance and management scheme shall be implemented thereafter.

Condition 28 (non-native species)

28. No development shall take place until details of a scheme to eradicate invasive nonnative species within the site has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the approved scheme shall be completed prior to the development first being occupied.

Reason: *To ensure these invasive species are appropriately dealt with, in the interests of the biodiversity of the site and in accordance with the NPPF Chapter 15 and Circular 06/2005 – Biodiversity and Geological Conservation.*

This is a pre-commencement condition to secure the appropriate measures to eradicate invasive plant species, prior to construction.

The applicant has submitted a Method Statement (Japanese Knotweed Solutions Ltd, 20/08/2024) and the related Japanese Knotweed Site Inspection drawings JK24-9990-01 and JK24-9990-02.

The applicant's Method Statement states that no Japanese Knotweed or Giant Hogweed was found at the site, but that Himalayan Balsam and Montbretia was present. Two phases of eradication works (application of herbicide and mechanical excavation) are proposed in relation to these two species, as is a 3-year monitoring phase after the eradication works have been carried out.

KC Ecology have reviewed the applicant's submission, and have advised that it is satisfactory.

Given the above assessment, it is recommended that an approval be issued pursuant to condition 28. It is also recommended that the applicant be reminded of the further stipulation of condition 28, which states that all works which form part of the approved eradication scheme shall be completed prior to the development first being occupied.

Recommendation

Split decision:

- Approve details pursuant to conditions 3 (CMP), 23 (surface water) and 28 (non-native species); and
- Advise applicant that a decision will be made, or advice will be issued, regarding condition 21 (retaining walls) in due course once further comments are received from KC Highways Structures.

Report Dated: 02/07/2025

Recommended Decision Notice Text

Overview

Details are hereby approved pursuant to conditions 3 (CMP), 23 (surface water) and 28 (non-native species). A decision will be made, or advice will be issued, regarding condition 21 (retaining walls) in due course once further comments are received from KC Highways Structures.

Please see the following paragraphs for information specific to each condition.

Condition 3 (CMP)

You have submitted the following documents pursuant to condition 3:

- Construction Management Plan (CMP) rev L
- CMP Site Plan rev C and CMP Signage document (these comprise Appendix C of the CMP, but were submitted separately for legibility reasons)
- Road Conditions Report (issue 1)

Details set out in the above documents are considered acceptable for the purposes of condition 3 and are hereby approved. However, please be reminded of the further requirements of condition 3, namely that:

- The development shall be carried out strictly in accordance with the approved CMP and no change there from shall take place without the prior written consent of the Local Planning Authority; and
- Upon completion of the development, post-development road condition surveys and a schedule and timetable of remedial works shall be submitted to and approved in writing by the Local Planning Authority, and the approved remedial works shall be carried out following the completion of all construction works related to the development. Please note that this requirement will necessitate the submission of a further Discharge of Conditions application.

Condition 21 (retaining walls)

KC Highways Structures have been consulted on your most recent submission pursuant to condition 21, and their comments are expected in due course. In the meantime, an approval cannot be issued pursuant to condition 21.

Condition 23 (surface water)

You have submitted the following drawings and documents pursuant to condition 23:

- Drainage Arrangement sheet 1 of 2 (drawing 16-3046-101 rev P5)
- Drainage Arrangement sheet 2 of 2 (drawing 16-3046-101 rev P5)
- New Hey 3rd Model – Separate Roof (Causeway, 16/01/2025) – two documents
- Technical Response (Cora IHT, 16-3046, 15/01/2025)
- Surface Water Maintenance Plan (Cora IHT, T001, issue 5, 16/01/2025)

Details set out in the above drawings and documents are considered acceptable for the purposes of condition 23 and are hereby approved. However, please be reminded of the further stipulations of condition 23, which are:

There shall be no piped discharge of surface water from the development and no part of the development shall be brought into use until the flow restriction and attenuation works comprising the approved scheme have been completed. The approved maintenance and management scheme shall be implemented thereafter.

Condition 28 (non-native species)

You have submitted a Method Statement (Japanese Knotweed Solutions Ltd, 20/08/2024) and related Japanese Knotweed Site Inspection drawings JK24-9990-01 and JK24-9990-02 pursuant to condition 28.

Details set out in the above document and drawings are considered acceptable for the purposes of condition 28 and are hereby approved. However, please be reminded of the further stipulation of condition 28, which states that all works which form part of the approved eradication scheme shall be completed prior to the development first being occupied.