

**KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE**

DEVELOPMENT MANAGEMENT

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

DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS

Reference No:	2025/62/90320/W
Site Address:	Jewson Property And Services Division, St Andrew's Road, Huddersfield, HD1 6PX
Description:	Erection of extension to existing warehouse; demolition of warehouse entrance canopy and southern section of existing warehouse; demolition of existing timber storage area and erection of covered external racking area and associated works
Recommending Officer:	Danielle Cooper

DECISION – CONDITIONAL FULL PERMISSION

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.

John Holmes

AUTHORISED OFFICER

Date: 2nd May 2025

Officer Report

Reference: 2025/90320

Location: Jewson Property and Services Division, St Andrew's Road, Huddersfield, HD1 6PX

Proposal: Erection of extension to existing warehouse; demolition of warehouse entrance canopy and southern section of existing warehouse; demolition of existing timber storage area and erection of covered external racking area and associated works.

Site Description.

Jewson Property and Services Division is a builder's merchant located on St Andrew's Road, Huddersfield. The site comprises of a large commercial building, a warehouse to the rear of this, car parking and a builder's yard.

Description of Proposal.

Planning permission is sought for the erection of extension to existing warehouse; demolition of warehouse entrance canopy and southern section of existing warehouse; demolition of existing timber storage area and erection of covered external racking area and associated works.

The proposed extension will project 30m from the southern elevation of the existing warehouse. The overall height of the building will match that of the existing warehouse of 9.8m, appearing as a continuous extension. The proposed walling and roofing materials of the extension will match that of the existing warehouse and will mirror its existing design and colour. Doors and roller shutters are proposed to the extension. The extension is required to increase warehousing and storage.

Part of the proposal is to also demolish an existing building to the east of the site and erect a covered cantilevered racking area which will have an overall height of 7.9m. The reconfiguration of the external storage area will provide further improvement to the storage and circulation area.

New fenestrations and roller shutters are proposed within the existing warehouse.

The proposal seeks to alter the existing parking area, introducing accessible parking spaces and electric charging vehicle spaces.

History of Negotiations / Amendments Received.

The agent revised the parking arrangement by increasing the number of electric charging vehicle points and widening the width of the proposed parking spaces to ensure they are of a suitable width and length (2.4mx5m).

Relevant Planning History.

2024/90803 – Erection of extensions to existing warehouse – Approved

It is noted this consent relates to the existing building to the east of the main building and which is proposed to be demolished as part of this proposal.

88/02886 – Extension to existing building – Approved

86/01981 – Construction of timber storage unit – Approved

Representations.

The application was advertised by site notice. No representations have been received.

Consultation Responses.

KC Environmental Health – No objections subject to conditions

KC Lead Local Flood Authority – No objection subject to conditions

Yorkshire Water – No objection subject to conditions

KC Highways – No objection subject to conditions

Health & Safety Executive – Does not advise against

Policy.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

The application site is located within a Priority Employment Area.

The site is located within EA Flood Zone 2.

The application site is located within the River Colne Corridor Strategic Green Infrastructure Network and within an area with a known presence of bats.

The site is located within the 'Historic Landfill 250m buffer' layer on the Council's GIS mapping system.

The application site is located within the outer zone of a hazardous material site.

The site falls within an area identified by the Coal Authority as being at low risk of ground movement as a result of former mining activity.

Kirklees Local Plan:

- LP1 – Achieving Sustainable Development
- LP2 – Place Shaping
- LP3 – Location of New Development
- LP8 – Safeguarding Employment Land and Premises
- LP21 – Highway Safety and Access
- LP22 – Parking Provision
- LP24 – Design
- LP27 – Flood Risk
- LP28 – Drainage
- LP30 – Biodiversity & Geodiversity
- LP31 – Strategic Green Infrastructure Network
- LP51 – Protection and improvement of local air quality
- LP53 – Contaminated and Unstable Land

National Policies and Guidance:

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published December 2023, together with Circulars, Parliamentary 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 6 – Building a Strong, Competitive Economy
- Chapter 12 – Achieving Well-Designed and Beautiful Places
- Chapter 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Chapter 15 – Conserving and Enhancing the Natural Environment

Assessment.

1) Principle of Development

Sustainable Development:

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

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

Land Allocation – Priority Employment Area:

The site falls within a Priority Employment Area. The proposed development is considered ancillary to an employment generating use. When considering development of employment generating uses in a PEA, LP8 states:

‘Proposals for development or re-development for employment generating uses (as defined in the Glossary) in Priority Employment Areas will be supported where there is no conflict with the established employment uses (as defined in the Glossary) in the area. In instances where the site is out of centre and the proposal includes main town centre uses then policy LP13 will need to be applied.’

Officers consider that the proposed extensions would be of a moderate size and scale, that would accommodate the existing warehouse, and would be well separated from neighbouring businesses, including the commercial site to the south and that to the rear. Officers are therefore satisfied that there would be no conflict with neighbouring employment uses. The proposal would be in the same use as the existing building and it is concluded it complies with LP8.

Chapter 6 of the NPPF establishes a general principle in favour of economic development. This is subject to not conflicting with other material planning considerations. Nonetheless Chapter 6 adds weight in favour of the proposal and the principle of development is considered acceptable. Consideration must be given to the local impact, outlined below.

2) Impact on Visual Amenity

The NPPF offers guidance relating to design in chapter 12 (achieving well designed places) whereby paragraph 131 provides a principal consideration concerning design which states: *“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”*

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

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

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

LP24 states that proposals should promote good design by ensuring:

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

The proposed extension to the warehouse is considered to be large in scale and size, however as it would not exceed the footprint of the original building and would leave a sufficient amount of space to the southern boundary. It is considered the overall size and scale would be acceptable and will not appear as an over dominant extension. It is also noted that the extension will be a continuation off of the existing warehouse, having the same ridge and eaves height. The proposed eastern covered structure will be sited to the rear of the site and set significantly back from the highway of St Andrews Road and as such is considered visually acceptable in the context of the large application site and existing built forms within and surrounding the site.

With regard to the design of the extensions, it is considered that their overall finish, as well as the proposed finish of the existing warehouse, would appropriately harmonise with the established use of the site and therefore, character of it's commercial setting as a builder's merchant. A condition will be implemented to ensure the proposed extension to the existing warehouse are constructed from matching walling and roofing materials.

The proposed fenestrations and roller shutters to the existing warehouse and the proposed extensions are considered to be visually acceptable, being in keeping with the character of those on the existing building.

The canopy structure would be a galvanised steel support frame and roof sheets with Plastisol Coated Finish to form the roof. The Colour finish of the roof is not confirmed and it is noted the colour finish of similar structures in the vicinity are grey. It is recommended a condition is imposed requiring the roof colour to be black or grey and should an alternative colour be proposed this is first agreed in writing with the LPA.

On the basis of inclusion of conditions relating to materials of construction of the extension to match, and the colour finish of the roof of the canopy building, it is considered the proposal is acceptable in terms of visual impact.

As such, the impact of the proposal and the wider area is considered acceptable from a visual amenity perspective in this case, complying with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the NPPF.

3) Impact on Residential Amenity

Section B and C of LP24 states that alterations to existing buildings should: *“...maintain appropriate distances between buildings”* and *“...minimise impact on residential amenity of future and neighbouring occupiers.”*

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

The proposed southern side extension is situated approx. 33m from the nearest residential properties along St Andrews Road, and 37m from the commercial building located south-east of the site, and as such there are no concern to potential overbearing, overshadowing or overlooking impact due to the significant separation distance.

The proposed covered structure is situated approx. 14m from the rear boundaries from the nearest residential properties along Town Terrace and the existing trees/hedging act as a screen. As such there are no concerns to potential overbearing or overshadowing impact from the proposed structure as it will retain a sufficient separation distance and being open sided would have a lesser impact than a closed sided building. Furthermore the height (8m) of this element is not considered to be significant in relation to these properties taking account of the separation distance of the development from them.

The proposed structure is also situated approx. 10m from the commercial building located south-east of the site. Given the considerable separation distance, the LPA does not consider there to be any unacceptable overbearing or overshadowing impact.

The proposed new windows within the existing building maintain considerable distances to nearby residential properties and as such raise no concern to any loss of privacy.

With regards to any impacts of noise / odour pollution from the proposed extensions which serves a builder's merchant, it is not considered that the scheme sought under this application would result in any significant increase of noise and / or odour levels over and above the existing impact of the application site.

To ensure the noise impact of the development is not undertaken at unsociable times of the day, and when sensitivity to noise would be highest (during the night time) it is recommended a condition restricting the hours of use to 07:00 to 17:00 Monday to Friday, 08:00 to 12:00 Saturdays and at no time on Sundays or Public Holidays is included upon any grant of permission.

With the inclusion of the aforementioned condition, it is concluded that the works would have no impact on residential amenity, complying with policy LP24 of the Kirklees Local Plan and Chapter 12 of the NPPF.

4) Impact on Highway Safety

Policies LP21 and LP22 of the Kirklees Local Plan relate to access and highway safety and are considered to be relevant to the consideration of this application. The Council's adopted Highway Design Guide also seeks to ensure acceptable levels of off-street parking are retained are also considered to be of relevance.

Within their consultation response the Highways Team state the following:

The car park layout proposed however shows car parking spaces of 2m x 5m these are too tight to accommodate vehicles and will not be able to be used in practice The car parking spaces need to be increased in width from 2m to a minimum of 2.4m

The electric vehicle charging spaces also need to be increased to the recommended size which is similar to that of a disabled parking space.

A revised plan showing the increased spaces will be required The approved vehicle parking areas will need to be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded.

A revised car park layout plan was submitted which increased the number of electric charging vehicle points to 6 which meets the required 10% requirement.

The proposal does not significantly increase the use of the site and the vehicle accesses to the site will remain as existing and are unaffected by the proposals. KC Highways have therefore not raised any highway safety concerns.

The car parking spaces have also been increased in size as shown on the revised block plan (drawing 002RevE received 24th April 2025) to 2.4m x 5m. This drawing also details the layout for electric vehicle spaces. It is also acknowledged that the existing car parking layout will largely be retained as existing, with the loss of some parking areas to accommodate the proposed development.

The creation of new parking will be undertaken as part of the proposal, and it is considered that subject to condition that the parking shown on submitted drawing 002RevE is provided the impact of the proposal would not be significant in this regard.

It is therefore concluded that, subject to inclusion of a condition relating to surfacing, the proposal would be acceptable with regard to impact upon access and highway safety / parking.

As such, it is concluded that the scheme would not represent any significant impact in terms of highway safety, complying with Policies LP21 and LP22 of the Kirklees Local Plan.

5) Other Matters

Climate Change:

On 12th November 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 will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

As part of this application, a Climate Change Statement was submitted, which sets out various mitigation measures. Given the mitigation measures set out within this Statement, it is not considered that any further special measures are required in terms of the planning application, with regards to carbon emissions.

Flood Risk:

The site is located within EA Flood Zone 2, and also the car park is shown on Kirklees Council's surface water mapping as subject to up to 300mm of flooding in a 1 in 100 year rainfall event.

As part of this application, a Flood Risk Assessment was submitted. The FRA identifies the proposal would be a less vulnerable use, within Flood Zone 2. As such the exception test is set out in the FRA as not being required to be applied in this case.

The FRA concludes that it is demonstrated that the proposed development is not at significant flood risk, and mitigation measures have been recommended to address any residual risks that may remain. These are specifically set out in paragraph 3.1.2 of the submitted flood risk assessment:

- *Utilising ground bearing concrete ground floor with no sub-floor voids.*
- *All electrical supplies to drop down from above with socket outlets a min 600mm above finished floor level.*
- *Flood resilient materials should be used on the ground floor where its practical.*
- *Non return valves to be fitted to the foul drainage to prevent flood water ingress from the drains.*

The FRA sets out that as the site is located within an Environment Agency Flood Alert area. The owner/occupiers should sign up to this service and that, in the event of an extreme flood warning the following Flood Management Plan should be put in place:

- Advise all occupiers that a flood alert has been issued and they should prepare to leave the property and the flood zone.*
- If it's safe to evacuate the property, then leave the area by car along the adjacent St Andrews Road towards Huddersfield which is in flood zone 1 and a place of safety.*
- If flood waters have reached the property or the surrounding roads and it is not safe to evacuate, then take refuge within the building and contact the local authority/emergency services.*
- Maintain contact with the Environment Agency and Local Authority.*

It is recommended any grant of permission requires these to be undertaken as part of the development as a condition of any approval.

Turning to foul / surface water drainage arrangements, the following has been submitted as part of this application:

KC Lead Local Flood Authority and Yorkshire Water were formally consulted on this application, concluding that they can support the application subject to conditions. Initially Yorkshire Water raised concerns in relation to impact of the proposal upon the sewer which crosses the site. Within a further response provided by Yorkshire Water they state they do not raise objection subject to conditions relating to the development being undertaken in accordance with the submitted foul / surface water drainage scheme and that surface water passes through an oil intercepter.

Within their response the LLFA set out that their acceptance of the submitted FRA, proposed allowable surface water discharge rate of 22.3l/s, proposed surface water outfall to the Yorkshire Water combined sewer (subject to YW approvals), the exceedance flow routing and the proposed surface water attenuation (including the associated hydraulic calculations). The LLFA recommend conditions relating to passing surface water through an oil interceptor and also requiring temporary drainage arrangements to be submitted to / agreed by the LPA.

A Construction Phase Surface Water Flood Risk and Pollution prevention plan and condition requiring the development a scheme for demonstrating surface water are recommended to be conditioned by the aforementioned consultees to ensure development is undertaken such that it has an acceptable impact in this regard.

Taking account of the response of Consultees, and on the basis the scheme is undertaken in accordance with the submitted FRA mitigation measures, foul and surface water drainage arrangements it is concluded that the proposal would have an impact upon drainage and flood risk that can be suitably mitigated and would be acceptable.

With the inclusion of the aforementioned conditions, it is considered that the proposal would appropriately accord with Policy LP27 of the Kirklees Local Plan.

The proposal is therefore concluded to be acceptable having regard to the fact the site is within flood zone 2 and taking account of the policies within chapter 14 of the NPPF.

Strategic Green Infrastructure Network:

Policy LP31 of the Kirklees Local Plan identifies a number of areas which form part of the Strategic Green Infrastructure Network. This policy sets out that priority will be given to safeguarding and enhancing green infrastructure networks, green infrastructure assets and the range of functions they provide. This policy sets out that development should ensure the function and connectivity of green infrastructure is retained / replaced, new or enhances green infrastructure is provided / integrated into new developments. In addition, this policy requires integration of developments into walking / cycling network and providing new links where appropriate and the protection of biodiversity / ecological links. Where the creation of new or enhanced green infrastructure is proposed, provided it does not conflict with other policies within the Kirklees Local Plan policy LP31 sets out that the Council will support such development.

The development would not see the removal of any trees or hedgerows and would be located upon an existing area of hard standing within the boundaries of a commercial site, a builder's merchant. Therefore, the proposal is not considered to have a significant impact upon the Strategic Infrastructure Network and is concluded to be acceptable in this regard.

Bats / Ecology:

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

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

The site is located within the bat alert layer. Due to its nature, the proposal would be unlikely to impact on bats or bat roosts. This is because the development seeks the erection of extensions to an existing steel portal framed warehouse.

Notwithstanding the above, upon any grant of approval, a footnote shall be added to the decision notice.

With regards to Biodiversity Net Gain, the submitted application form sets out that the proposal is subject to the de minimum exemption as the proposals will

be built on existing hardstanding and as such does not need to provide 10% net gain.

Hazardous Material Site:

The application site is located within the outer zone of a hazardous material site.

As part of the determination of this application, a formal consultation was undertaken with Health and Safety Executive. Within this consultation, it was concluded that the Health and Safety Executive, does not advise, on safety grounds, against the granting of planning permission in this case.

Contaminated Land:

The site is located within the 'Historic Landfill 250m buffer' layer on the Council's GIS mapping system.

Policy LP28 seeks to ensure development has an acceptable impact, having regard to surface water drainage. Policy LP53 of the Kirklees Local Plan and paragraphs 186 and 195 of the National Planning Policy Framework are relevant which seek to ensure that a site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation.

Paragraph 190 of the National Planning Policy Framework states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rest with the developer and/or landowner.

Upon any grant of approval, a condition would be imposed regarding unexpected contamination.

Subject to the inclusion of this condition, the proposal is considered to be acceptable in this regard.

Coal Legacy:

The site is located within the Coal Authority's "Development Low Risk Area". There is no statutory requirement to consult the Coal Authority regarding development within the "Development Low Risk Area", instead an informative note can be appended to the decision notice which constitutes the deemed consultation response. The application site falls within an area at low risk of ground movement as a result of past mining activities as determined by the Coal Authority. As such it is considered that it is unnecessary in this case to require a survey of land stability to be carried out with regard to previous mining activity which may have taken place within the locality. It is recommended that the Coal Authority's standing advice is provided with any grant of approval. As such it is considered that the proposal is acceptable with

regard to ground stability in accordance with paragraphs 180 and 177 of the National Planning Policy Framework.

6) Conclusion

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

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

Recommendation: Approve
Decision Authorisation – Delegated Powers
Application Number: 2025/90320
Officer Recommendation: Approve

Conditions and Reasons:

1. The development hereby permitted shall be begun within three years of the date of this permission.
Reason: Pursuant to the requirements of Section 91 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be carried out in 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, which shall in all cases take precedence.
Reason: For the avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the development on completion, and to accord with Policies LP1, LP2, LP3, LP8, LP21, LP22, LP24, LP27, LP30, LP31, LP51 and LP53 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.
3. The external walls and roofing materials of the extension hereby approved shall in all respects, including colour, match those used in the construction of the existing building and be retained thereafter.
Reason: In the interests of visual amenity and in accordance with Policies LP01, LP02 & LP24 of the Kirklees Local Plan, and policies within Chapter 12 of the National Planning Policy Framework.
4. The colour finish of the roof of the covered external racking area shall be grey or black. Should an alternative colour finish be intended to be undertaken the construction of the covered external racking area shall not commence until a scheme has first been submitted to, and agreed in writing by, the Local Planning Authority which details the colour finish of the roof of the covered external racking area. The Colour finish of

the roof of the covered external racking area approved by this condition shall be thereafter retained for the lifetime of the development.

Reason: In the interests of visual amenity and in accordance with Policies LP01, LP02 & LP24 of the Kirklees Local Plan, and policies within Chapter 12 of the National Planning Policy Framework.

5. If contamination, the presence of coal and/or evidence of coal workings not previously identified by the developer prior to the grant of this planning permission is encountered during the development, all works in the affected area (except for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. Works in the affected area shall not recommence until either (a) a Remediation Strategy by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority or (b) the Local Planning Authority has confirmed in writing that remediation measures are not required. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures. Thereafter remediation of the site shall be carried out and completed in accordance with the approved Remediation Strategy.

Following completion of any measures identified in the approved Remediation Strategy a Verification Report shall be submitted to the Local Planning Authority. No part of the site shall be brought into use until such time as that part of the site has been remediated in accordance with the approved Remediation Strategy and a Verification Report in respect of those works has been approved in writing by the Local Planning Authority.

Reason: To ensure the safe occupation of the site in accordance with Policy LP53 of the Kirklees Local Plan and paragraph nos. 189 and 190 of the National Planning Policy Framework.

6. Development shall not commence until a scheme, detailing temporary surface water drainage for the construction phase (after soil and vegetation/site strip) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 - a) phasing of the development and phasing of temporary drainage provision;
 - b) methods of preventing silt, debris and contaminants entering existing drainage systems and watercourses and how flooding of adjacent land is prevented and.
 - c) 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 run-off will be 100 %. The maximum allowable off-site discharge rate shall not exceed 2.5 litres per second per ha, unless otherwise agreed with the LLFA.

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 ensure the effective disposal of surface water from the development (including its internal roads) so as to avoid an increase in flood risk and so as to accord with Policy LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework. This pre-commencement condition is necessary to ensure details of drainage are agreed at an appropriate stage of the development process.

7. Development shall not commence until a scheme demonstrating surface water from vehicle parking and hard standing areas passing through an oil/petrol interceptor of adequate capacity prior to discharge to the surface water drainage system. Roof drainage should not be passed through any interceptor. The development shall not be brought into use until the approved scheme has been implemented and is fully operational. Thereafter the approved scheme shall be retained.

Reason: In the interest of satisfactory and sustainable drainage, and so as to accord with Policy LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

8. The development shall be carried out in accordance with the foul and surface water drainage details shown on the submitted drawing titled 'Proposed Drainage Plan' ref 24399-DR-C-0102 and document titled 'Surface Water Drainage Maintenance and Management Schedule' received 6th February 2025. The development shall not be brought into use until the drainage arrangement approved by this condition have been completed, which shall be thereafter retained.

Reason: In the interest of satisfactory and sustainable drainage, and so as to accord with Policy LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

9. The development hereby approved shall be undertaken in accordance with the flood risk mitigation measures detailed within paragraph 3.1.2 of the submitted Flood Risk Assessment ref 24399-FRA-001 which shall be completed before the development is first brought into use and thereafter retained.

Reason: To ensure satisfactory flood resilient measures are in place to accord with Policy LP27 of the Kirklees Local Plan and policies within Chapter 14 of the National Planning Policy Framework.

10. The development hereby approved shall not be in operation outside the hours of:

- 07:00 to 17:00 Monday to Friday

- 08:00 to 12:00 Saturdays
- No time on Sundays or Public Holidays

Reason: To ensure that the proposed extensions do not give rise to the loss of amenity to nearby residential properties, by reason of noise or disturbance at unsociable hours, to accord with Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

11. The development hereby approved shall not be brought into use until the vehicular parking arrangements, including provision of 6 no electric vehicle charging spaces, detailed within submitted drawing titled 'Proposed Site Plan' ref 002RevE have been completed. All areas of vehicular parking shall be surfaced with a hardened, sealed and drained surface. The electric vehicle recharging points to serve the 6 no electric vehicle charging spaces shall be provided prior to the development being brought into use. Cable and circuitry ratings to serve the electric vehicle recharging points shall be of adequate size to ensure a minimum continuous current demand of 16 Amps and a maximum demand of 32Amps.

Reason: In the interests of access and highway safety to ensure sufficient vehicular parking is provided to serve the development to accord with policies LP21 and LP22 of the Kirklees Local Plan and policies within Chapter 9 of the National Planning Policy Framework.

NOTE: The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity and the installation must comply with all applicable electrical requirements in force at the time of installation. Approval of EVCPs under the Building Regulations may also be required, and the applicant should contact their Building Control Provider for further information in relation to Approved Document S.

NOTE: All contamination reports shall be prepared by a suitably competent person, as defined in Annex 2 of the National Planning Policy Framework 2021. Reports must be prepared in accordance with the following guidance:

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

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

NOTE: Due to its location, a bat roost may be present on site. Bats are a European protected species under regulation 41 of the Conservation of Habitats and Species Regulations 2010. It is an offence for anyone intentionally to kill, injure or handle a bat, disturb a roosting bat, or sell or offer a bat for sale without a licence. It is also an offence to damage, destroy or obstruct access to any place used by bats for shelter, whether they are present or not. If bats are discovered on site development shall cease and the applicant is advised to contact Natural England for advice.

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

- 07.30 to 18.30 hours Mondays to Fridays
- 08.00 to 13.00 hours Saturdays

With no construction related noise audible beyond the site boundary on Sundays or Bank/Public Holidays.

Kirklees Council has powers under Section 60 of the Control of Pollution Act 1974 to control noise from construction sites and may serve a notice imposing requirements on the way in which construction works are to be carried out. It has additional powers under Sections 80 of the Environmental Protection Act 1990 to prevent statutory nuisance including noise, dust, smoke and artificial light and must serve an abatement notice when it is satisfied that a statutory nuisance exists or is likely to occur or recur. Failure to comply with a notice served using the above-mentioned legislation would be an offence for which the maximum fine on summary conviction is unlimited.

Plans and Specifications Schedule: -

Plan / Document Type	Reference	Version	Date Received
Location Plan	11731-L003		27/02/2025
Proposed Canopy	11731-P006		06/02/2025
Proposed Elevations	11731-E002-C		06/02/2025
Proposed site plan	11731-L002-E		24/04/2025
Proposed floor plans Ground floor	11731-L005-B		06/02/2025
Proposed floor plans Mezzanine	11731-P004-A		06/02/2025
Climate Change Statement			06/03/2025
Statement note			27/02/2025
Flood Risk Assessment	211731-P004- A41508		06/02/2025
Drainage / Foul Sewerage Assessment	24399-C-Clacs- 001		06/02/2025
Drainage / Foul Sewerage Assessment Maintenance	24399		06/02/2025

schedule			
Drainage / Foul Sewerage Assessment	24399-DR-C-0101		06/02/2025
Drainage / Foul Sewerage Assessment	24399-DR-C-0102		Dec 2024
Bat Survey			06/02/2025
Ground Investigation Report	STW6714-R01 Rev_A_		06/02/2025
Design and Access Statement			06/02/2025

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 Authority has, where possible, made a preapplication advice service available, complied with the Kirklees Development Management Charter 2024 and otherwise actively engaged with the applicant in dealing with the application. Further details were submitted relating to the parking arrangements.

Report Dated: 30/04/2025