

**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:	2025/62/90778/W
Site Address:	land at, Albert Street Car Park, Albert Street, Lockwood, Huddersfield, HD1 3PR
Description:	Erection of two storey commercial unit
Recommending Officer:	Kerri Simpson

DECISION – REFUSED

I hereby authorise the refusal 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: 13th May 2026

Officer Report – 2025/90778

Land at, Albert Street Car Park, Albert Street, Lockwood, Huddersfield, HD1 3PR

Site Description

The application site relates to a parcel of land located on the eastern side of Albert Street. The site comprises a roughly rectangular area of hard standing currently in use as a surface car park. It is laid to tarmac and informal gravel, with no permanent structures on the land. Vehicular access is currently taken directly from Albert Street via an existing access point. The site sits within a mixed built-up area characterised by a mix of commercial, light industrial and traditional stone buildings typical of the Lockwood area. Surrounding development ranges from single to two storeys in height, with varied roof forms and materials.

The site is bounded to the north by a mixed-use building at No.51 Lockwood Road which comprises a commercial unit on the ground floor and residential above, to the east a restaurant/café at No.6 Albert Street, to the south Albert Street and to the west a commercial unit (Independent Electrical Services) at No.53 Lockwood Road.

The site is subject to the following planning constraints and designations:

- Priority Employment Area (PEA23)
- Flood Zone 2 and 3 (FZ 3b)
- Bat Alert Zone
- Development Low Risk (Coal)
- Adjacent Holme Valley Corridor

Description of Proposal

The proposal seeks full planning permission for the erection of a two-storey building with a pitched roof, comprising ground-floor storage accommodation (140sqm), with ancillary facilities including kitchen, W/C and small office. The proposed first floor would provide 146sqm of office space including a meeting room, with ancillary kitchen and W/Cs. The scheme includes the provision of two off-street parking spaces to the frontage, accessed from Albert Street, together with a covered cycle shelter. Dedicated refuse and recycling storage would be located along the north-eastern boundary of the site. The development would be enclosed by mesh boundary fencing. Externally, the building would be finished in brickwork to the elevations with a corrugated sheet roof.

Supporting Information

In addition to the submitted plans the following documents have been submitted to support the application:

- Design & Access Statement
- Level 2 Flood Risk Assessment (Prepared by Aval Consulting Group, dated July 2025)
- Climate Change Statement

History of Negotiations / Amendments Received

The agent was contacted via email on 24th February 2026 and advised of the principal concerns identified in respect of the application including highways, sequential test and flood risk matters. An opportunity was provided for the submission of amended and/or additional supporting information to address these issues. No further information or amendments were received, and the application has therefore been determined on the basis of the information submitted.

The Local Planning Authority has considered whether the identified concerns raised in this report could be addressed through amendments or the imposition of conditions. However, the objections raised by the Highways Development Management Team relate to fundamental deficiencies in parking provision, servicing arrangements and vehicle maneuvering space which arises from the physical constraints of the site. These matters would require substantive redesigning of the scheme rather than minor amendment. Similarly, the flood risk concerns relate to the suitability of the site for the proposed use, rather than the absence of minor technical information, and cannot be resolved through condition.

Relevant Planning History

2023/93629 – Discharge of condition 5 (EV Charger) of previous permission 2023/90491 for erection of extension to existing building for outdoor dining/smoking use – Discharge of condition(s) approved (24 Jan 2024) (Not Implemented)

2023/90491 – Erection of extension to existing building for outdoor dining/smoking use – Conditional full permission (18 Oct 2023) (Not Implemented)

Representations

Publication of the application has been undertaken in accordance with the Council's Development Management Charter (July 2024).

The application has been publicised on the Council's website, and by site notice. The expiry date of the publicity period was the 15th August 2025.

No public letters of representation were received.

Consultation Responses

KC Lead Local Flood Authority – Objection, under Kirklees’s new SFRA, being developed in 2025, this site is shown to be primarily flood zone 3b, functional floodplain and therefore the end use is not compatible as a ‘Less Vulnerable’ category is not allowed in this area. Even with a reduction from 1 in 100 mapping to 1 in 30 mapping (defended) the area remains flood zone 3b.

KC Highways Development Management – Objection, they advised that on-street parking within the area is already at a premium and only two off-street parking spaces are proposed to serve 163sqm of distribution/storage and office use respectively. No internal vehicle turning facilities are shown and no servicing details have been provided. The absence of turning provision would likely result in vehicles reversing onto or off Albert Street, which is considered unacceptable. On this basis, Highways are unable to support the proposal.

Allocation and Policy

The site is located within the Priority Employment Area designation of the Kirklees Local Plan. Having regard to the land use designation set out in the Kirklees Local Plan and the constraints listed within the ‘Site Description’ section of this report the following legislation, policy and guidance is considered relevant to the determination of this application: -

Kirklees Local Plan

- LP1 Achieving sustainable development
- LP2 Place shaping
- LP3 Location of new development
- LP7 Efficient and effective use of land and buildings
- LP8 Safeguarding employment land and premises
- LP13 Town centre uses
- LP21 Highway and Access
- LP22 Parking
- LP24 Design
- LP26 Renewable and low carbon energy
- LP27 Flood Risk
- LP28 Drainage
- LP30 Biodiversity and Geodiversity
- LP51 Protection and Improvement of Local Air Quality
- LP52 Protection and Improvement of Environmental 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 2024, the Planning Practice Guidance Suite (PPGS) first launched 6th March 2014 together with Circulars, Ministerial Statements and associated technical guidance.

The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- Chapter 2 Achieving sustainable development
- Chapter 4 Decision-making
- Chapter 6 Building a strong, competitive economy
- Chapter 7 Ensuring the vitality of town centres
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 Conserving and enhancing the natural environment

Supplementary Planning Documents / guidance

Kirklees Highway Design Guide (adopted November 2019)
The Biodiversity Net Gain Technical Advice Note

Legislation

The Town & Country Planning Act 1990 (as amended).
The Planning and Compulsory Purchase Act 2004.
Section 17 of the Crime and Disorder Act 1998 (as amended)
The Conservation of Habitats and Species Regulations 2017

Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out that in considering planning applications the determination must be made in accordance with the plan unless material considerations indicate otherwise

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.

Priority Employment Area

The application site lies within a Priority Employment Area (PEA23– Albert Stree, Lockwood) as defined in the Kirklees Local Plan. Policy LP8 of the Kirklees Local Plan seeks to safeguard such areas for employment generating uses, particularly former Class B uses, now Use Class E (g) (i) Office, E (g) (ii) Research and Development, E(g) (iii) Light Industrial, in addition to Use Class B2 General Industry and B8 storage and distribution. However, LP8 also allows for other uses where it can be demonstrated that the proposal supports employment, does not undermine the function of the wider employment area, and where there is no reasonable prospect of employment use coming forward.

The application proposes the construction of a two-storey building providing storage and distribution (Use Class B8) at ground floor and office accommodation (Use Class E (g) (i)) at first floor. Both elements fall within safeguarded employment use classes. The development would therefore retain the site in employment use and would not result in the loss of designated employment land.

Accordingly, the proposal is considered to accord with policy LP8 of the Kirklees Local Plan and the policies within Chapter 6 of the NPPF (2024), which supports economic growth, subject to consideration of other material planning considerations.

Town Centre uses (Sequential Test and Impact Assessment)

Policy LP13 of the Kirklees Local Plan and Chapter 7 of the NPPF identify offices as main town centre uses. Such uses should be directed to defined centres in the first instance, with edge-of-centre sites only acceptable where no suitable in centre alternatives are available. Development should also be of a scale that does not undermine the vitality and viability of existing centres.

It should also be noted that Policy 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.

The proposal includes circa 163sqm of first floor office accommodation (Use Class E (g) (i)). Whilst office floorspace can in some cases be ancillary to primary storage/distribution use, in this instance the office accommodation comprises a substantial quantum of floorspace equivalent in scale to the ground floor storage element with the Design and Access Statement alluding to each floor being capable of independent business operation. It is therefore not considered ancillary to the B8 use, but a main town center use in its own right.

The application site is located circa 600m from the Huddersfield Town Centre Boundary, Given the distance from the town Centre boundary, the application site is not classed as edge-of-centre for the purposes of Policy LP13 and the NPPF, and therefore is classed as an out-of-centre development. In such instances, Policy LP13 requires the submission of a Sequential Test. No Sequential Test has been submitted.

Whilst the proposed employment uses are acceptable in principle within the designated Priority Employment Area under Policy LP8, the office component constitutes a main town centre use and is therefore additionally subject to the sequential approach required by Policy LP13 of the Kirklees Local Plan and Chapter 7 of the NPPF.

In the absence of a Sequential Test demonstrating that there are no suitable and available sites within defined centres capable of accommodating the office use, the proposal fails to comply with Policy LP13 of the Kirklees Local Plan and Chapter 7 of the NPPF. This conclusion is drawn having regard of the layout of the development set out in the submitted plans which demonstrates that the first floor offices could be used separate / independently to the ground floor storage use as proposed other than the shared access point.

2.Impact on character and appearance of the area (including Heritage Assets)

Visual Amenity

Section 12 of the NPPF discusses good design. Good design is a key aspect of sustainable development; it creates better places in which to live and work and helps to make development acceptable to communities. Local Plan Policies LP1, LP2 and most importantly LP24, are all also relevant. All the policies seek to achieve good quality design that retains a sense of local identity, which is in keeping with the scale of development in the local area and is visually attractive.

Local Plan Policy LP24(a) states that all proposals should promote good design by ensuring the following: *the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape*.

The application site lies within an established commercial and industrial area characterised by a varied mix of warehouse, storage and light industrial buildings of differing scales, forms and materials. The surrounding street scene is function in character and lacks a strong or consistent architectural language.

The proposed building would adopt a simple utilitarian design approach reflective of the wider industrial context, incorporating a shallow pitched roof form, roller shutter opening, and limited fenestration. Subject to appropriate

materials, the overall appearance of the building is not considered to appear materially incongruous within the surrounding street scene.

Whilst the proposal would introduce additional built form onto a currently unbuilt area of land, the scale, massing and industrial character of the proposal would be broadly reflective of the surrounding development. As such, it is not considered that the proposal would have an adverse impact on the character of the street scene, subject to condition requiring details of construction materials to be submitted to the LPA for written approval.

Notwithstanding the above, there are concerns regarding the constrained nature of the site layout, including limited servicing and parking provision, which are discussed separately within the Highway Safety section of this report and therefore would not comply with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the NPPF.

3. Impact on Residential Amenity

Sections 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.”

Policy LP52 is considered to be of relevance and sets out that development must be considered in relation to potential for increases from pollution, in this case the relevant possible increases could relate to noise, light & odour emissions.

Further to this, Paragraph 130 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 application site is located within an established commercial area and is predominantly surrounded by commercial and industrial buildings of varying scales and forms. The nearest residential receptors are No.51 Lockwood Road to the north of the site and No's 3 and 7 Albert Street to the east.

No.51 Lockwood Road would retain a separation distance of circa 6.5m between its rear elevation and the proposed rear elevation. However, the elevation facing the site is not served by habitable room windows. As such, it is not considered that the proposal would give rise to unacceptable impacts in terms of outlook, daylight/sunlight or loss of privacy for this neighbouring occupier.

No's 3 and 7 Albert Street are located circa 44m from the application site and would therefore retain substantial separation from the proposed building. Given the nature of the proposed uses and the surrounding commercial context, it is not considered that the proposal would give rise to materially

harmful levels of noise, disturbance or general residential amenity impacts beyond those reasonably expected within a commercial/light industrial area.

To ensure artificial light is acceptable and noise would not have a harmful impact as a result of 24 hour operations conditions requiring details of artificial lighting and restricting the hours of operation to between 07:00 and 20:00 on any given day (excluding Sundays and bank holidays) would be recommended.

Accordingly, the proposal is considered to comply with Policy LP24(b) of the Local Plan and Chapter 12 of the NPPF in respect of residential amenity.

4. Impact on Highway Safety

Policy LP21 of the Kirklees Local Plan requires development to provide safe, convenient, and efficient access for all users, including pedestrians, cyclists, public transport users and vehicles. Proposals must not result in an unacceptable impact on the highway network.

Policy LP22 sets out parking requirements stating that developments should provide appropriate provision for vehicles in accordance with the Council's adopted parking standards. This includes on-site parking for residents and visitors, as well as provision of servicing and deliveries where relevant.

These policies are underpinned by Chapter 9 of the NPPF which requires that development proposals ensure safe and suitable access for all users, mitigate any significant impacts on the transport network, and provide adequate opportunities for sustainable travel.

Paragraph 116 of the NPPF sets out that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”

The application proposes a two-storey commercial building comprising circa 163sqm of storage and distribution (Use Class B8) at ground floor level together with office accommodation at first floor level. The site would be served by two off-street parking spaces located to the front of the building with direct access onto Albert Street.

The application site is located within an established Priority Employment Area, which is commercial in nature and where on-street parking is already prevalent and limited. The submitted layout does not demonstrate any dedicated servicing arrangements or service vehicles associated with the proposed use.

The Kirklees Highways Development Management Team have raised an objection to the proposal on the grounds that the level of parking provision is

inadequate for the scale and nature of the proposed development and that insufficient information has been submitted regarding servicing and maneuvering arrangements. In particular, concerns are raised that vehicles would be required to reverse onto/from Albert Street due to the constrained nature of the site and absence of turning facilities, which would be prejudicial to highway safety.

Whilst the site lies within a commercial area, the proposal represents an intensified form of development on a constrained plot without adequate provision for parking, servicing or safe vehicle maneuvering. These concerns are considered fundamental to the layout and operation of the development and cannot be satisfactorily addressed through planning conditions.

The site appears to have operated as a car park, the loss of the site will see a requirement for the vehicles which have used the site for parking being displaced and having to use alternative locations. The likely impact arising would be an increase in on street parking upon the surrounding highway network. Coupled with the increased demand due to the proposed use it is considered there would be an increase in on street parking as a result of the development, with on street parking in the locality being in high levels.

Accordingly, the proposal is considered to result in unacceptable impacts on highway safety and would conflict with Policies LP21 and LP22 of the Kirklees Local Plan and Chapter 9 and Paragraph 115 of the National Planning Policy Framework 2024.

5. Ecology and Biodiversity

The Biodiversity Net Gain (BNG) Technical Advice Note provides local context on implementing BNG and reflects the statutory requirement introduced by the Environment Act 2021, which mandates a minimum 10% biodiversity net gain for most developments.

Chapter 15, Paragraphs 190, 191, 192, 194 and 195 of the NPPF (December 2024) collectively seek to protect and enhance the natural environment by securing measurable biodiversity net gains, safeguarding irreplaceable habitats, and ensuring that harm to biodiversity is avoided, mitigated or, only where absolutely necessary, compensated.

Policy LP30 of the Kirklees Local Plan seeks to ensure that development proposals protect and enhance the natural environment. This includes safeguarding species and habitats of principal importance, avoiding significant harm to biodiversity, and securing measurable biodiversity net gains wherever possible.

Policy LP33 of the Kirklees Local Plan sets out the Councils approach to the protection and integration of trees in new development, recognising their contribution to visual amenity and biodiversity.

The application site comprises an existing area of hardstanding, formerly used for car parking. The site contains no significant vegetation or other features likely to support protected species or notable habitats. Given the urbanised nature of the site, it is not considered likely to give rise to significant ecological impacts. In light of the above, it is not considered that a Preliminary Ecological Appraisal is necessary or proportionate in this instance. In addition, the proposal falls within an exemption under the Environment Act 2021 (as implemented through the Biodiversity Net Gain Regulations 2024), as it comprises a development with limited external works and does not involve the loss of habitat. The mandatory 10% BNG requirement is therefore not applicable in this case.

In light of the above, it is considered that the proposal would comply with Policy LP30 of the Kirklees Local Plan, Chapter 15 of the National Planning Policy Framework and the Conservation of Habitats and Species Regulations 2017 (as amended). It is recommended that an informative is added to the decision notice advising the applicant that if bats or any evidence of bats are found at any stage, works must cease immediately, and advice should be sought from a suitably qualified ecologist.

6. Ground Conditions

Chapter 15 of the NPPF promotes safe and healthy living environments and requires that land contamination and other environmental constraints are considered and mitigated as part of the planning process. Policies LP51 and LP53 of the Kirklees Local Plan seek to ensure that development does not cause, or result in exposure to, pollution or environmental risks that would be harmful to human health or the environment. These policies require developments to be appropriately assessed and, where necessary, remediated to ensure that sites are suitable for their intended use.

The site lies partially within the Development Low Risk Area as defined by the Coal Authority (The Mining Remediation Authority). It is not identified as contaminated or potentially contaminated land.

In accordance with the Coal Authority's standing advice, proposals of this nature within a Development Low Risk Area for coal mining legacy fall outside the requirement for consultation, as they are unlikely to pose risk to subsurface coal features or land stability. As such, it is recommended that the Coal Authority's standing advice is attached to any permission as an informative.

In respect of potentially contaminated land, given the historic use of the site is unknown but within a commercial/light industrial setting and the development would include excavation and ground disturbance; if permission was granted it is considered to be reasonable to impose conditions relating to land contamination, including the submission of a Phase I desk study, with intrusive investigations and remediation where necessary.

In light of the above, it is considered that subject to conditions, the development would comply with Policy LP53 of the Kirklees Local Plan and with Paragraphs 196 and 197 of the National Planning Policy Framework.

7. Flood and Drainage

Chapter 14 of the NPPF seeks to direct development away from areas at risk of flooding and ensure that new development does not increase flood risk elsewhere. It also requires that surface water is managed using SuDs where possible and that developments are supported by appropriate drainage infrastructure, taking into account ground conditions and pollution risk.

Policy LP28 of the Kirklees Local Plan reflects these national objectives, requiring all new development to incorporate appropriate foul and surface water drainage arrangements, including SuDs where feasible, and to ensure that any such infrastructure does not increase flood risk or lead to pollution on or off site.

The application site lies within Flood Zones 2 and 3 and is located in close proximity to the River Holme. A Flood Risk Assessment has been submitted in support of the application.

The Lead Local Flood Authority (LLFA) have raised objection to the proposal and advise that update flood risk evidence currently being prepared as part of the emerging Strategic Flood Risk Assessment identifies the site as potentially forming part of a functional floodplain (Flood Zone 3b). The LLFA therefore raises concerns regarding the appropriateness of the proposed development in flood risk terms.

In light of the statutory objection from the Lead Local Flood Authority, the Local Planning Authority is not satisfied that sufficient information has been provided to robustly demonstrate that the proposal would remain safe for its lifetime, would not increase floor risk elsewhere, or that the proposed uses are appropriate for the floor risk classification identified by the LLFA.

In the absence of sufficient and robust evidence demonstrating that the proposed development would be appropriate and safe in flood risk terms and having regard to the concerns raised by the LLFA, the proposal has not satisfactorily demonstrated compliance with Policies LP27 and LP28 of the Kirklees Local Plan and Chapter 14 of the NPPF.

8. 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.

The applicant has submitted a Climate Change Statement in support of the application. The proposal incorporates measures including thermal insulation, energy efficient windows and doors, natural ventilation, and the potential installation of roof-mounted solar panels where practicable. The submission also references rainwater collection measures and limited boundary planting. The proposals demonstrate proportionate climate change measures in line with the Council's guidance and would comply with Policies LP24, LP26 and LP51 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

9. Representations

There were no public letters of representation received.

10. 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.

The proposal includes office floorspace, which constitutes a main town centre use, within an out-of-centre location. No sequential test has been submitted to demonstrate compliance with Policy LP13 of the Kirklees Local Plan and Chapter 7 of the National Planning Policy Framework 2024.

Furthermore, the proposal has failed to demonstrate adequate parking, servicing and vehicle manoeuvring arrangements, resulting in unacceptable impact on highway safety, contrary to Policies LP21 and LP22 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework 2024.

In addition, the Lead Local Flood Authority maintain an objection to the proposal on flood risk grounds. As such, the Local Planning Authority is not satisfied that the proposal has adequately demonstrated compliance with Policies LP27 and LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework 2024.

Accordingly, it is considered that the proposed development would not constitute sustainable development and is therefore recommended for refusal.

Recommendation: REFUSE

Decision Authorisation: Delegated Powers

Application Number: 2025/90778

Officer Recommendation: REFUSE

Reasons for Refusal

1. The proposed development includes office floorspace, which constitutes a main town centre use, within an out-of-centre location. No sequential test has been submitted to demonstrate that there are no suitable and available sequentially preferable sites capable of accommodating the proposed office use. The proposal is therefore contrary to Policy LP13 of the Kirklees Local Plan and policies within Chapter 7 of the National Planning Policy Framework.
2. The proposed development fails to provide adequate parking, servicing and vehicle manoeuvring arrangements to serve the proposed storage/distribution and office uses; to the detriment of highway safety. The proposal is therefore contrary to Policies LP21 and LP22 of the Kirklees Local Plan, the Kirklees Highways Design Guide SPD and Paragraph 115 of the National Planning Policy Framework 2024.
3. Insufficient information has been submitted to satisfactorily demonstrate that the proposed development would represent an appropriate and safe form of development having regard to flood risk. The proposal is therefore contrary to Policies LP27 and LP28 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework 2024.

Plans and specifications schedule: -

Plan Type	Reference	Version	Date Received
Location Plan			25/07/2025
Existing Vacant Plot of Land	PP/24725/1	Issue 1	25/07/2025
Existing Vacant Plot of Land	PP/19325/1	Issue 1	25/07/2025
Proposed Block Plan			25/07/2025
Proposed Elevations and Floor Plans	PP/24725/2	Issue 1	25/07/2025
Existing and Proposed Street Scene	PP/24725/3	Issue 1	25/07/2025
Level 2 Flood Risk Assessment	94207	Rev A	25/07/2025
Design and Access Statement			25/07/2025

Plan Type	Reference	Version	Date Received
Climate Change Statement			25/07/2025

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 have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2024 and otherwise actively engaged with the applicant in dealing with the application.

The agent was contacted via email on 24th February 2026 and advised of the principal concerns identified in respect of the application including highways, sequential test and flood risk matters. An opportunity was provided for the submission of amended and/or additional supporting information to address these issues. No further information or amendments were received, and the application has therefore been determined on the basis of the information submitted.

Coal - Low